



City of Barrie Official Plan 2051

“One City, One Vision, One Plan”

Final Version
January 6, 2022





Land Acknowledgement

[The City of Barrie is in the process of consulting on and updating the land acknowledgement used by the corporation. The City will add the most updated version of the land acknowledgement to this document once the Plan is ready for implementation.]



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Preamble





The Important Purpose of the Barrie Official Plan

The City of Barrie (the City) is located on the scenic shores of Kempenfelt Bay of Lake Simcoe and is central to the Simcoe area. Barrie is within the Greater Golden Horseshoe (GGH), a rapidly growing urban area acting as the engine for economic growth in Ontario. The City is preparing for rapid growth and is embracing this growth as a powerful catalyst that will drive Barrie forward to be more vibrant, more connected, more prosperous, culturally richer, greener, and more resilient.

The City of Barrie Official Plan is the roadmap to our exciting future. All those elements that make up a great city have been brought together here through an integrated and comprehensive approach to land use planning, so that our communities can flourish as Barrie evolves and grows.

The Official Plan of the City of Barrie (the Plan) is a public statement by City Council that helps to guide Barrie's growth according to the collective desires and common viewpoints that we share about the city's future. The Plan responds to our community's land use, development, and conservation goals. Through the guidelines it provides on how land in Barrie can be used, the Plan mobilizes stakeholders in our community to take positive action for the future. It helps the City make wise decisions with the understanding that the sum total of the decisions guided by the Plan will help us achieve the Barrie of the future that we envision.



The Foundation of this Plan

The Plan is prepared in accordance with Ontario's Planning Act.

The Plan was adopted by City Council in _____ and approved by the Minister of Municipal Affairs and Housing on _____. Various background studies and reports form the basis of this Plan. The Plan also incorporates numerous municipal strategic priorities and addresses matters of provincial interest.

Barrie's Plan within the Province's Framework

Barrie's Official Plan is in alignment with the Municipal Act, 2001, which provincially grants Ontario municipalities their authority to govern. It is also in alignment with the Planning Act, R.S.O. 1990, c. P. 13. ("Planning Act"), which is the Province's main rulebook for land use planning in Ontario.

Since 2010 when the last Official Plan for the City was approved, the Government of Ontario has also introduced a number of initiatives directed at managing growth in Southern Ontario. These include the Provincial Policy Statement, 2020, (PPS), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan).

The Lake Simcoe Protection Plan, 2009, (LSPP) responds to a provincial mandate to better protect water resources and natural heritage and address natural hazards in the *Lake Simcoe watershed*. The South Georgian Bay Lake Simcoe Source Protection Plan, 2015, governs the untreated water from rivers, lakes and underground aquifers.

These newer initiatives and plans have significant implications for the future of the City and the policies of this Plan. In particular, they will influence how Barrie grows and develops during the planning horizon to 2051.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The City's Official Plan must be "consistent with" the PPS.

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

The Growth Plan provides the foundation for a long-term growth management approach for the Greater Golden Horseshoe. The Growth Plan has policies that guide decisions on a wide range of issues including transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection. The Plan is required to conform to the Growth Plan.



Further, the Growth Plan requires that municipalities use a prescribed Land Needs Assessment Methodology (LNAM) when planning to accommodate growth as per Schedule 3 of the Growth Plan. By following the LNAM, a Land Needs Assessment Report was produced. This report dictates how much urban land must be added, by expanding the *settlement area* boundary, to accommodate the forecasted population and employment growth.

The Plan provides direction for the management of growth in Barrie. In the Growth Plan, for the Simcoe Sub-area, Barrie is identified as the principal primary *settlement area* and Downtown Barrie is identified as the only *Urban Growth Centre* (UGC). The Growth Plan forecasts a population of 298,000 and corresponding local employment base of 150,000 jobs by the year 2051.

Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP), adopted by the Province on June 2, 2009, is a watershed-based plan that provides a strategy to help restore and protect the health of Lake Simcoe. The Plan includes provisions that ensure conformity with the Lake Simcoe Protection Plan.

South Georgian Bay Lake Simcoe Source Protection Plan

The South Georgian Bay Lake Simcoe Source Protection Plan, which came into effect on July 1, 2015, protects municipal drinking water from overuse and pollution by governing the untreated water from rivers, lakes and underground aquifers. The Plan includes provisions that ensure conformity with the South Georgian Bay Lake Simcoe Source Protection Plan.



How to Read and Understand the Plan

This Plan is structured around a community vision and statement of principles, and then organized according to themes that have a relationship to the principles. These themes are addressed in each section in this Plan. These sections are:

- Section 1: A Unified City;
- Section 2: Planning an Urban and Complete City;
- Section 3: Planning an Attractive City;
- Section 4: Planning a Connected and Mobile City ;
- Section 5: Planning a Waterfront and Green City;
- Section 6: Planning a Resilient City;
- Section 7: Planning a Prosperous City; and,
- Section 8: Planning a Cultural City.

The Plan then explains the framework of tools that the City will apply to help support wise decisions and provides explanation of specific terminology. This is needed to offer guidance on the City's approach to facilitating development, further studies, and initiatives, and keeping the planning framework current to respond effectively to this dynamic city. These sections are:

- Section 9: Implementation; and,
- Section 10: Interpretation and Definitions.

Within the Plan are three sets of graphics: firstly, maps that explain how the City is planned in terms of the extent of development and conservation; secondly, figures that provide diagrams that explain how we want the City to be designed; and, thirdly, additional information that helps with ease of reference. These components are:

- Maps 1 to 8;
- Figures; and,
- Appendices.

The components of the Plan that will be used to guide decision-making (i.e., the “official parts” of the Plan) are Sections 1 to 10, Maps 1 to 8, the appendices, and figures.

Figures are officially part of the Plan and are used to assist with interpretation of the policies of this Plan. If there are any discrepancies between a policy and a figure, then the policy shall apply.



The following are the recommended steps to read and interpret how this Plan may affect a property or proposed development:

- Step 1: Identify the land use designation(s) applicable to the property on Map 2;
- Step 2: Read the relevant policy for the land use designation(s) in Section 2.6 of the Plan;
- Step 3: Identify if any overlay(s) or other considerations on Maps 1, 3, 4, 5, 6, 7 or 8 are applicable to the property, and read the policies related to those elements from the maps;
- Step 4: Review Section 3 of this Plan for relevant design guidance, and review the City-Wide Urban Design Guidelines for applicable provisions;
- Step 5: Check all other sections of this Plan for policies that may be relevant to the property or proposed development; and,
- Step 6: Check the appendices for any additional technical details that may be relevant to the property or proposed development.

This Plan must be read in its entirety and the relevant policies, mapping, and figures applied to each situation. All of the relevant policies, mapping, and figures are to be cross-referenced with each other whether this cross-referencing is stated in the Plan or not. Efforts have been made to differentiate between policy statements vs. land use policy direction, with the former providing overall guidance and the latter being applicable to all applications for development.

All terms shown in italicized font have definitions that are given in Section 10.

1. A Unified City



1.1 One City, One Vision, One Plan

As the most populous and prominent city north of the Ontario Greenbelt in the Greater Golden Horseshoe, Barrie is strategically important as a regional urban centre. Barrie has thrived as a place where residents, visitors, workers, students, and entrepreneurs engage in social activity, economic exchange, environmental initiatives, and community building.

Over the past 50 years Barrie has been successful at creating new neighbourhoods through urban expansion and has seen job creation in businesses serving the local, regional, provincial, and global economy. A new wave of growth anticipated over the next 30 years will see Barrie mature into a medium-sized city. Therefore, it is particularly important to plan for the future in an integrated manner, to evaluate impacts, be financially astute, and plan to become truly sustainable and resilient.

This comprehensive and integrated approach on how to plan Barrie can be summarized by the phrase “one city, one vision, one plan” – a philosophy that is enshrined in every policy of this Plan.





1.2 Community Vision

This community vision statement was developed through extensive consultation and guides all the land use policies of this Plan.

Official Plan Community Vision Statement

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



1.3 Founding Principles

The community vision statement is supported by a series of founding principles that were developed through dialogue with the community. Each of the principles, when combined with the “one city, one vision, one plan” philosophy, will have a positive effect on development, social cohesion, the economy, and the built and natural environments. As such, these principles underpin the policies of this Plan.

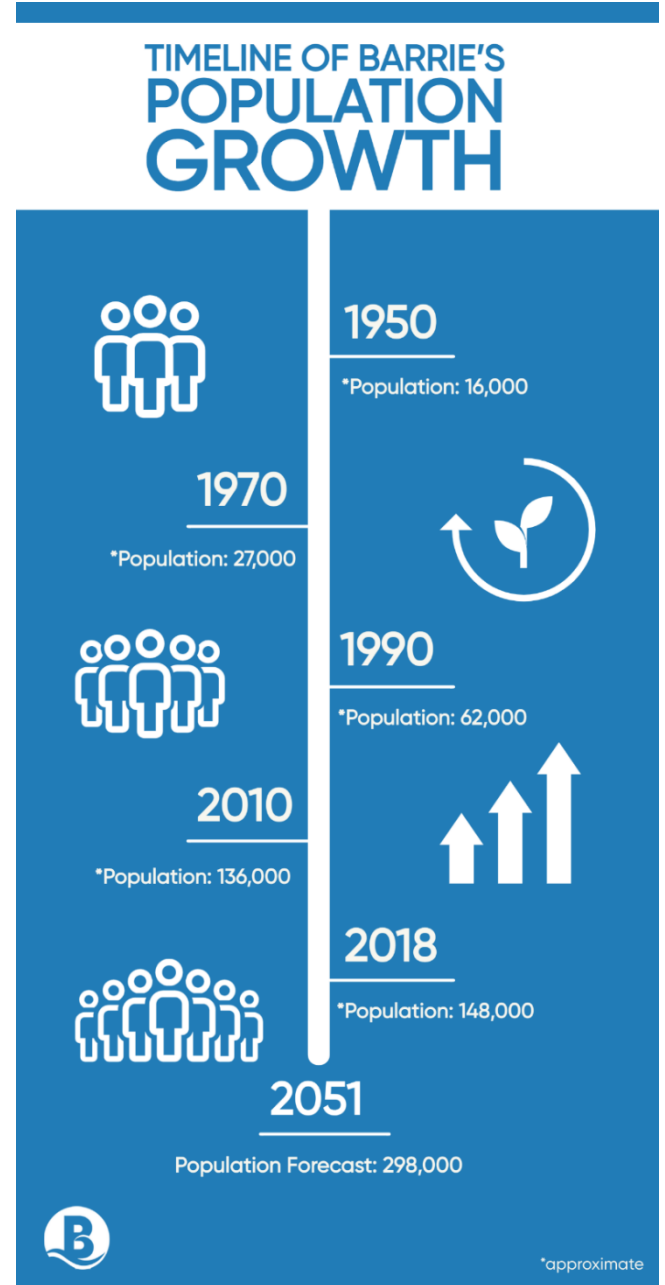
Managing and Directing Growth to Create Healthy, Complete, and Safe Communities

Distinct and diverse communities make a city an exciting place to live, so this Plan aims for well-designed, context-sensitive growth in clearly defined areas.

Planning for the complete and more urban city, as envisioned in this Plan, means directing growth to appropriate locations that can support that growth. This also means implementing a shift in how we accommodate growth by directing more growth to *intensification* areas, where infrastructure and services such as transit already exist, and where a wider range of housing choices and community services/amenities can be more easily provided.

Design Excellence

Throughout the public consultation process community stakeholders consistently voiced the need for a high standard in urban design. If all new development responds to the framework for design in this Plan then we will achieve a city that is even more attractive than it is today. A broader commitment to finding creative ways to animate public streets through placemaking will make the pulse of Barrie stronger throughout each community.



Connectivity and Mobility

This Plan recognizes that future *transportation systems* will be autonomous, connected, electric and shared (ACES). As part of the city's transformation, *active transportation* and public transit will increase steadily. Further, this Plan implements design policies that will make walking, cycling and transit use more realistic options for moving around. The Allandale Mobility Hub, and the Barrie Transit and GO networks, provide a strong foundation to support growth in *intensification* areas, and improve connectivity with the GTA.



Green and Resilient

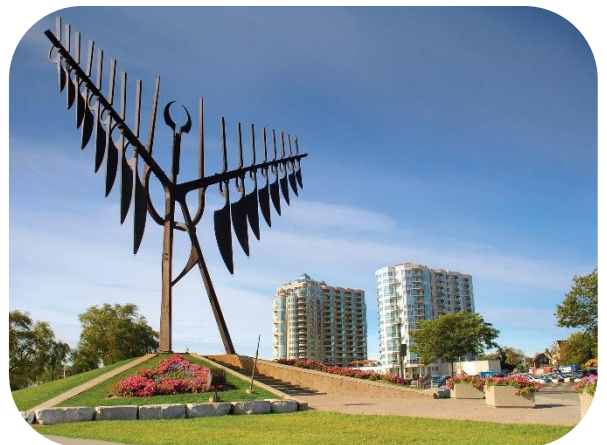
The Plan enshrines the city's *Natural Heritage System* as a core component of the community structure, and fully embraces *sustainability*, the reduction of greenhouse gas emissions to reach a net-zero goal, and climate action and *adaptation*. To address global and climatic volatility, this Plan includes policies guiding infrastructure maintenance and development to accommodate unpredictable change, so that Barrie can quickly recover after major storm events and other shocks to the system.



Economic Prosperity and Growth

To build on Barrie's tremendous economic success, this Plan's forward-looking policies aim toward economic diversification and innovation. The future holds an expanding range of employment, jobs in mixed-use centres, a strong economic ecosystem, an economy that aligns with environmental goals, and a continued valuable role for Barrie's traditional industrial/business parks.

Downtown Barrie, being provincially designated as an *Urban Growth Centre* (UGC), will thrive from civic and cultural activities, business, shopping, entertainment and living – all contributing to economic prosperity.





Vibrant and Diverse Culture

This Plan sees Barrie's enhancement of civic pride through public art, cultural heritage preservation, and the programming, design and enjoyment of public spaces. While Barrie will see itself mature over the next three decades, protecting and celebrating the past are increasingly important themes as they are key to community building and the development of a shared identity. The growing population will also seek more cultural offerings and there will be a creative sector ready to respond to this demand. Reconciliation with First Nations will be achieved through respect and meaningful collaboration.

2. Planning an Urban and Complete City





2.1 Becoming a Medium-Sized City

This section of the Plan introduces a policy framework, maps, and strategies that lay the foundation for the integrated planning and decision-making that will guide the urbanization of Barrie into a medium-sized city made up of vibrant, attractive, compact, diverse, and connected neighbourhoods. The land use planning policies described below represent a synthesis of the overall “one city, one vision, one plan” philosophy, the community vision, and the principles; they are also guided by wider contemporary best practices for land use planning, city building, strategic asset management, and community development.

The vision for the future of Barrie as set out in this section is embedded in planning for a wider range of compatible land uses in most areas of the city; the policies and strategies in this section will contribute to the more efficient use of land and infrastructure, the reduction of land consumption and environmental impacts, and a solid foundation as Barrie continues to grow as a thriving, community-oriented and integrated place to live, work, and enjoy life.

2.2 Maps and Appendices

The following maps and appendices are a part of this Plan and are necessary to interpret and implement the Official Plan policies:

- Map 1 – Community Structure;
- Map 2 – Land Use Designations;
- Map 3 – Natural Heritage Protection Overlays;
- Map 4a and Map 4b – Mobility Network;
- Map 5 – Right-of-Way Widths;
- Map 6 – Greenspace Network;
- Map 7 – Drinking Water System Vulnerable Areas;
- Map 8 – Cultural City Features;
- Appendix 1 – Conservation Authority Areas; and,
- Appendix 2 – Phasing Plan.

Other images, pictures, photos, sketches, or diagrams included in the Plan are provided for visual interest only and are not part of the Plan. Figures are intended to assist with the interpretation of the Plan.

2.3 Becoming a Complete City and Elements of Barrie's Community Structure

The “one city, one vision, one plan” approach to planning for a complete city strikes a balance between managing growth, protecting the environment, supporting economic prosperity and encouraging thriving communities. To achieve this, a clear community structure has been established and is illustrated on Map 1.

The community structure elements include key *intensification* areas, such as the *Urban Growth Centre (UGC)*, *Strategic Growth Areas (SGAs)*, *Major Transit Station Areas (MTSAs)*, *Intensification Corridors*, and *Employment Areas*. The city's *Natural Heritage System* and *Greenspace*, which together also make up a community structure element, are to be preserved.

The following policy subsections describe each element of the community structure and all applicable policies considered for future planning in these areas. Where there is any overlap or conflict, the following policies are intended to be read in the order presented.

2.3.1 Natural Heritage System and Greenspace

The *Natural Heritage System* and *Greenspace* include valleys, water systems, and their associated tablelands that are essential to the landscape and the community – they contribute to the overall environmental and social values and health of the city and wider region. This Plan provides policies to ensure the features and functions are protected so that they can continue to perform their vital *ecological functions* and provide ecosystem services for the city.

- a) Lands identified as *Natural Heritage System* and *Greenspace* are ultimately guided by:
 - i) The land use designations on Map 2;
 - ii) The policies in Section 2.6.6 and 2.6.7 for the applicable land use designations; and,
 - iii) The policies in Section 5 of this Plan, and any other applicable policies of this Plan.

2.3.2 Urban Growth Centre (UGC)

This Plan recognizes the *Urban Growth Centre* as the premiere hub for businesses, residences, and visitors. The area is intended to provide a broad range of uses including office, commercial,



institutional, cultural, residential, and other uses, and will be the major focus of economic growth, civic identity, and celebration.

In addition to other policies of this Plan, the following policies shall apply to the *Urban Growth Centre*:

- a) The *Urban Growth Centre* is a place of regional importance centred on the waterfront and downtown, and the quality of development in the *Urban Growth Centre* shall be commensurate to its regional importance.
- b) The *Urban Growth Centre* will be planned to be a *complete community*, and as a strategic location for the concentration of the highest densities and widest mix of uses in the city. This will transform the *Urban Growth Centre* into a dynamic place to live, work, shop, and connect.
- c) The *Urban Growth Centre* will be supported by and connected to the waterfront through a diverse and dynamic public realm network, including natural heritage features, parks and a *multi-modal* road network.
- d) The *Urban Growth Centre* will be planned to:
 - i) Achieve and maintain by 2031, by accommodating a significant amount of the City's forecasted population and employment growth, a minimum density of 150 persons and jobs per hectare (refer to Section 2.4.2.1 for calculation instructions); and,
 - ii) Require that at least 20% of housing units developed in the *Urban Growth Centre* satisfy the criteria for *affordable* housing according to the policies in Section 6.4.2 of this Plan.
- e) A high standard of design shall be achieved in the *Urban Growth Centre* by:
 - i) Working with stakeholders, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the *Urban Growth Centre*; and,
 - ii) Incorporating winter city design elements, in accordance with the City-Wide Urban Design Guidelines, to ensure a safe, attractive, and inviting pedestrian realm that supports year-round use.
- f) To enable the area to become a *complete community*, the City will plan a critical population mass for the *Urban Growth Centre* that will attract food retailers to provide local residents with local access to fresh food options.
- g) New drive-thrus will be discouraged in the *Urban Growth Centre*.

2.3.3 Strategic Growth Areas (SGAs)

Strategic Growth Areas have been identified at key locations throughout the city as shown on Map 1 to this Plan. *Strategic Growth Areas* are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction.

In addition to other policies of this Plan, the following policies shall apply to *Strategic Growth Areas*:

- a) *Strategic Growth Areas* will be planned to become *complete communities*.
- b) To enable each *Strategic Growth Area* to become a *complete community*, the City will plan a critical population mass for the *Strategic Growth Area* that will attract food retailers to provide local residents with local access to fresh food options.
- c) *Strategic Growth Areas* shall accommodate higher levels of *intensification*, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.
- d) To serve both local residents and the city as a whole, *Strategic Growth Areas* will be planned as mixed-use areas that incorporate residential development as well as a wide range of other uses.
- e) As shown on Map 1, the *Strategic Growth Areas* centred at the Dunlop Street and Anne Street interchange, near the Duckworth Street and Georgian Drive interchange, and at the Highway 400 and St. Vincent Street interchange will in part be planned via the Strategic Employment and Economic District (SEED) land use designation to support non-industrial economic and employment growth. Lands with the SEED designation shall provide space for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).
- f) Development in *Strategic Growth Areas* will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate *transit-supportive* densities and mix of uses, and be pedestrian-friendly to support *active transportation*. This will be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and will incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.
- g) The City will connect *Strategic Growth Areas* with *higher-order transit* by establishing dedicated transit facilities along *Intensification Corridors*.
- h) Higher densities and taller built form will be encouraged within *Strategic Growth Areas* and particularly at major intersections of *Intensification Corridors*. Higher densities will



ensure sensitive transition to adjacent areas in accordance with the respective land use designation policies, as well as the transition policies in Section 3.

- i) *Strategic Growth Areas* will contain community gathering and celebration spaces to encourage social interaction and activity.
- j) The City will identify and plan to provide flexible street designs in *Strategic Growth Areas*. Flexible streets will generally include mountable curbs and multi-use space for pedestrians that can be converted to parking for vehicles when needed, as well as moveable infrastructure and furnishings.

2.3.4 Major Transit Station Areas (MTSAs)

Major Transit Station Areas, which are identified on Map 1 of this plan, are areas including and around an existing or planned *higher-order transit* stop in the urban core, such as Barrie's existing Go Train Stations. The boundaries of MTSAs are generally about a 10-minute walk to the transit station. There are two *Major Transit Station Areas* in Barrie: the Allandale Waterfront GO and the Barrie South GO.

In addition to other policies of this Plan, the following policies shall apply to *Major Transit Station Areas*:

- a) *Major Transit Station Areas* are to function as *Strategic Growth Areas*, and more specifically:
 - i) Shall be *transit-supportive* and achieve *multi-modal* access to the GO stations through the provision of bus transit connections, *active transportation* connections, and pedestrian-friendly design considerations;
 - ii) Are planned to have a diverse mix of uses including a variety of *housing options*, including *affordable* housing; and,
 - iii) Shall be developed so that at least 20% of the housing units developed in a *Major Transit Station Area* satisfy the criteria for *affordable* housing according to the policies in Section 6.4.2 of this Plan.
- b) The City will support the use of creative parking solutions (e.g., automated parking decks) and site-specific development standards to assist in achieving transit supportive densities within *Major Transit Station Areas*.
- c) Development within the Allandale *Major Transit Station Area* shall:
 - i) Help achieve an average minimum density target of 130 persons and jobs per hectare (refer to Section 2.4.2.1 for calculation instructions); and,

- ii) Conform to the relevant policies of Section 8 of this Plan.
- d) Development within the Barrie South *Major Transit Station Area* shall help achieve an average minimum density target of 145 persons and jobs hectare (refer to Section 2.4.2.1 for calculation instructions).
- e) The City shall undertake further study of the *Major Transit Station Areas* to designate them as Protected *Major Transit Station Areas*.
- f) New drive-thrus will be discouraged in the *Major Transit Station Areas*.

2.3.5 Employment Areas

To continue Barrie's success in attracting jobs and demand for serviced employment lands, *Employment Areas* are dedicated to clusters of business and economic activity. *Employment Areas* are identified on Map 1 of this Plan. The corresponding land use designations within *Employment Areas* are found on Map 2. The following policies shall apply to *Employment Areas* in the city, in addition to the associated land use designations and other applicable policies of this Plan:

- a) *Employment Areas* will support economic activity in Barrie by supplying land for a range of industrial, manufacturing, warehousing, *major office* and, where appropriate, retail, *major retail*, commercial and other ancillary/accessory uses.
- b) *Employment Areas* designated for industrial uses shall be serviced by *freight-supportive* corridors.
- c) Lands within *Employment Areas* designated for industrial uses shall be protected from encroachment by *sensitive land uses*.
- d) *Employment Area* lands designated for non-industrial uses shall accommodate employment uses that support the industrial uses and shall act as a buffer to *sensitive land uses* and non-*Employment Areas*.
- e) *Employment Area* lands near Duckworth Street/Bell Farm Road, as shown on Map 1, will in part be planned via the Strategic Employment and Economic District (SEED) designation to support non-industrial economic and employment functions. These lands shall provide for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).
- f) Lands in *Employment Areas* shall be appropriately designated as to primarily encourage and protect industrial-type uses.
- g) New development within *Employment Areas* shall be planned to achieve an average minimum density of 31 jobs per hectare.

- h) Lands within *Employment Areas* are subject to the conversion policies and provisions of the Planning Act, the Growth Plan, the Provincial Policy Statement, and this Plan. The conversion of *Employment Area* lands to non-employment uses outside of a *municipal comprehensive review* is not permitted.
- i) *Employment Areas* shall be planned, through appropriate plans of subdivision or other planning processes under the Planning Act, to provide a range of parcel sizes and street patterns to maintain the flexibility needed to attract a variety of businesses and allow for *redevelopment* and *intensification*.
- j) To accommodate and facilitate the provision of transit to and throughout *Employment Areas*, where such service does not yet exist, and to enhance and improve local transit where it does exist, development will be consistent with the City's transit service planning process and service standards and guidelines.
- k) To facilitate the use of *active transportation* to and within *Employment Areas*, development on lands within *Employment Areas* adjacent to lands designated *Natural Heritage System* and *Greenspace* will be required to provide, where feasible, on or off-street cycling infrastructure/facilities, connected greenways, and bicycle parking facilities. *Active transportation* infrastructure will not be required along *freight-supportive corridors*.
- l) In accordance with provincial guidelines, any *sensitive land uses* proposed on lands within the area of influence of industrial-type uses within *Employment Areas* must demonstrate how the *sensitive land use* will not negatively impact or prohibit the viability of developing lands within *Employment Areas* for their intended use(s). These considerations will be required to be addressed in an Employment Area Compatibility Assessment report completed in accordance with provincial guidelines, and the report will be required for any proposed *sensitive land uses* within the influence areas of 70.0 metres, 300.0 metres, and 1,000.0 metres for a Class I, Class II, or Class III industrial land use, respectively. The development of the *sensitive land use* may be required to register a warning clause on title to the property as a condition of approval.

2.3.6 Intensification Corridors

Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. *Intensification Corridors* are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the *Intensification Corridors*:

- a) The function of *Intensification Corridors* is to support transit-oriented development in areas outside of *Strategic Growth Areas*, *Urban Growth Centre*, and *Major Transit Station Areas*, and take a forward-looking approach to development that is walkable and

with a range of uses that support transit users in accordance with the respective land use designation.

- b) It is expected that the level of *intensification* will vary along the length of an *Intensification Corridor* to reflect different contexts. The scale of built form along *Intensification Corridors* must conform with the applicable land use designation and Section 3 policies.
- c) *Intensification Corridors* will be planned so that all new development and *redevelopment* within these corridors are supported by public transit infrastructure and *active transportation* infrastructure. This infrastructure will also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.
- d) For those street segments identified as *Intensification Corridors*:
 - i) The properties fronting those streets are the properties envisioned for development or *redevelopment*, and,
 - ii) Development or *redevelopment*, where possible, must be oriented towards those street segments.
- e) New drive-thrus will be discouraged on *Intensification Corridors*.

2.3.7 Neighbourhoods

Neighbourhoods are where the majority of residents live and are illustrated on Map 1. Within the Built-Up Area, these areas are historically low-density residential, and are envisioned to continue to evolve to integrate a range of housing forms, as well as services and amenities to support the daily and essential needs of residents. In addition to the other policies of this Plan, the following policies shall apply to Neighbourhoods:

- a) Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, in accordance with the policies of the respective land use designation, Section 3 of this Plan, and the City-Wide Urban Design Guidelines.
- b) Neighbourhoods within the Built-Up Area, as permitted and defined by the applicable land use designation, are generally considered to be areas where low impact *intensification* is expected to occur as maturation happens over time.
- c) Neighbourhoods shall be planned, through appropriate plans of subdivision or other planning processes under the Planning Act, to provide a range of parcel sizes and street patterns to maintain the flexibility needed to achieve a variety of built form types and uses permitted within the land use designations on Map 2, and to allow for *redevelopment* and *intensification*.



- d) Development within Neighbourhoods shall foster linkages to the *Natural Heritage System* and *Greenspace* as well as other recreational areas within 500.0 metres.
- e) Development within Neighbourhoods shall permit and encourage opportunities for a full range of housing forms, types, and options, including *affordable* housing and housing with supports.

2.4 Growth Management

This section sets out the Growth Management Strategy, which will guide how Barrie will grow, intensify, and mature into a medium-sized city by the year 2051. Growth management in Barrie requires the integration of land-use planning and other municipal considerations with wider community and economic goals as the city grows, intensifies, and matures. Growth in Barrie shall be managed in conformity with the Province's Growth Plan, while also staying true to the community vision, founding principles and "one city, one vision, one plan" philosophy outlined in Section 1.

2.4.1 Objectives

- a) Support the achievement of the community vision for Barrie by wisely managing the city's growth.
- b) Establish and implement a long-term growth management strategy consistent with provincial policy, while meeting the needs of the community.
- c) Support the City's community structure to ensure Barrie's growth is co-ordinated and integrated.
- d) Provide clarity, certainty, and direction regarding where and how Barrie will grow and intensify.
- e) Strengthen Barrie as a *complete community* where residents can live, work, and connect within their neighbourhoods and across the community as a whole.

2.4.2 Growth Management Strategy

A comprehensive Growth Management Strategy has been prepared to help manage population and economic growth in Barrie. The City is forecasted to have a population of 298,000 and 150,000 jobs by the year 2051. This Plan provides policies which direct population, population-related employment, and industrial-type employment to appropriate areas of the City. As the City's existing master plans do not contemplate these growth targets, some interim analysis may be needed before the next update to the City's master plans to ensure services can meet



growth demands. The policies of this Plan also support a range of *housing options* which are market-based and *affordable* for a mix of residential types to sustain a healthy, livable, and safe community.

The community structure shown on Map 1 is a visual representation of the Growth Management Strategy and shall be used as a tool in its interpretation and implementation.

2.4.2.1 City-Wide Growth Management Policies

- a) The City shall plan to accommodate a population of 298,000 people and 150,000 jobs by the year 2051, as per Schedule 3 of the Growth Plan.
- b) All new development will be evaluated by the City in the context of housing, so that the City can plan for an appropriate housing mix to ensure a gradual transition towards more compact forms of development, support *intensification* and *Designated Greenfield Area* density targets, and meet future housing needs.
- c) The City shall monitor development patterns, housing mix, and housing need to ensure an adequate supply of housing while transitioning toward more compact and sustainable development. Developments which contribute to an increase in medium- and high-density housing will be encouraged.
- d) Unless otherwise specified, all minimum density targets given in Sections 2.3 and 2.4 are measured using the metric of persons and jobs per gross hectare, as per the Growth Plan. Gross land area is the total land area excluding the following:
 - i) Lands subject to the *Natural Heritage System* and *Greenspace* designations, as well as the natural heritage protection area overlay policies;
 - ii) Right-of-way for: electricity transmission lines; energy transmission pipelines; freeways, as defined by and mapped as part of the Ontario Road Network; and, railways;
 - iii) *Employment Areas*; and,
 - iv) Cemeteries.
- e) Those minimum density targets given in Sections 2.3 and 2.4 are to be calculated in the following manner:
 - i) Calculate persons – Convert the estimated units in the proposed development into people using a Persons Per Unit (PPU) figure. Unit-specific PPUs should be used.



- ii) Calculate jobs – Convert the total amount of non-residential gross floor area dedicated for employment into jobs. A 10 per cent range or variation is acceptable.
 - iii) Combine people & jobs – Add the total amount of persons and jobs together.
 - iv) Determine gross land area (in hectares) – See policy 2.4.2.1(d) to measure gross land area.
 - v) Calculate density – Divide the combined persons and jobs amount (step iii) by the gross land area (step iv).
- f) Development proposals with densities lower than the applicable minimum density target may be considered, where appropriate, if higher densities have been met elsewhere within the policy area (e.g., for the *Designated Greenfield Area*).
 - g) Any new development may be required to provide an interim growth assessment, for which the terms of reference will be provided by the City at the time of the pre-consultation meeting.
 - h) *Employment Area* land conversions may only be considered in accordance with Section 7.3.6 of this Plan, as appropriate.
 - i) The City shall ensure that its asset management planning is integrated with and aligned with the land use planning policy direction of this Plan, including environmental preservation, protection, and climate *resilience*. The City shall plan for *infrastructure* and *public service facilities* by considering the full life-cycle costs of these assets and developing options to pay for these costs over the long-term.
 - j) For any secondary plan or master plan, the City shall consider a fiscal evaluation that evaluates the staging of development with respect to:
 - i) The associated impacts on municipal revenues and expenditures; and,
 - ii) The potential cost of ownership of the assets to be assumed by the City, as determined through multiple design options that give a variety of total cost of ownership scenarios.
 - k) The addition of residential units or detached ancillary dwelling units to existing ground-related dwellings, and the provision of such as-of-right units for new development on all *Designated Greenfield Area* lands, shall be:
 - i) Promoted as low impact *intensification* to support the achievement of the City's *intensification* target and *Designated Greenfield Area* density target;
 - ii) Used as a tool to provide attainable and *affordable* housing; and,

- iii) Subject to the Zoning By-law and applicable design guidelines for driveway/access and servicing review, as well as to the City-Wide Urban Design Guidelines.
- l) In cases of a severance, the lot size, frontage, and configuration of both the parcel(s) to be severed and the parcel to be retained should be in keeping with the applicable land use designation policies and should be sensitive to the neighbourhood context.
- m) Lot consolidation to create a larger *redevelopment* parcel will be supported where the appropriateness of the proposed *redevelopment* is demonstrated to be in keeping with the community structure, land use designation and urban design policies of this Plan.
- n) The City may facilitate the *redevelopment* of *brownfield sites* to encourage the productive use of underutilized lands and further the *intensification* goals and policies of this Plan. The City may establish programs to assist the private sector in the *redevelopment of brownfield sites* through *community improvement* plans and other policy and financial mechanisms available to municipalities.
- o) The reuse or repurposing of older industrial buildings in *Employment Areas* to allow for newer or more advanced industrial-type uses is encouraged and shall be permitted, subject to any applicable policies of this Plan.
- p) The City shall plan for and manage growth and other cross-boundary considerations in a manner that acknowledges and is sensitive to cross jurisdictional matters.
- q) Within the context of provincial guidelines, the City shall work with Indigenous Nations who have connection to the lands within the city in the planning process to ensure consultation and engagement is appropriate to the type of planning application or process being undertaken. The City respects the interests of Indigenous Nations and will seek to encourage collaborative and productive working relationships. As a planning authority, the City shall engage with Indigenous Nations to:
 - i) Co-ordinate on land use planning matters, in accordance with the Provincial Policy Statement; and,
 - ii) Consider their interests when identifying, protecting, and managing *built heritage resources, cultural heritage landscapes* and *archaeological resources*.

2.4.2.2 Built-Up Area

The City has a delineated built boundary as defined by the Minister which is shown on Map 1. The lands within that boundary are the Built-Up Area.

- a) The City will take a balanced approach to growth management by directing 50% of annual residential growth to within the Built-Up Area, in accordance with the following:



- i) Development within the Built-Up Area shall be directed toward *Strategic Growth Areas*, including the *Urban Growth Centre*, the *Allandale Major Transit Station Area* and lands fronting onto *Intensification Corridors* as shown on Map 1;
 - ii) In the Built-Up Area, lands within neighbourhoods shall accommodate appropriate levels of *intensification* and *redevelopment* as per the policies of the applicable land-use designation; and,
 - iii) The City will support a mix of land uses across the Built-Up Area.
- b) The Built-Up Area will be planned to accommodate new development with a housing mix that is at least 74% high-density, with a substantial proportion of medium-density housing, and with limited low-density development.

2.4.2.3 Designated Greenfield Area

Designated Greenfield Areas are new urban areas of Barrie that are intended to be developed around an interconnected *Natural Heritage System*, *Greenspace* network, and *multi-modal transportation system*. Growth on *Designated Greenfield Area* land shall be managed as follows:

- a) The City's balanced approach to growth management means that 50% of annual residential growth will be directed towards the *Designated Greenfield Area*.
- b) The development of new neighbourhoods on *Designated Greenfield Area* lands shall generally be planned and designed according to a modified grid street pattern.
- c) Development on *Designated Greenfield Area* lands will follow a logical progression where new development is contiguous with or abuts developed areas and progresses outward, excepting where physical barriers or significant *natural heritage features and areas* prohibit this development pattern.
- d) *Designated Greenfield Area* lands shall be planned to maximize the potential for the creation of *complete communities* and sustainable development. This will be achieved through:
 - i) The efficient use of land and infrastructure;
 - ii) Preservation of the *Natural Heritage System*;
 - iii) A varied land use arrangement including a mix of uses along *Intensification Corridors* and within *Strategic Growth Areas*, the provision of live-work opportunities, and a mix of *housing options* and employment opportunities;
 - iv) The opportunity to provide viable transit service and the provision of *active transportation* facilities;



- v) The creation of neighbourhoods with parks, schools and the *Natural Heritage System* as their focal points within a five-minute walk of most residents; and,
 - vi) The implementation of measures to maintain the natural hydrologic cycle and function of the watersheds, and to protect ground and surface water quantity and quality.
- e) Development on *Designated Greenfield Area* lands, except within *Employment Areas*, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051.
 - f) For developments in the *Designated Greenfield Area* that received approval prior to the approval of this Plan, consideration should be given as to whether the *Designated Greenfield Area* density target can still be met (on remaining vacant blocks, future development blocks, or future phases of draft plans of subdivision), provided that the infrastructure will support the increased density.
 - g) To meet the *Designated Greenfield Area* density target and to help meet housing need, development across the *Designated Greenfield Area* shall provide a range and mix of *housing options*, unit types, and built form.
 - h) All new neighbourhoods and employment areas in the *Designated Greenfield Area* will be designed to support resource conservation and environmental preservation, protection and enhancement, and should include the best practices in the use of energy, water conservation/recycling, and sustainable community planning.
 - i) To ensure new development on *Designated Greenfield Area* land is integrated, co-ordinated, and financially viable, all growth shall occur in accordance with the phasing policies set out in Section 9.5.2, and servicing shall be co-ordinated in accordance with the infrastructure policies of Sections 5.6 and 6.6.

2.5 General Land Use Policies

The following general land use policies are applicable to all land use designations in Section 2.6.

- a) Slight variations from land use designation development standards, with the exception of variations to minimum density and maximum height, may be permitted without an amendment to this Plan if such variations are in response to unique conditions or site context, to the satisfaction of the City. Variations from these development standards may



need to be supported by an urban design brief or planning justification report that has been prepared to the satisfaction of the City.

- b) All general land use policies have been designed to complement the community structure element policies in Section 2.3. Should any policies conflict, the City shall make a context-sensitive decision, based on good planning principles, regarding which policy prevails.
- c) All residential density targets given in Section 2.6 are measured using the metric of units per gross hectare. Gross land area is the total land area excluding the following:
 - i) Lands subject to the *Natural Heritage System* and *Greenspace* designations, as well as the natural heritage protection area overlay policies;
 - ii) Right-of-way for: electricity transmission lines; energy transmission pipelines; freeways, as defined by and mapped as part of the Ontario Road Network; and, railways;
 - iii) *Employment Areas*; and,
 - iv) Cemeteries.
- d) Development shall proceed by way of draft plan of subdivision if any of the following are required:
 - i) The creation of new municipal streets;
 - ii) Extensions to trunk water, trunk sanitary sewer, and/or trunk stormwater management infrastructure; and/or,
 - iii) The creation of 10 or more new lots.
- e) To protect the limited supply of rental housing stock:
 - i) The conversion of three units or more to freehold or condominium ownership shall proceed by draft plan of condominium;
 - ii) Rental units converted to condominium ownership shall be replaced by the proponent at a ratio of one-to-one; and,
 - iii) Applications for a condominium conversion shall comply with the policies in Section 9.5.4.1 of this Plan.
- f) The creation of new lots fronting onto private streets may only be permitted where access to a public street is provided.



- g) Secondary plans may be required for more detailed planning within areas that may anticipate greater amounts of development or *redevelopment*. The requirement for a secondary plan shall be determined by the City.
- h) All new development shall be on full municipal services.
- i) The planning of servicing must be done in an integrated and financially viable manner.
- j) All infrastructure and assets to be owned, operated, or maintained by the City must be designed in alignment with the current Strategic Asset Management Policy and in a way that allows them to run efficiently and effectively, to minimize costs and risk to the public and the City, and to satisfy the requirements of any regulating bodies.
- k) The addition of another residential unit, including in ancillary structures, to an existing ground-related residential use will require connection to the existing municipal services of the primary dwelling unit. The additional residential units may have separate water meters installed.
- l) The City will require the provision of a minimum of 10% of all new housing units each year to be *affordable* housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this *affordable* housing target.

2.5.1 Permissions

The land uses permitted on any property shall be those identified and described by the designations and their applicable policies set out in Section 2.6 and shown on Map 2. The City may, at its sole discretion, determine if a proposed use fits within the parameters of the permitted uses listed under each of the land use designations in Section 2.6 of this Plan.

2.5.2 Conservation Authority

Any lands shown on Appendix 1 as located within the boundary of a conservation authority are also subject to the policies of those authorities.

2.5.3 Ensuring Conformity

- a) The heights and densities noted in this Plan are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Plan to increase the maximum height or density provisions will be evaluated on its merits based on an analysis of the site-specific conditions and development context of the application.



- b) All development shall conform with the relevant urban design policies in Section 3 of this Plan, and should be consistent with the City-Wide Urban Design Guidelines to the greatest extent possible.

2.5.4 Utilities and Infrastructure

- a) Public utilities are permitted in all land use designations except for the *Natural Heritage System* and any hazard areas where public utilities may not necessarily be appropriate.
- b) Notwithstanding 2.5.4(a) above, public utilities that are authorized under the *Environmental Assessment Act*, where applicable, may be permitted in all land use designations of this Plan.

2.5.5 Change in Land Use

- a) Any change in land use or introduction of a new use not otherwise already permitted by the underlying land use designation or existing zoning will require an amendment to this Plan, and the proposed land use will be evaluated against the merits of the application, the planned function of the area, and the purpose and intent of the policies of this Plan.
- b) Where a change to a more sensitive use is proposed:
 - i) A record of site condition (RSC) as outlined in Ontario Regulation 153/04, may be required; and,
 - ii) If the land is adjacent to an existing *Employment Area* or commercial uses, the proponent will be required to buffer the proposed use from the existing neighbouring uses through the provision of setbacks, landscaping, or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects included but not limited by lighting, noise and truck traffic, as prescribed in the Zoning By-Law.

2.5.6 Existing Approvals

- a) Lands subject to existing approvals and permissions established prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. This would include any subsequent implementing approvals.

2.5.7 Existing Applications

- a) Applications deemed complete prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy



framework in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals.

2.6 Land Use Designations

The land use designations of this Plan as shown on Map 2 shall be guided by the land use policies of this section which set out the development criteria for each land use designation, as appropriate, and which are intended to work in conjunction with the applicable urban design policies in Section 3 of this Plan.

2.6.1 Neighbourhood Area

The purpose of the Neighbourhood Area designation is to recognize new and existing neighbourhoods and communities. Development on lands designated Neighbourhood Area on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.1.1 Permitted Uses

The following uses shall be permitted in areas designated as Neighbourhood Area:

- a) Residential;
- b) *Home occupation*;
- c) Parks and other open space areas;
- d) Assisted living, long-term care homes, and other co-housing opportunities;
- e) *Supportive housing*;
- f) *Public service facilities*;
- g) *Community facilities*;
- h) Commercial, including small scale office, provided the use is located on a collector or arterial street as indicated on Map 4b; and,
- i) Retail provided the use is located on a collector or arterial street as indicated on Map 4b.

2.6.1.2 Land Use Policies

Lands designated Neighbourhood Area shall:



- a) Provide most of the city's low-rise housing stock, offer neighbourhood-scale commercial uses to service immediate neighbourhoods, and provide a mixture of uses on arterial streets and *Intensification Corridors* to service the wider community.
- b) Function as *complete communities*, and will be planned to encourage walking, cycling and transit use with guidance from Section 4.2.
- c) Be considered established neighbourhoods that are not intended to experience significant physical change that would alter their general character, except for lands designated Neighbourhood Area within the *Designated Greenfield Area*, or located on an *Intensification Corridor* (Map 1), or lands fronting onto arterial or collector streets (Map 4a and Map 4b).
- d) Permit new development in built-out neighbourhoods that appropriately respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area, as set out in Section 3 of this Plan.
- e) Permit appropriate levels of *intensification* in accordance with Sections 2.3.6 and 2.3.7 of this Plan. Any proposed development must be sensitive to and compatible with the character, form, and planned function of the surrounding context, as per the policies in Section 3 of this Plan.
- f) Promote *intensification* by permitting additional residential units, including detached ancillary dwelling units, second suites, shared accommodations, and other forms of low impact *intensification*, which can provide *affordable housing options*.

2.6.1.3 Development Policies

- a) Development on a lot which fronts only onto a local street, as identified on Map 4b, shall generally be kept to three storeys or less.
- b) Outside of historic neighbourhoods, which are identified on Map 8, development may be permitted up to four storeys in the Neighbourhood Area designation where:
 - i) The transition policies in Section 3 of this Plan can be satisfied;
 - ii) The proposed development fronts onto a collector or arterial street, as identified on Map 4b, and is oriented towards the street; and,
 - iii) Servicing availability can be confirmed by the City.
- c) Development in historic neighbourhoods may only be permitted up to four storeys if:
 - i) The proposed development fronts onto a collector or arterial street, as identified on Map 4b, and is oriented towards the street;



- ii) The proposed development is no more than two storeys higher than the adjacent buildings;
 - iii) The transition policies in Section 3 of this Plan can be satisfied; and,
 - iv) Servicing availability can be confirmed by the City.
- d) Outside of historic neighbourhoods, development of up to six storeys may be permitted on lands designated Neighbourhood Area where:
 - i) The lands are comprehensively planned through an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium or a secondary plan to accommodate buildings of up to six storeys;
 - ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;
 - iii) Appropriate transitions from lands planned for ground-related built forms can be achieved, as per the Section 3 policies of this Plan; and,
 - iv) Servicing availability can be confirmed by the City.
- e) Along an *Intensification Corridor* in the Neighbourhood Area designation, development may be permitted up to eight storeys if:
 - i) It is no more than 50% higher than the tallest building within 450.0 metres;
 - ii) It is no more than 50% denser than the densest building within 450.0 metres;
 - iii) It fronts onto and is oriented towards the *Intensification Corridor*;
 - iv) The transition policies in Section 3 of this Plan can be satisfied; and,
 - v) Servicing availability can be confirmed by the City.
- f) If the policies of 2.6.1.3(e)(i) and 2.6.1.3(e)(ii) cannot be satisfied, then development along an *Intensification Corridor* may be permitted up to six storeys where:
 - i) The proposed development fronts onto and is oriented toward the *Intensification Corridor*;
 - ii) The transition policies in Section 3 of this Plan can be satisfied; and,
 - iii) Servicing availability can be confirmed by the City.
- g) To promote transit supportive development, new development occurring on lands fronting on streets classified on Map 4b as collector or arterial streets, or fronting onto



Intensification Corridors as per Map 1, should be planned to a minimum residential density of 50.0 units per hectare.

- h) Commercial, retail, and office (excluding *major office*) uses should be located on and oriented towards *Intensification Corridors*, arterial or collector streets.
- i) The maximum size on the ground floor for commercial, retail and offices use should be 2,000.0 square metres. Additional floor area for these uses is permitted on each subsequent floor of the building.
- j) Where limited or no commercial and retail uses exist within 450.0 metres of a new development proposed for an *Intensification Corridor* or arterial street, a mix of uses would be required, as per the following:
 - i) The mix of uses would need to include a combination of two of the following: residential, commercial, retail, *community facilities*, and office use development;
 - ii) A minimum of 50% of the building frontage should consist of non-residential uses; and,
 - iii) Variation from the requirements in 2.6.1.3(j)(i) and (j)(ii) may be considered and will be evaluated against the needs of the surrounding area.
- k) If a low-rise commercial plaza is being redeveloped as mixed use, then the new mixed-use building shall have, where possible, at least 75% of the original plaza's commercial gross floor area on the ground floor.
- l) To accommodate servicing capacity, Neighbourhood Area lands that are adjacent to municipal boundaries may develop at lower density and height requirements than what is provided for in this Plan to allow for more appropriate transitions.

2.6.2 Medium Density

The Medium Density designation is intended to facilitate an increase of densities and built form in the city. Development on lands designated Medium Density on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.2.1 Permitted Uses

The following uses shall be permitted in areas designated as Medium Density:

- a) Residential;
- b) *Home occupation*;
- c) *Community facilities*;



- d) *Public service facilities*;
- e) Parks and other open space areas;
- f) Commercial;
- g) Retail as part of a mixed-use development;
- h) Institutional;
- i) Office (including *major office*);
- j) Assisted living, long-term care homes, and other co-housing opportunities;
- k) *Supportive housing*; and,
- l) Hospitality and tourism, as directed by the Zoning By-law.

2.6.2.2 Land Use Policies

- a) Lands within the *Urban Growth Centre* (shown on Map 1) that are designated Medium Density may be considered for development in accordance with the policies of the High Density designation in Section 2.6.3 of this Plan without requiring an amendment to this Plan, but only if the lands designated Medium Density abut (i.e., share a common lot line with) lands designated and already developed as High Density.

2.6.2.3 Development Policies

- a) Development in the Medium Density land use designation is encouraged to be mixed use.
- b) Where limited or no commercial and retail uses exist within 450.0 metres of a proposed development, a mix of uses would be required, as per the following:
 - i) The mix of uses would need to include a combination of two of the following: residential, commercial, retail, institutional and office use development; and,
 - ii) A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area.
- c) Buildings should be a minimum of six storeys and shall be limited to 12 storeys.
- d) The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare.
- e) If the minimum residential density target can be met, building heights lower than six storeys may be permitted.



- f) New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.

2.6.3 High Density

Development on lands designated High Density on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.3.1 Permitted Uses

The following uses shall be permitted in areas designated as High Density:

- a) Residential;
- b) *Home occupation*;
- c) Institutional uses which shall be limited to floors or units adjacent, above or below non-residential;
- d) Parks and other open space areas;
- e) Commercial as part of a mixed-use development;
- f) Retail as part of a mixed-use development;
- g) *Major retail*, as part of a mixed-used development
- h) Office (including *major office*);
- i) *Public service facilities* as part of a mixed-use development;
- j) *Supportive housing*;
- k) *Community facilities* as part of a mixed-use development; and,
- l) Hospitality and tourism, as directed by the Zoning By-law.

2.6.3.2 Land Use Policies

- a) Ground floor building frontage of buildings facing any arterial street or collector street shall predominantly consist of retail uses or non-residential uses that animate the public realm.
- b) *Major retail* within the *Urban Growth Centre* may only be permitted as part of a mixed-use development, must be integrated into the principal building, and shall only be

permitted for the purpose of provisioning a grocery store or retail operation which focuses on the sale of food.

- c) *Major retail* is not permitted on lands designated High Density outside the *Urban Growth Centre*.

2.6.3.3 Development Policies

- a) Development is to be designed to a high architectural standard, be well-integrated with adjacent areas, as per Section 3 policies of this Plan, and shall ensure a safe and secure public realm.
- b) Where limited or no commercial and retail uses exist within 450.0 metres of a proposed development, a mix of uses would be required, as per the following:
 - i) The mix of uses would need to include a combination of two of the following: residential, commercial, retail, institutional and office use development; and,
 - ii) A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area.
- c) Buildings outside of the *Urban Growth Centre* and a *Major Transit Station Area* shall be limited to 20 storeys.
- d) Until further direction can be provided through a Downtown Master Plan, secondary plan, height review study or equivalent, heights in excess of 25 storeys may only be permitted in the *Urban Growth Centre* and *Major Transit Station Area* if justified and supported by evidence (e.g., through a market study), which demonstrates to the satisfaction of the City:
 - i) The need for additional height;
 - ii) Demand within the *regional market area* for housing units that could be provided through building heights above 25 storeys;
 - iii) How additional dwelling units created as a result in the increase in height contribute to the provision of attainable, *affordable* or *deeply affordable housing*; and/or,
 - iv) Exceptional design – further guidance on this will be provided for in the City-Wide Urban Design Guidelines.
- e) Development within the *Urban Growth Centre* or *Major Transit Station Areas* shall have a minimum residential density of 300.0 units per hectare. Development on lands



designated High Density outside the *Urban Growth Centre* or *Major Transit Station Areas* shall have a minimum residential density of 225.0 units per hectare.

- f) Buildings should be a minimum of 12 storeys.
- g) For developments with residential uses, if the minimum residential density target can be met, building heights of less than 12 storeys may be permitted.
- h) For non-residential developments, while less than 12 storeys may be permitted, these building(s) shall be multi-storey to integrate with the surrounding context and intended function of the area as per the applicable Section 2 and Section 3 policies of this Plan.
- i) New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.
- j) The policies 2.6.3.3(b)(i) and (ii) are not applicable to lands within the *Urban Growth Centre* and *Major Transit Station Areas*, since these lands are expected to develop as mixed use with ground floor commercial, retail and other permitted non-residential uses.
- k) The City may establish additional criteria for development on lands designated High Density in the *Urban Growth Centre* through the creation of a secondary plan.

2.6.4 Community Hub

Lands designated Community Hub are planned to meet the needs of the community through an anchor community-oriented land use with complementary or ancillary uses that offer diverse activities/amenities.

Development on lands designated Community Hub on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.4.1 Permitted Uses

A range of uses shall be permitted in areas designated as Community Hub, such as:

- a) *Public service facilities*;
- b) *Community facilities*;
- c) Major institutional;
- d) Office (including *major office*);
- e) Health services;
- f) Mobility hubs (e.g., GO stations, transit hubs, carpool lots);



- g) Assisted living, long-term care homes, and other co-housing opportunities;
- h) *Supportive housing*;
- i) Parks and other open space areas;
- j) Commercial as part of a mixed-use development;
- k) Retail as part of a mixed-use development;
- l) Farmers market and pop-up retail market; and,
- m) Residential (not related to an institutional-type use).

2.6.4.2 Land Use Policies

- a) Lands designated as Community Hub shall be anchored by a permitted *public service facility* or institutional-type use and may be supported by a mix of complementary uses which are secondary to the principal institutional-type use.
- b) Uses which are secondary to the principal institutional type-use may be established in the same or separate building, and shall be established at the same time as or after the institutional type-use.
- c) Should a *public service facility* or institutional-type use, or lands planned for the same, no longer be required or no longer exist on the land designated as Community Hub, then development in accordance with the majority surrounding land use designation may be considered without an amendment to this Plan.

2.6.4.3 Development Policies

- a) Development with a residential component that is located within or adjacent to the *Urban Growth Centre, a Major Transit Station Area, or a Strategic Growth Area* shall:
 - i) Be within a residential density range of 125.0 to 300.0 units per hectare; and,
 - ii) Be limited to 12 storeys.
- b) Development with a residential component that is not located within or adjacent to the *Urban Growth Centre, a Major Transit Station Area, or a Strategic Growth Area* shall:
 - i) Meet a minimum residential density target of 50.0 units per hectare; and,
 - ii) Have a maximum building height as directed by the Zoning By-law.
- c) Where limited or no uses other than residential and institutional exist within 450.0 metres of a proposed redevelopment with a residential component, a mix of uses in addition to the institutional-type use anchoring the site would be required, as per the following:



- i) A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area; and,
- ii) If uses other than residential and institutional exist within 450.0 metres, a single use in addition to the institutional-type use anchoring the site may be permitted.

2.6.5 Commercial District

Development on lands designated Commercial District on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.5.1 Permitted Uses

The following uses shall be permitted in areas designated as Commercial District:

- a) Retail (including *major retail*);
- b) Commercial;
- c) Office (including *major office*);
- d) *Community facilities*;
- e) *Public service facilities*;
- f) Institutional;
- g) Health services;
- h) Mobility hubs (e.g. GO stations, transit hubs, carpool lots);
- i) Assisted living, long-term care homes, and other co-housing opportunities as part of a mixed-use development containing retail or commercial uses;
- j) *Supportive housing* as part of a mixed-use development containing retail or commercial uses;
- k) Parks and other open space areas;
- l) Hospitality and tourism;
- m) Residential as part of a mixed-use development containing retail or commercial uses; and,
- n) Farmers market and pop-up retail market.

2.6.5.2 Land Use Policies

- a) Development on lands designated Commercial District are planned to accommodate a mix of land uses. A combination of two or more of the Commercial District's primary permitted uses is encouraged, either within one building or in multiple buildings, on the same property or parcel.
- b) Lands designated Commercial District may accommodate *major retail* (e.g., big-box) as well as shopping malls.
- c) Residential development is permitted, provided that the necessary servicing is available in support of the development.
- d) Development proposing *sensitive land uses* shall only be permitted in accordance with the *Employment Areas* compatibility policy 2.3.5(l) of this Plan.

2.6.5.3 Development Policies

- a) Residential development is encouraged to be in the form of stacked townhouses and apartment buildings.
- b) Development abutting residential uses shall appropriately mitigate potential impacts, such as but not limited to lighting/light pollution, snow storage, and noise pollution, and must conform to the transition policies in Section 3 of this Plan.
- c) Development with a residential component shall have a minimum residential density of 125.0 units per hectare.
- d) Maximum heights for buildings outside of the *Urban Growth Centre*, *Major Transit Station Areas* and *Strategic Growth Areas* shall be limited to 12 storeys.
- e) While building heights greater than 12 storeys may be permitted in the *Urban Growth Centre*, *Major Transit Station Areas* and *Strategic Growth Areas*, maximum heights will be further directed by the Zoning By-law.

2.6.6 Natural Heritage System (NHS)

The purpose of the *Natural Heritage System* designation is to identify the system of *natural heritage features and areas*, and adjacent lands, within the city. Development on lands designated *Natural Heritage System* on Map 2 is subject to the following policies, and any other applicable policies of this Plan. Supplementary to the *Natural Heritage System* (NHS) designation are a series of natural heritage protection overlays identified on Map 3. The natural heritage protection overlays are discussed in Section 2.7.4 of this Plan. Where appropriate, the policies of the natural heritage protection overlay shall prevail over the land use designation policies in this section.



2.6.6.1 Permitted Uses

The following uses shall be permitted in areas designated as NHS:

- a) Environmental conservation and preservation;
- b) Environmental stewardship, restoration, and rehabilitation;
- c) Flood or erosion control mechanisms, if demonstrated in the public interest;
- d) Hazard management, if demonstrated in the public interest;
- e) Naturalized trails, boardwalks and interpretive/wayfinding signage installed, or as permitted, by a public authority;
- f) Low impact recreational facilities and minor recreation uses;
- g) Low intensity *active transportation* infrastructure installed by a public authority; and,
- h) Invasive species management.

2.6.6.2 Land Use Policies

- a) The *Natural Heritage System*, identified by the land use designation of the same name on Map 2, is critical to providing residents with a connection to the natural environment, which in turn supports a healthy lifestyle and improves quality of life.
- b) To ensure a high-quality of life, economic competitiveness, and most importantly, 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.
- c) Features that make up the *Natural Heritage System* include: provincially significant *wetlands*, other *wetlands*, significant *woodlands*, other *woodlands*, significant valleylands, significant *wildlife habitat*, habitat of endangered or threatened species, *watercourses*, *fish habitat*, natural areas abutting Lake Simcoe, areas of natural and significant interest, cultural thickets, cultural meadows, natural areas of local significance, natural corridors and linkages, and *areas of natural and scientific interest*. These features are important for their environmental and social values, and are accompanied by natural hazard lands, which include floodplains, *erosion hazard* areas, steep slopes, and unstable soils.
- d) Development on lands designated *Natural Heritage System* and considered Environmental Protection Area 1 or 2, as per Map 3, shall not be permitted, except for the following:



- i) *Site alteration* to improve, protect, or enhance ecological features and functions;
 - ii) Improvement or enhancement of the natural heritage feature (e.g. creek daylighting);
 - iii) Erosion and flood control in the public interest;
 - iv) Protection from hazard lands and natural hazards; and,
 - v) Where permitted subject to the environmental protection area policies in Section 5 and 6 and any other applicable policies of this Plan.
- e) Where development is permitted as described in 2.6.6.2(d) of this Plan, the lands subject to the *site alteration* or development proposal may be redesignated by way of an Official Plan amendment as appropriate, to permit a wider range of land uses.
- f) The City shall use the Province's Land Use Compatibility Guideline when making land use decisions regarding the *Natural Heritage System* to ensure land uses can co-exist and thrive in the long term.

2.6.7 Greenspace

The *Greenspace* designation identifies lands for parks and other outdoor recreational and functional open spaces. Lands adjacent to the *Natural Heritage System* are encouraged to become *Greenspace*.

Development on lands designated *Greenspace* on Map 2 is subject to the following policies, and any other applicable policies of this Plan. Development within the *Greenspace* designation may be subject to the natural heritage protection overlays identified on Map 3. Where appropriate, the natural heritage protection overlay policies shall prevail over the land use designation policies in this section.

2.6.7.1 Permitted Uses

The following uses shall be permitted in areas designated as *Greenspace*:

- a) Passive and active recreation uses, which may include, but are not limited to:
 - i) Various forms of recreation facilities or recreation spaces, as further guided by the policies of the parks network in Section 5.6 of this Plan, and permitted by the Zoning By-law;
 - ii) Community garden, rain garden, or urban agriculture installments;
 - iii) Naturalized areas;
 - iv) Celebration spaces (e.g., open theatre stages and urban squares); and,



- v) Marina or boat launch;
- b) *Low impact development* facilities and *stormwater management facilities*/ponds, though their use in parks is restricted;
- c) Cemeteries; and,
- d) City-owned *renewable energy* infrastructure.

2.6.7.2 Land Use Policies

- a) Development shall only be permitted on land designated *Greenspace*, where it is directly related to and required for the permitted uses.
- b) Buildings or structures as part of a permanent development shall not be permitted on the waterfront except for public washrooms, boat launches and docks, and pavilions.
- c) The establishment of new cemeteries shall be in accordance with, or require an amendment to, the Zoning By-law, and shall be subject to the following criteria:
 - i) The proposal has demonstrated no *negative impacts* on the natural environment, including groundwater, by way of an environmental impact study; and,
 - ii) The proposal has no adverse traffic, parking and visual impacts on the surrounding land uses as demonstrated through appropriate studies.
- d) Public access to private cemeteries is restricted.
- e) The permission of *low impact development* features in parklands will only be considered in cases where there would be no adverse impact to existing or future parkland programming, design and operations.

2.6.8 Strategic Employment and Economic District (SEED)

The Strategic Employment and Economic District (SEED) designation identifies lands within the city where there is potential for the development of clusters of employment uses which are either established or emerging in Barrie (e.g., bio-science, research, film/music production, digital media development, etc.).

Development on lands designated Strategic Employment and Economic District (SEED) on Map 2 is subject to the following policies, and any other applicable policies of this Plan. The City expects to work with partners to enhance the employment clusters within SEED designated areas that are key to Barrie's future prosperity.



2.6.8.1 Permitted Uses

A range of uses shall be permitted in areas designated as SEED, such as:

- a) Office (including *major office*);
- b) *Public service facilities*;
- c) *Community facilities*;
- d) Training centres and post-secondary education facilities;
- e) Parks and other open space areas;
- f) Health services and medical laboratory;
- g) Hospitality and tourism, as directed by the Zoning By-Law;
- h) Workshop (up to 2,000.0 square metres);
- i) Recreational facilities;
- j) For SEED found within *Strategic Growth Areas*, residential and live-work units;
- k) Commercial; and,
- l) Retail (excluding *major retail*) as part of a mixed-use development.

2.6.8.2 Land Use Policies

- a) To support the development of urban, mixed-use industry clusters, the SEED land use designation is found within both *Strategic Growth Areas* and *Employment Areas*. These lands shall develop as employment-oriented communities which attract and support established and emerging industries, while allowing for *sensitive land uses*, where appropriate.
- b) Lands in the SEED designation are envisioned to be mixed use to support existing or emerging industry clusters. A combination of two or more permitted uses, either within one building or in multiple buildings, is encouraged on the same property or parcel.
- c) For those lands designated SEED within a *Strategic Growth Area*, while the ground floor of buildings shall be primarily used for non-industrial economic and employment functions, mixed and residential uses may be supported on upper levels.
- d) For those lands designated SEED within an *Employment Area*, while the ground floor of buildings shall be primarily used for non-industrial economic and employment functions, an additional mix of uses may be supported on upper levels.



- e) Residential development shall not be permitted and *sensitive land uses* will be limited on lands designated SEED within an *Employment Area*.
- f) There are several areas in Barrie designated as SEED, including:
 - i) The Dunlop Street corridor, between the Highway 400 interchange and Toronto Street. The intent of designating these lands as SEED is to create connections between companies and incubators within the *Urban Growth Centre*, the Georgian College satellite campus downtown, and the surrounding industrial employment lands. This *area* is envisioned to attract and accommodate predominantly office uses related to knowledge-based firms and creative industries.
 - ii) Near the Duckworth Street and Georgian Drive interchange, the Highway 400 and St. Vincent Street interchange, and near Duckworth Street/Bell Farm Road. The intent of these SEED designated lands is to maintain, attract, and accommodate industry and large-scale institutions related to health and medical services, research and development, education, automotive, and aviation.
- g) SEED designated lands shall be designed with a high standard of architecture, and sites shall integrate well with the adjacent public realm and other adjacent areas.
- h) Development shall protect significant natural and *cultural heritage resources* while fully integrating them through sustainable buildings and infrastructure, as per the Waterfront and Green City policies, the Resilient City policies, and any other applicable policies of this Plan.
- i) Any proposed development that will introduce *sensitive land uses* must be compatible with existing employment uses which may involve: (i) negating residential uses on a site within the SEED designation; and/or, (ii) *mitigation* of impacts from industrial uses such as noise, vibration, and odour.

2.6.8.3 Development Policies

- a) Development is to be designed to a high architectural standard and be well-integrated with adjacent areas, as per the Section 3 policies of this Plan.
- b) The height of buildings should generally be limited to 6 storeys. Residential buildings, with ground floor focused on supporting urban, mixed-use industry clusters as part of a mixed-use development, may be permitted to exceed the 6-storey limit in accordance with the Zoning By-law.
- c) Development with a residential component shall have a minimum residential density of 50.0 units per hectare.



- d) A minimum of 25% of the building frontage for buildings fronting onto arterial or collector streets shall consist of retail, commercial, or other active uses that animate the street.
- e) Development within 70.0 metres of any lands designated as Neighbourhood Area shall be planned to provide for an appropriate transition to the building types permitted in Neighbourhood Areas, and all development shall satisfy the applicable transition policies of Section 3 of this Plan.
- f) Block and mid-block connections which link employment uses to transportation services, and to Neighbourhood Area designated lands, may be identified through a future secondary planning process.

2.6.9 Employment Area – Non-Industrial

The Employment Area – Non-Industrial designation applies to certain lands within *Employment Areas* shown on Map 1. Lands designated Employment Area – Non-Industrial are 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. To maintain the flexibility of Barrie’s *Employment Areas*, industrial type uses may also be accommodated on lands designated Employment Area – Non-Industrial.

Development on lands designated Employment Area – Non-Industrial on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.9.1 Permitted Uses

A range of employment uses shall be permitted in areas designated as Employment Area – Non-Industrial, such as:

- a) Office (including *major office*);
- b) Training centres, and alternative and continuing education;
- c) Research and development centres and laboratories;
- d) Food production and processing;
- e) Parks and other open space areas;
- f) *Community facilities*;
- g) Hospitality and tourism;
- h) Commercial and retail;
- i) *Major retail*; and,



- j) The land uses permitted in Section 2.6.10.1 of this Plan, except waste management.

2.6.9.2 Land Use Policies

- a) Those land uses permitted by Section 2.6.9.1(j) of this Plan are subject to the policies in Sections 2.6.9.3, 2.6.10.2, and 2.6.10.3 of this Plan.
- b) The Employment Area - Non-Industrial designation shall only be used on lands within the *Employment Area* shown on Map 1.
- c) The Employment Area – Non-Industrial designation shall preferably be located on the periphery of *Employment Areas* shown on Map 1 and in close proximity to lands designated Commercial District.
- d) New *major retail* will only be permitted:
 - i) On the periphery of an Employment Area; and,
 - ii) When 25% or less of the gross floor area of *existing uses* within a 500.0 metre radius are *major retail*.
- e) New *major retail* developments must be a minimum of 3,500.0 of square metres and should generally not exceed 5,000.0 square metres. *Major retail* uses may be supported by other retail uses, however together the combined gross floor area should generally not exceed a maximum of 5,000.0 square metres.
- f) New retail uses, as part of a development where there are no *major retail*, retail and/or commercial uses that existed prior to the implementation of this Plan, will only be permitted as follows:
 - i) As part of a multi-tenanted building; and,
 - ii) With each retail use in the building occupying no more than 30% of the gross floor area of the building/structure within which it exists.
- g) *Major retail*, retail and/or commercial uses that existed prior to the implementation of this Plan may be permitted to expand, change, and redevelop as follows:
 - i) In accordance with the Commercial District policies and permitted uses in Section 2.6.5, excepting for residential uses, which are not permitted within the Employment Area – Non-Industrial designation; and/or,
 - ii) As infill development, including the addition of standalone retail and commercial uses.
- h) Any retail use with a drive-thru service may be accommodated on lands designated Employment Area – Non-Industrial, subject to both the Zoning By-law and any specific



locational restrictions that may be applied from time-to-time to ensure minimal impacts of traffic congestion and prevent traffic queues on the street.

- i) *Sensitive land uses* permitted in the Employment Area – Non-Industrial designation shall be located at least 70.0 metres from lands designated Employment Area – Industrial as required by provincial guidelines.
- j) Development proposing *sensitive land uses* shall only be permitted in accordance with the *Employment Areas* compatibility policy 2.3.5(l) of this Plan.

2.6.9.3 Development Policies

- a) Development within 70.0 metres of lands designated Neighbourhood Area will be required to provide transition and buffering, both as recommended in the Provincial Guideline D-6: Compatibility Between Industrial Facilities and as per Section 3 of this Plan.
- b) Buildings should be limited to 12 storeys.
- c) Development abutting residential uses shall appropriately mitigate potential impacts, such as but not limited to, lighting/light pollution, snow storage, and noise pollution, and must conform to the transition policies in Section 3 of this Plan.

2.6.10 Employment Area – Industrial

The Employment Area – Industrial designation is intended to recognize and permit industrial-type uses which are sensitive to encroachment and must be protected over the long term to ensure the economic prosperity of the city. Development on lands designated Employment Area – Industrial on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.10.1 Permitted Uses

The following uses shall be permitted in areas designated as Employment Area - Industrial:

- a) Manufacturing and fabrication;
- b) Parks and other open space areas;
- c) Distribution facility/warehousing/storage (excluding retail sales warehouse);
- d) Waste management, as per policies 6.6.3(b) and 6.6.3(c);
- e) Assembly and processing;
- f) Ancillary retail and/or commercial supporting a primary industrial use;



- g) Other ancillary uses supporting a primary industrial use;
- h) Subject to the Zoning By-law, non-industrial service-based uses; and,
- i) Office (excluding *major office*).

2.6.10.2 Land Use Policies

- a) The Employment Area – Industrial designation will not be applied to lands outside of an *Employment Area* as identified on Map 1.
- b) Heavier industrial uses generating substantial noise, emissions, or vibrations must be located towards the interior of *Employment Areas* to minimize any land use conflicts and allow for uses as per the Provincial Guideline D-6: Compatibility Between Industrial Facilities.
- c) Waste management uses will be permitted, contingent on compliance with Provincial Guideline D-6: Compatibility Between Industrial Facilities, as well as with environmental assessment requirements and the design policies in Section 6.6.3.
- d) Lands designated Employment Area – Industrial shall be connected to *freight-supportive* corridors.
- e) Lands surrounding the proposed McKay Road and Highway 400 interchange will be planned to accommodate industrial-type employment uses that require convenient and unobstructed access to Highway 400 and the railway corridor.
- f) Non-industrial ancillary uses will only be permitted where they will not interfere or detract from the primary industrial function of the area.
- g) A retail or commercial use, such as a restaurant as part of a multi-tenanted building, may be permitted within the Employment Area – Industrial designation if it is ancillary or accessory to the *primary use* in function and no larger than 25% of the gross floor area of the building/structure within which it exists.
- h) A use other than retail or commercial may also be permitted if it is ancillary or accessory to the *primary use* in function and no larger than 25% of the gross floor area of the building/structure within which it exists.
- i) Subject to the Zoning By-law, a greater range of non-industrial service-based uses such as recreational and sports facilities may be permitted in areas adjacent to residential lands. If the use is in a building/structure, it must be no larger than 25% of the gross floor area of that building/structure.



2.6.10.3 Development Policies

- a) Development in the Employment Area – Industrial Designation is encouraged to be designed with *active transportation* facilities such as bus shelters, bike storage, and mobility connections.
- b) The separation distance provided by applicable provincial guidelines shall be applied to achieve compatibility between uses in the Employment Area – Industrial designation and adjacent *sensitive land uses*.
- c) No lot within the Employment Area – Industrial designation shall be used in its entirety and/or for the sole purpose of outside storage. Where outside storage is proposed on a lot, a primary permitted use building must be on site and in accordance with the provisions of the City's Zoning By-Law.
- d) Where permitted, outside storage shall be located at the rear of buildings, and shall be screened from the street in accordance with Section 3 of this Plan and the City-Wide Urban Design Guidelines.

2.6.11 Employment Area – Restricted Industrial

Development on lands designated Employment Area – Restricted Industrial on Map 2 is subject to the following policies, and any other applicable policies of this Plan.

2.6.11.1 Permitted Uses

The following uses shall be permitted in areas designated as Employment Area – Restricted Industrial:

- a) Only *existing uses* are permitted.

The policies of Section 2.7.5 shall apply in addition to the following for any existing aggregate operations.

2.6.11.2 Land Use Policies

Development on lands designated Employment Area – Restricted Industrial are subject to the following policies, and any other applicable policies of this Plan:

- a) The Employment Area – Restricted Industrial designation is intended to recognize and permit the limited expansion of existing noxious industrial uses.



- b) Development on lands designated *Employment Area - Restricted Industrial* shall be permitted to allow building additions or renovations.
- c) Expansion of existing buildings shall only be contemplated if all provincial and City standards and policies respecting noise, vibration, air contaminants, water, wastewater, stormwater, and other applicable environmental criteria are met.
- d) Expansion of existing buildings shall not affect the planned function of adjacent land uses in any way.

2.6.12 Infrastructure and Utilities

Development on lands designated Infrastructure and Utilities on Map 2 is subject to the following policies, and any other applicable policies of this Plan. These lands feature large, major installations such as major transmission or distribution corridors.

2.6.12.1 Permitted Uses

The following uses shall be permitted in areas designated as Infrastructure and Utilities:

- a) All uses and structures associated with the provision of a utility;
- b) *Public service facilities*;
- c) Infrastructure corridors;
- d) Municipal service facilities (e.g., operation centres);
- e) Parking lots accessory to adjacent land uses subject to the review/approval of the utility provider;
- f) Outdoor storage accessory to adjacent land uses subject to the review/approval of the utility provider;
- g) *Stormwater management facilities*;
- h) Parks and other open space areas; and,
- i) Recreational facilities.

2.6.12.2 Development Policies

- a) The Infrastructure and Utilities designation applies to lands which are used for the provision of infrastructure and utilities (e.g., utility corridors, and water and wastewater treatment plants).

- b) The following applies to the high-pressure natural gas pipelines operated by TransCanada PipeLines Limited (TCPL) as identified on Map 2:
- i) No permanent building or structure may be located within 7.0 metres of the pipeline right-of-way, and a reduction of this setback shall only be considered if agreed to by TCPL;
 - ii) Accessory structures shall have a minimum setback of 3.0 metres from the limit of the pipeline right-of-way;
 - iii) Development within 750.0 metres of a TCPL compressor station may be supported by a noise and vibration study completed to the satisfaction of the City. The study shall determine if applicable provincial guidelines can be achieved, and if necessary, recommend appropriate *mitigation* measures;
 - iv) The City shall encourage the use of the TCPL right-of-way for passive recreation purposes subject to TCPL's easement rights;
 - v) TCPL operates two high-pressure natural gas pipelines within its right-of-way crossing the City and is identified on Map 2 of this Plan. TCPL Limited is regulated by the Canada Energy Regulator (CER), which has a number of requirements regulating development in proximity to its pipelines, including approval for activities within 30.9 metres of the pipeline centreline;
 - vi) New development can result in increasing the population density in the area that may result in TCPL being required to replace its pipeline(s) to comply with CSA Code Z662. Therefore, the City shall require early consultation with TCPL or its designated representative for any development proposals within 200.0 metres of its pipelines;
 - vii) Trails on the pipeline right-of-way require approval from TCPL. Early consultation during the design process is encouraged to ensure TCPL's design requirements are met;
 - viii) For any multi-use trail addition that would intersect with the TCPL gas pipeline, consultation with TCPL must be completed; and,
 - ix) In addition to the requirement for setbacks for principal buildings, structures and accessory structures, the following should be setback a minimum of 7.0 metres from the limit of the pipeline right-of-way: private roads, driveways, parking spaces, and parking areas.
- c) Buildings and structures required for the operation of infrastructure and utilities shall be designed according to the urban design policies in Section 3 of this Plan.

2.7 Overlays

The following overlays are to be read and applied in conjunction with the applicable land use designation and supersede the policies of the underlying designation. The overlays represent additional considerations that may trigger special design considerations, restrictions to certain types of development, or contextual matters of broader community importance. The underlying land use designation must be identified and understood first, and then the overlays must be considered to determine their effect on the land uses for any proposed development or *site alteration*.

2.7.1 Historic Neighbourhoods

The historic neighbourhood overlay is identified on Map 8 of this Plan and is guided by the following policy:

- a) Development on lands subject to the historic neighbourhood overlay shall satisfy the applicable Section 3 and Section 8 policies of this Plan.

2.7.2 D-4 Assessment Areas

D-4 Assessment areas are identified on Map 2 of this Plan and are guided by the following policies:

- a) Development on lands subject to the D-4 Assessment areas overlay shall not be approved unless a D-4 Assessment completed by a qualified professional demonstrates that the migration of methane, gas leachate, and other forms of pollution have not or will not occur on the subject lands.
- b) The City may request a D-4 Assessment or equivalent study at its discretion, even for lands currently outside of the D-4 Assessment areas overlay.
- c) Where demonstrated, through a D-4 Assessment, that pollutants are or will be present on lands subject to a development application, appropriate *mitigation* measures shall be required in consultation with the Ministry of the Environment, Conservation and Parks, where appropriate.
- d) Where an application is made to redesignate to a *sensitive land use* lands which include a former waste disposal site that has been closed for less than 25 years, the approval of the appropriate provincial ministry is required pursuant to Section 46 of the Environmental Protection Act. A record of site condition and risk assessment may also be required.



- e) In the waste disposal assessment areas shown on Map 2 of the Plan, uses may be permitted in accordance with the land use designation, subject to the following:
 - i) An amended Certificate of Approval from the Ministry of the Environment, Conservation and Parks may be requested, demonstrating that the development satisfies the provisions of the Environmental Protection Act;
 - ii) Studies have been carried out to the satisfaction of the City and in consultation with the Ministry of the Environment, Conservation and Parks, where appropriate, that show that development is compatible and can safely take place;
 - iii) The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies; and,
 - iv) Studies of landfill gas, leachate, and hydrogeology shall be carried out by a qualified professional.

2.7.3 Waterfront

The waterfront overlay is identified on Map 6 of this Plan and is guided by the following policies:

- a) Development on lands within the waterfront overlay shall satisfy the applicable Section 3 and Section 5 policies of this Plan, and any applicable land use designation policies.
- b) The entirety of privately owned parcels with boundaries which extend over a body of water will be subject to the applicable land use policies of this Plan, the Zoning By-law, and conservation authority plans.

2.7.4 Natural Heritage Protection

A series of natural heritage protection overlays are identified on Map 3 of this Plan. The natural heritage protection overlays, the policies of which are found in Section 5.4 of this Plan, apply regardless of the underlying land use designation, and identify lands where:

- a) Development is subject to the policies of an environmental protection area, natural core area, natural linkage area, and/or constrained stream corridors area, as well as Section 5 policies and any other applicable policies of this Plan; and,
- b) If there is a conflict between the policies of a land use designation in Section 2.6 and the policies in Section 5 of this Plan, then the more restrictive policy will apply.

2.7.5 Extractive Industrial

The extractive industrial overlay, identified on Map 2 of this Plan, is intended to recognize, permit, and regulate existing aggregate operations. The following policies apply:

- a) A defined policy area within the extractive industrial overlay is identified on Map 2. This defined policy area is referenced in Section 2.8.6 of this Plan. This defined policy area shall remain applicable until such time as the mineral aggregate operation is no longer licensed under the Aggregate Resources Act. At that time the extractive industrial overlay policies shall no longer apply, and the policies of the underlying *Natural Heritage System* land use designation will be applicable.
- b) The establishment of new aggregate operations, including wayside pits, quarries, portable asphalt plants, and portable concrete plants, outside the extractive industrial overlay is prohibited.
- c) The expansion of existing aggregate operations, including wayside pits, quarries, portable asphalt plants, and portable concrete plants, within the extractive industrial overlay is permitted.
- d) The expansion of an existing aggregate operation must proceed by way of a Zoning By-Law amendment, which will ensure its land use suitability and lift the holding 'H' symbol.
- e) The Zoning By-Law amendment required as per Section 2.7.5(d) of this Plan shall be supported by:
 - i) A stormwater management report or study;
 - ii) A rehabilitation plan;
 - iii) A site development plan;
 - iv) A traffic impact study, including proposed haulage routes;
 - v) A planning justification report which addresses, at a minimum, consistency with the Provincial Policy Statement, conformity with the Growth Plan, potential land use conflicts (including dust and noise) with adjacent land uses, the Lake Simcoe Protection Plan and South Georgian Bay Lake Simcoe Source Protection Plan where applicable, and any other matters deemed necessary;
 - vi) A hydrogeological report or equivalent that addresses potential impacts on quality and quantity of ground and surface water, and satisfies the source water protection policies of this Plan; and,
 - vii) An Environment Impact Study which addresses potential impacts on *Natural Environment Impact Study Heritage System* features and functions, and, if applicable, how the connectivity between key natural heritage features or key hydrologic features will be maintained before, during and after the extraction of mineral aggregates.

- f) The separation distances between new extractive operations and *sensitive land uses* will be determined in accordance with Provincial Guideline D-6: Compatibility Between Industrial Facilities. The minimum separation distance for pits is 300.0 metres.
- g) Prior to any required rezoning, the City shall require a development agreement that conforms with licence requirements under the Aggregate Resources Act. The agreement shall address matters such as: arrangements for specific rehabilitation of the subject lands, haulage routes, timing of operations, arrangements for visual buffering and noise *mitigation*, and a provision that no polluted water shall be discharged into a *watercourse*.
- h) Wayside pits and quarries must conform to the Aggregate Resources Act. All rehabilitation schemes must also satisfy the requirements of the City.

2.8 Defined Policy Areas

The defined policy areas shown on Map 2 in this Plan provide site-specific guidance for development, as further laid out below.

2.8.1 OMB Decision PL100512

Location: 99-105 Maplevue Drive West and 133-147 Maplevue Drive West

Notwithstanding any other provision of this Plan or Zoning By-law, the following land uses are permitted on the lands municipally known as 99-105 Maplevue Drive West and 133-147 Maplevue Drive West: adult entertainment parlour, automotive leasing establishment, automotive repair establishment, automotive sales establishment, automotive service station, bake shop, bank, bed and breakfast establishment, bingo hall, building supply centre, bus terminal, bus transfer station, car wash, conference centre, custom workshop, data processing centre, drive-through facility, entertainment establishment, fitness or health club, hotel, motel, kennel in wholly enclosed building, laundry or dry cleaning depot, local convenience retail, marina, miniature golf (outdoor), nightclub, nursery or garden supply centre, office, office medical, outdoor display and sales area, parking lot, personal service store, photography studio, private club, recreational establishment, rental store, restaurant, retail store, service store, shopping centre, theatre, trade centre, veterinary clinic, institutional uses (arena, art gallery, assembly hall, commercial school, community centre, child care, library, place of worship, social services facility), dwelling unit(s) in conjunction with permitted commercial uses except automotive uses, and dwelling unit(s) in conjunction with permitted commercial uses except shopping centre.



2.8.2 OMB Decision PL111099

Location: Part of the South Half of Lot 16, Concession 12, former Innisfil, identified as within 500.0 metres of the intersection of Mapleview Drive East and Yonge Street

Lands located at Part of the South Half of Lot 16, Concession 12, former Innisfil, identified as within 500.0 metres of the intersection of Mapleview Drive East and Yonge Street, shall be permitted a maximum of 818 units. A minimum of 750.0 square metres of convenience commercial uses shall be provided on the ground floor of one of the apartment buildings in a location that is clearly visible and in the vicinity of the intersection of “Street A” with Mapleview Drive East. Furthermore, additional convenience commercial uses are permitted in addition to the minimum requirement of 750.0 square metres and can be located in various apartment buildings throughout the Defined Policy Area.

2.8.3 947 Mapleview Drive East

Location: Residential Area South Side of Mapleview Drive East, East of Prince William Way

In addition to the permitted uses of high-density residential uses such as stacked townhouses and apartments at a maximum density of 100 units per net hectare, older persons housing and *supportive housing*, live-work developments, day-care facilities, places of worship and local convenience commercial facilities, permitted uses may include retail, service commercial and office uses on the lands known municipally as 947 Mapleview Drive East shown on Map 2. However, such uses shall be located on the ground floor of permitted high-density residential uses and older persons housing and assisted and special needs housing and shall not exceed 60% of the ground floor area.

2.8.4 Mapleview Drive East Neighbourhood

Notwithstanding the policies of this Plan, the lands denoted with “See Policy 2.8.4” on Map 2 are permitted to have a minimum 0.27 *Floor Space Index* for commercial development.

2.8.5 Existing Community of St. Paul’s

The area shown on Map 2 in the southeast quadrant of Yonge Street and Mapleview Drive East includes the existing community of St. Paul’s. Any permitted development shall be designed to be generally compatible with the existing surrounding community, including the school board owned lands, while recognizing the potential for *intensification* particularly on the Yonge Street frontage.



2.8.6 Aggregate Extraction

The extractive industrial overlay policies in Section 2.7.5 apply to this area until such time as the mineral aggregate operation on the subject lands is no longer licensed under the Aggregate Resources Act. Then the *Natural Heritage System* land use designation and policies apply.

2.8.7 Hi-Way Pentecostal Church

Notwithstanding the policies of this plan, the lands denoted with “See Policy 2.8.7” on Map 2, municipally known as 40, 42, 44 & 50 Anne Street North and 124, 128 & 130 Henry Street, are permitted to include a Bioretention Cell and associated stormwater management controls, subject to approval of the required studies.

3. Planning an Attractive City





3.1 Leadership in Design Excellence

The urban design policies provided in this section are policies for development to achieve the City's objectives to become an attractive city, ensure proper transitions between different types of development, and achieve design excellence. The urban design direction set out in this section is further complemented by the direction given in the City-Wide Urban Design Guidelines, which provide area-specific built form guidelines and further develop the design vision provided for in this Plan.

3.1.1 Objectives

The following objectives to make Barrie a more attractive city are implemented by the urban design policies of this Plan, as well as the separate City-Wide Urban Design Guidelines:

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



- ii) Maximizing energy efficiency through building performance; and,
- iii) Improving building and landscape performance and resiliency.

3.1.2 Design Excellence

To achieve design excellence in the city’s built form and public realm, and to encourage the successful implementation of this Plan’s policies, the City will:

- a) Highlight the importance of urban design in all matters related to the planning and development of the city, and set a course of action aimed at achieving and recognizing design excellence on a broad and consistent basis.
- b) Promote community-led design and design education through public consultations.
- c) Increase transparency and opportunities for meaningful involvement with residents and stakeholders, with the ultimate goal of leveraging good urban design as a means to improve the function and aesthetic character of the city’s communities.
- d) Require development applications to demonstrate how relevant attractive city objectives and urban design policies are being achieved through any requisite planning justification report and/or urban design brief.

3.1.3 Application and Interpretation of the Plan’s Urban Design Policies

3.1.3.1 Application of Urban Design Policies

The urban design policies shall be applied and interpreted as follows:

- a) Many of the urban design policies are phrased with the terms “will” or “shall,” or phrased in the active voice (rather than the passive voice), which means that every new development approved by the City must be in full conformity with the relevant policies provided in sections 3.2, 3.3 and 3.4.
- b) To ensure that a development conforms with the urban design policies in this Plan, and in accordance with policy 3.1.3.2(b), the City may require an urban design brief as a requirement for a complete application.

3.1.3.2 Application of Urban Design Guidelines

The separate City-Wide Urban Design Guidelines document is a key tool for achieving the design excellence envisioned by the City. They shall be applied as follows:



- a) The City-Wide Urban Design Guidelines shall be followed to the greatest extent possible for each development.
- b) If any relevant guidelines cannot be achieved on a site, then an urban design brief must be completed demonstrating how the spirit and intent of the relevant guideline(s) are to be maintained for that development.

3.2 General Urban Design Policies

3.2.1 Human Scale Design

- a) To create human scale neighbourhoods that accommodate the City's anticipated *intensification* and growth, development applications, where appropriate, shall demonstrate the following:
 - i) A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:
 - a. Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in *intensification* areas;
 - b. Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,
 - c. Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;
 - ii) A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;
 - iii) Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;
 - iv) Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including *active transportation* and public transit; and,



- v) Appropriate transitions between the private and public realm. This shall be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.
- b) Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.
- c) Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive.
- d) The City will not support over-development. Over-development does not necessarily result from one incompatible form, but often from a cumulation of unbalanced characteristics. The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. At the same time, over-development may sometimes occur even when permissions have been followed. Therefore, the determination of over-development must be weighed across a variety of characteristics that include, but are not limited to:
 - i) Development that is excessive in its demands on city infrastructure and services;
 - ii) Development that negatively impacts the public realm and local character;
 - iii) Development that proposes excessive height or density;
 - iv) Variances to the City's development standards resulting in inappropriate built form, especially where an alternative built form solution is more appropriate;
 - v) Undesirable building separation distances resulting in shadow impacts, inappropriate over-look conditions, or which significantly negatively impacts access to daylight; and,
 - vi) Development that results in other impacts to a site's functionality or that limits the *redevelopment* potential of the remaining block or adjacent sites, such as site access or circulation issues.



3.2.2 Complete Neighbourhood Design

- a) To ensure the development of complete neighbourhoods, development applications outside of *Employment Areas*, where appropriate, shall generally be designed to contribute to:
 - i) The diversity of land uses in the neighbourhood;
 - ii) The diversity of housing types and options in the neighbourhood;
 - iii) The diversity of, and connectivity between, different open space types in the neighbourhood;
 - iv) Connectivity to transit facilities and *active transportation* networks in the neighbourhood;
 - v) Connectivity to *community facilities*, amenities, parks, and open space in the neighbourhood;
 - vi) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;
 - vii) For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;
 - viii) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,
 - ix) Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.

3.2.3 Sustainable and Resilient Design

- a) To support the City's sustainable design priorities, all development applications shall demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:
 - i) Optimization of passive and *renewable energy* design strategies;
 - ii) Minimization of non-*renewable energy* consumption, as well as waste;
 - iii) Use of environmentally-friendly products;
 - iv) Protection and conservation of water;
 - v) Enhancement of the natural environment;



- vi) *Mitigation* of climate change and major weather events, including through the use of design elements and durable materials;
- vii) *Adaptation* to Barrie's seasonal changes; and,
- viii) Resource conservation through operational and maintenance practices.

3.2.3.1 Green Development Standards

- a) The City will establish green development standards in consultation with the building and construction industry, and until such time as green development standards are adopted by City Council, applications for an Official Plan amendment, Zoning By-law amendment and/or plan of subdivision or site plan approval are required to submit a Sustainable Development Report, indicating how sustainable design best practices are being addressed. While justification can be made for why certain best practices are not being pursued, the report shall demonstrate how the development proposal intends to:
 - i) Provide a high level of efficiency in energy consumption to reduce greenhouse gas emissions;
 - ii) Maximize solar gains and be constructed in a manner that facilitates future solar energy installations;
 - iii) Include or facilitate future on-site *renewable energy* systems;
 - iv) Provide a high-level of efficiency in water consumption, including rainwater harvesting and greywater recirculation for irrigation purposes;
 - v) Enhance indoor air quality;
 - vi) Contain or facilitate the future installation of plug-ins for electric vehicles;
 - vii) Use environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;
 - viii) Prioritize local sourcing to reduce carbon footprint;
 - ix) Provide water efficient and drought resistant landscaping, which should include the use of native plants;
 - x) Incorporate *low impact development* and maximize permeable surfaces, including the provision of permeable driveways;
 - xi) Incorporate green roofs into building design;
 - xii) Reduce construction waste and divert construction waste from landfill;
 - xiii) Design to connect amenity areas, open spaces, and parks; and,



- xiv) Promote Energy Star qualified and LEED-certified development.

3.2.4 Public Realm Design

To pursue design excellence in the development of a high quality, sustainable and attractive public realm, the streets, squares, parks, and other public places that comprise the public realm should not be seen in isolation, but within the wider network of public and private spaces, as well as the context of adjacent buildings and their uses.

3.2.4.1 General Public Realm Design

- a) To design and develop a connected and vibrant public realm, the City will:
 - i) Ensure that all streets and open spaces have a clearly distinguishable purpose and function and that their design prioritizes the pedestrian experience and *active transportation*;
 - ii) Create design standards for each street type within the street network;
 - iii) Create design standards for each park and open space type within the *Greenspace* network;
 - iv) Require that development, if possible, improve connectivity between existing and planned open spaces;
 - v) Design, build, and support public spaces that create a “sense of place” and foster a pedestrian-friendly environment that encourages walkability and *active transportation*;
 - vi) Encourage activation and animation of public spaces;
 - vii) Identify and protect key views and vistas related to landmarks and natural areas, as well as views to and from Community Hubs, parks, and other *community facilities*; and,
 - viii) Encourage sustainable development practices and enhancement/restoration of degraded natural heritage features (e.g., sustainable forest management, etc.).

3.2.4.2 Gateways

Gateways establish a sense of arrival and contribute to a sense of place and unique community identity. The City may identify certain locations for gateway features and may require distinctive urban design forms at these locations, as follows:

- a) Major gateways will be in visually prominent locations at major entry points into the city.



- b) Minor gateways will be prominent intersections at a neighbourhood-scale or at secondary entry points into the city.
- c) Gateways shall achieve a higher standard of design excellence, appropriate to their level (major or minor), to complement their distinct geographical role as entry points into the city. This includes:
 - i) Being visually striking to engage pedestrians, while complementing the surrounding built form;
 - ii) Being framed both by landscaping and buildings, to increase their visibility; and,
 - iii) Incorporating a higher order of streetscaping, such as: trees and enhanced landscaping in the centre median and/or a planting and furnishing zone along the sidewalk, active at-grade uses, urban squares, feature lighting, unique paving, seat walls, wayfinding signage, and public art.
- d) The following are considered major gateways:
 - i) Where Highway 400 intersects with the City boundary;
 - ii) Where Bayfield Street intersects with Highway 400 or the City boundary;
 - iii) Where Dunlop Street intersects with Highway 400 or the City boundary;
 - iv) Where Duckworth Street intersects with Highway 400;
 - v) Where Essa Road intersects with Highway 400 or the City boundary;
 - vi) Where Yonge Street intersects with Highway 400 or the City boundary;
 - vii) Where Mapleview Drive intersects with Highway 400 or the City boundary; and,
 - viii) Where McKay Road intersects with Highway 400.

3.2.4.3 Waterfront Development

- a) Development on lands adjacent to Little Lake and Lake Simcoe should face and feature the water in context with the natural characteristics of the property and surrounding built form.
- b) Development proposals shall provide views of the waterfront and orient ground level building facades towards the waterfront.
- c) Public views and vistas to Little Lake and Lake Simcoe and landmarks around the waterfront shall be retained and enhanced.

- d) Buildings and landscapes shall be designed in a manner that ensures physical access to the water. Special building placement and design considerations shall be required to protect as well as to optimize public views and vistas and access to water.

3.2.4.4 Accessible Design

The City, as an employer and provider of services, is committed to barrier-free access and universal design. Accordingly, the City will:

- a) Be a leader in Barrie by setting an example for accessible design including with respect to physical access, integration, employment equity, communications, recreation, transportation, housing and education, and by identifying barriers and gaps in the City's facilities and provision of services.
- b) Adhere to the Accessibility for Ontarians with Disabilities Act (AODA) and the Standard of the Accessibility for Ontarians with Disabilities Act.
- c) Continue to improve the level of accessibility of municipal services, *Greenspaces* such as parks, and facilities by establishing city-wide accessible design guidance, and implementing it in all design, development, and operation of new and renovated municipal services and facilities.
- d) Encourage the modification of new and existing private buildings and facilities, including parking, to improve the level of accessibility beyond the minimum AODA standards and policies.
- e) Integrate accessibility considerations into the design of municipal infrastructure to promote a universally-accessible environment across the city.

3.2.4.5 Access, Circulation, Loading and Storage

- a) Shared driveways are encouraged for employment, commercial, and mixed-use sites to reduce access points and reduce conflicts with pedestrians.
- b) Private streets required for site circulation shall be designed to be comfortable for pedestrians, cyclists, and vehicles. They should provide high-quality landscape treatments that contribute to pedestrian comfort and safety, and to a sense of place and the character of the development.
- c) Where appropriate, internal private streets will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement and that frame appropriately sized development parcels. Internal private streets will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network wherever possible.



- d) Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems, as well as to *Greenspace*.
- e) Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, and will be directed away from a public street, park, river, public open space or residential area. If this is not possible, they will be adequately screened.
- f) Where outdoor storage is permitted, it shall not be located between a building and a street edge or a building and the intersection of streets.

3.2.4.6 Semi-Public Spaces and Amenity Areas

- a) Amenity areas are strongly encouraged to be consolidated and centrally located, and indoor/outdoor amenity areas should be co-located wherever possible.
- b) Tree planting is strongly encouraged as trees are considered an essential part of the neighbourhood fabric.
- c) Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.

3.2.4.7 Lighting and Displays

- a) Signs, display areas and lighting should be compatible in scale and intensity to the proposed activity and tailored to the size, type, and character of a development or the space to be used.
- b) All building and site lighting shall be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting shall follow industry standards and should incorporate energy efficiencies, such as sensors and timers, and direct light away from the night sky. Lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.
- c) Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops, and other features should be provided.
- d) Signs on *cultural heritage resources*, including within heritage areas or within *cultural heritage landscapes*, shall be compatible with the heritage character of the property, district or landscape and may be regulated in accordance with the provisions of the Ontario Heritage Act, as applicable.



- e) Signage should be incorporated into the building I design.
- f) Commercial signage should be displayed at a consistent height on building facades such as at the top of the ground floor. Signage shall generally not be permitted on the top of buildings or poles.
- g) Where outdoor display areas are associated with a large building, the use of landscape elements such as plantings, decorative fencing, and architectural elements such as façade extensions and canopies shall be incorporated for effective integration with the overall development.
- h) Outdoor display areas adjacent to street edges shall generally be avoided, subject to the regulations of the Zoning By-law. However, well-designed, pedestrian-scaled outdoor display areas that contribute to a comfortable and safe public realm may be permitted in areas of high pedestrian traffic, provided that safety and accessibility are not compromised.

3.2.4.8 Bird-Friendly Design

To protect the bird population in Barrie, the following bird-friendly design best practices are encouraged:

- a) The City will develop bird-friendly design guidelines.
- b) All windows should be constructed (e.g., of the proper material) and oriented in a way to reduce bird collisions.
- c) Lighting should be oriented in a manner that is friendly to bird migratory patterns, behaviour and habitat.
- d) The City will assess and mitigate risk to birds from existing and proposed municipal buildings.

3.2.4.9 Public Art

- a) The City will promote the provision of public art in publicly accessible areas. Public art is encouraged to be incorporated into buildings, infrastructure, or landscapes to contribute to interesting and memorable places for residents and visitors alike.
- b) Indigenous culture and heritage preservation shall be integrated into public art initiatives led by the City, through consultation with Indigenous Nations and communities, and informed by the City's commitment to reconciliation and building relationships.
- c) Development that attracts significant pedestrian traffic is strongly encouraged to include public art in the design of the building and/or site.



- d) The installation of public art as part of public infrastructure projects and within municipally-owned public spaces will be encouraged, where appropriate.
- e) Development applications are encouraged to include plans for public art to be featured on construction hoarding.

3.2.5 Heritage Conservation

- a) Development in Barrie's historic neighbourhoods should conserve and appropriately manage the character of each individual neighbourhood, subject to the appropriate studies and the City-Wide Urban Design Guidelines.
- b) Historic facades, where feasible, must be either protected or incorporated into new development.
- c) Where new development is undertaken as infill, *redevelopment*, or through *intensification*, the design should complement the existing historic character of the heritage neighbourhood and be consistent with the historic architectural styles, façades and treatments of the surrounding buildings. Further direction on this is provided in the City-Wide Urban Design Guidelines
- d) Indigenous heritage preservation will be a consideration for future development, and consultation with Indigenous Nations on proposed development within Treaty 16, Treaty 18, and Williams Treaty lands, as applicable and where appropriate, shall be undertaken.

3.3 Built Form Types and Development Criteria

The following section identifies urban design policies for the main built form types expected to be developed across the city. The built form types listed shall also be subject to further design guidance in the City-Wide Urban Design Guidelines and the Zoning By-law, with locations where each type is permitted identified in the Zoning By-law. Building types covered in this section include:

- Low-rise development;
- Mid-rise buildings;
- High-rise buildings;
- Low-rise employment buildings; and,



- Shopping malls and *major retail*.

3.3.1 General Built Form Development Criteria

The following urban design policies apply to all new development in Barrie:

- a) Buildings shall be oriented to create a strong street presence, with main entrances located to face the street.
- b) Corner buildings shall address both streets by providing two articulated façades facing the street.
- c) Blank facades facing a street, open space, or park shall be strongly discouraged.
- d) Buildings adjacent to the street edge and at sites with high public visibility shall be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.
- e) Intersections of major streets shall be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.
- f) Buildings will be designed to completely screen roof-top mechanical equipment from public view.
- g) Long building facades that are visible along a public street will incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to create articulation and visual interest in the mass of such facades.

3.3.2 Low-Rise Development

Low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses and walk-up apartment buildings. This building type is limited to five storeys in height. While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:

- a) The scale, massing, setback, and orientation of low-rise development will be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.
- b) The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building façade, and



articulation of the roofline, and these shall be distinctive in their urban design but not out of proportion within a neighbourhood.

- c) Low-rise development shall respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and shall be consistent with the other policies in this Plan.
- d) Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should provide a front-yard and front-door pedestrian entrance facing the public street.
- e) Stacked townhouses shall be a maximum of four storeys in height and shall be designed to generally resemble a traditional street townhouse.
- f) To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse shall incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City-Wide Urban Design Guidelines.
- g) To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.
- h) Dwellings should be sited with a consistent setback to provide human scaled streets.
- i) Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within *intensification* and mixed-use areas, rear lanes can help create attractive streetscapes and minimize the impact of driveways on pedestrian circulation and the public realm.
- j) Garages shall not project forward in such a way that the resultant streetscape created at ground level is dominated by the garages rather than the overall building facades.

3.3.3 Mid-Rise Buildings

The following urban design policies apply to mid-rise buildings, which generally should be a minimum of six storeys in height and shall be limited to 12 storeys:

- a) The building, including its principal entrance, shall frame the street it is fronting, while allowing access to sunlight for adjacent properties.
- b) Mid-rise buildings shall be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:



- i) The base shall generally be between three and six storeys in height; and,
 - ii) Building elements above the base shall incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.
- c) Mid-rise buildings shall be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.
 - d) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building shall be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.
 - e) Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.
 - f) Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.
 - g) The first storey shall generally be taller in height to accommodate a range of non-residential uses.
 - h) The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental *sustainability* features such as solar panels.

3.3.4 High-Rise Buildings

High-rise buildings are over 12 storeys. The following urban design policies apply to high-rise buildings:

- a) High-rise buildings shall be designed with the following elements:
 - i) Podium, being the base of a building that frames the public realm to help make the building human scale. It helps enhance the overall building design/ architectural interest and is programmed to provide an active pedestrian streetscape. It should generally be between three and a maximum of six storeys in height.
 - a. For a podium on lands in the *Urban Growth Centre* (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium shall incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;



- ii) Tower, being the upper portion of a building above the permitted podium height, it is slender in shape to reduce visual and microclimatic impacts of the tower and allows the podium to be the primary element of the public realm. The tower meets the following criteria:
- a. Provide appropriate privacy and daylight conditions for people living and/or working within the building;
 - b. Minimize shadow impacts and should contribute to urban design excellence in Barrie;
 - c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower will be setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City;
 - d. As further directed by the Zoning By-law and Urban Design Guidelines, all parts of a tower, including its balconies, shall be setback from the podium and all public street frontages to ensure an appropriate human scaled pedestrian environment and mitigate wind impacts at street level;
 - e. Towers should be sited and oriented to maximize building energy performance, natural ventilation, view corridors, and daylighting;
 - f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above shall be at least 30.0 metres;
 - g. In order to provide appropriate transition, towers will generally be setback 70.0 metres from lower-scale neighbourhoods and buildings or, as further described in the City-Wide Urban Design Guidelines, contained within an angular plane;
 - h. The first storey shall generally be taller in height to accommodate a range of non-residential uses; and,
 - i. Where multiple towers are proposed on the same site, tower heights should generally be staggered by a minimum of five storeys to create visual interest within the skyline, mitigate wind impacts, and improve access to sunlight and sky view;



- iii) Tower top, being the thoughtful architectural design of the rooftop, which provides appropriate expression to the top of the building, and which meets the following criteria:
 - a. The tower top shall be designed to be of architectural interest and contribute to an interesting skyline and cityscape, amenity space, and/or environmental *sustainability* features, screening any building mechanical or telecommunications equipment from view; and,
 - b. Amenity space and signage, if provided at the rooftop, shall be integrated into the design and massing of the tower top.
- b) Building heights may be evaluated on a site-by-site basis, as determined by the capacity of each site, and in consideration with the policies of Section 3.2 of this Plan and the City-Wide Urban Design Guidelines.
- c) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.

3.3.5 Low-Rise Employment Buildings

While *Employment Areas* may see a range of building types, low-rise employment buildings are exclusively located within *Employment Areas*. Examples include, but are not limited to, warehouses, distribution centres, and manufacturing or assembly facilities. The following urban design policies apply to low-rise employment buildings:

- a) To provide convenient access for pedestrians, cyclists and transit users, low-rise employment buildings shall generally be oriented to front onto a public street.
- b) Direct and safe pedestrian access shall be provided to any main building entrance; this includes pedestrian access that is separated from or safely integrated with parking lots.
- c) Where a building cannot be oriented to front onto a public street, direct and safe pedestrian access must still be provided from a public street to the main building entrance.
- d) The rooftop should include landscaped green space, private outdoor amenity space or environmental features such as solar panels, green roofs, or cool roofs where practical and appropriate.
- e) The site design for low-rise employment buildings shall:



- i) Incorporate appropriate landscaping that serves to accentuate the business or businesses, and/or provide buffering from other uses as appropriate;
- ii) Buffer and screen any permitted outdoor storage areas using setbacks, landscaping, and fencing; and,
- iii) Locate servicing and loading at the rear of the building and/or away from view of public streets.

3.3.6 Shopping Malls and Major Retail

The following urban design policies apply to shopping malls and *major retail*:

- a) The design of shopping malls and *major retail* stores should consider accessibility and access for pedestrians, cyclists and transit users, and incorporate landscaping and streetscape elements that promote the integration of public open space.
- b) Shopping malls and *major retail* stores shall have a distinctive architectural design, so that:
 - i) For a shopping mall, the overall development has a distinctive architectural expression that is harmonious with and complemented by the specific architectural expressions used to draw attention to entrances and major anchor stores; and,
 - ii) For a *major retail* development that groups together multiple stores, each individual store shall vary its built form to create visual interest and avoid monotony. For instance, individual stores should vary in height and roofline, and different stores should have exterior materials indicative of the store/merchant/tenant.
- c) Building setbacks should be minimized, particularly in *Strategic Growth Areas* and along *Intensification Corridors*. Where larger setbacks are required, pedestrian amenities such as seating areas, landscaping features, and public art should be provided within the pedestrian clearway.
- d) Multi-level retail is strongly encouraged to reduce overall building footprints and increase retail density within the *Urban Growth Centre*, *Strategic Growth Areas*, and mixed-use developments.
- e) Where possible, smaller retail units should line part of the principal building and have display windows and separate entrances.
- f) Private streets should be designed to a similar standard as public streets and should include sidewalks.



- g) Buildings should frame public and private streets and principal entrances should be provided from sidewalks along those streets.
- h) Semi-public spaces and public amenity areas should be provided.
- i) Where possible, restaurants in a shopping mall or *major retail* development should have a relationship to a street frontage with separate exterior entrances.

3.4 Parking Design for Developments of All Types and Areas

- a) Parking areas supporting new development in the *Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors* shall be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.
- b) Above-grade parking structures shall be screened from view by development or otherwise designed to provide facades of high architectural quality facing streets. Street-related uses on the ground level of the parking structure should be provided where appropriate to contribute to an active pedestrian realm and screen the parking structure.
- c) Surface parking lots should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking lots shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.
- d) Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.
- e) Large surface parking areas should be divided into smaller and defined sections using landscape strips, islands and/or pedestrian walkways.
- f) Surface parking lots adjacent to low-rise residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.
- g) Bicycle parking shall be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.



- h) Surface parking lots shall incorporate the use of pervious surfaces where feasible.
- i) To prepare for the widespread use of electric vehicles, the City will investigate and plan for the installation of Level II electric vehicle charging stations at parking stalls across the city, including for residential, commercial and industrial buildings.

4. Planning a Connected and Mobile City



4.1 Planning for Transportation and Mobility

The policies of this section are designed to transform how people move around and through Barrie. Modes of transportation include walking, cycling, public transit, and automobiles. Building a sustainable transportation network is critical to supporting the City's approach to growth and development. Significant investments in *active transportation* and public transit are envisioned as the backbone for Barrie's future transportation network.

The Transportation Master Plan has been used as background for the preparation of this Plan and will be updated accordingly to ensure strategic alignment and investment in infrastructure according to the direction provided in this Plan.

4.1.1 Objectives

- a) Prioritize public transit and *active transportation* on a City-wide basis while still considering geographic-specific restraints and ensuring the functionality of all other modes of transportation.
- b) Establish a comprehensive mobility network with a full range of transportation options while reducing automobile dependency in all new development.
- c) Establish a network of paths and trails for both recreational uses and *active transportation* commuters to support a healthy and active community.
- d) Promote the creation of *complete streets* that support *multi-modal* transportation and implement an approach to street design to ensure well-functioning and attractive streetscapes.
- e) Utilize the street network as the framework for developing a comprehensive and integrated transit network, including planning for *higher-order transit* such as bus rapid transit.
- f) Integrate street-based bus transit and *active transportation* networks with regional rail infrastructure to promote connectivity and ease of use.
- g) Establish a mobility network which allows Barrie to function as a transportation hub for Central Ontario by facilitating connections to adjacent municipalities as well as between the Greater Toronto Area and Northern Ontario.
- h) Develop an *autonomous, connected, electric, shared (ACES)-ready* mobility network to allow for easy adaption to changes in transportation technology.



4.2 Complete Streets

The concept of *complete streets* is a transportation and design philosophy where streets are planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for all users and abilities regardless of their mode of transportation. Streets within Barrie are expected to be planned and designed as *complete streets*.

To implement the *complete streets* philosophy, Barrie's mobility network will be planned in the following manner:

- a) All streets shall be designed to be *complete streets* with appropriate customization according to the street hierarchy (e.g., arterial, collector, and local streets).
- b) Streetscapes shall be designed to generally consider the complete street zones demonstrated in Figure 1 below and described in Section 4.2.1.
- c) Street cross-sections shall be planned, designed, and built in accordance with the Transportation Master Plan and engineering standards as updated by the City.
- d) Sub-typologies for street types, if developed as part of Transportation Master Plan, must be established to respond to the community structure and different land uses.

4.2.1 Streetscape Zones

As per Figure 1, *complete streets* are made up of a vehicular zone, which is the area between curbs dedicated to vehicular movement, and the cycling and sidewalk zones (also known as the *active transportation zone*), which are located between building faces and the curb and are dedicated to pedestrians and cyclists. These zones will be designed to provide safe, efficient and accessible movement while balancing competing demands for limited space.

4.2.1.1 Sidewalk Zone

- a) The sidewalk zone and its respective amenities shall be designed appropriately to the land use and built form context, as well as to the envisioned function of the street.
- b) Sidewalk zones shall be designed to accommodate and support the significant increase in pedestrian traffic associated with the potential for *intensification* on that street.

4.2.1.2 Cycling Zone

- a) The cycling zone is a clear, continuous, and unobstructed linear path that accommodates cyclists and other forms of *active transportation*.

4.2.1.3 Vehicular Zone

- a) The vehicular zone is dedicated to motorized vehicles and public transit vehicle movement; in certain cases, part of this zone may also be dedicated to vehicular parking.

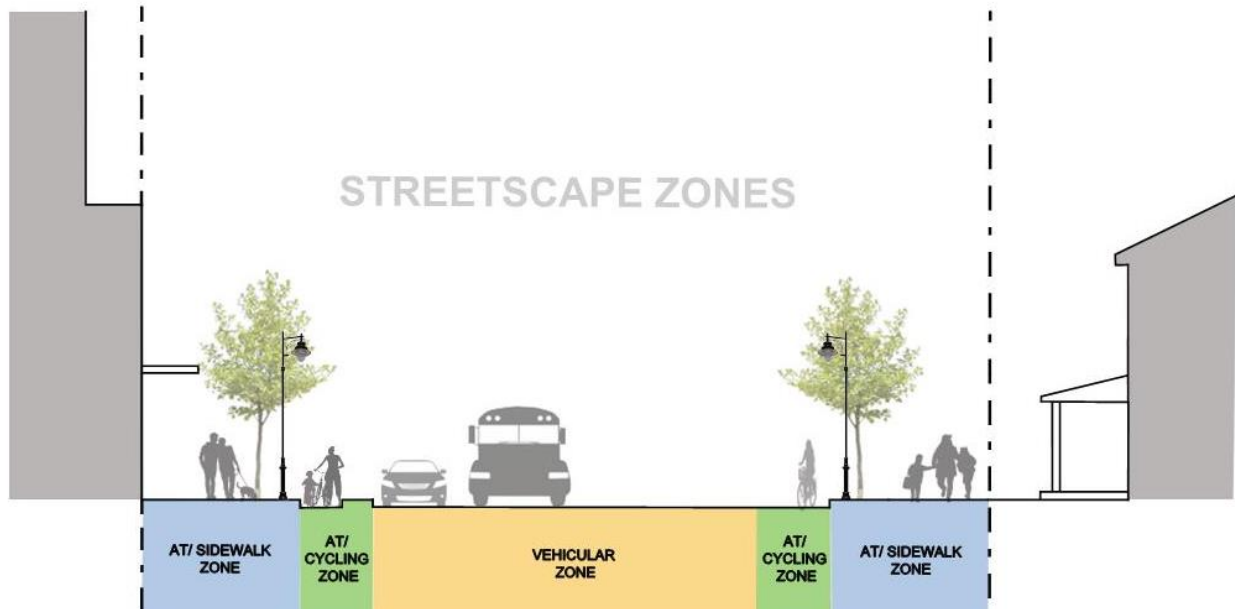


Figure 1: Streetscape Zones

4.2.2 Complete Streets Design

Complete streets will be designed to:

- a) Accommodate a variety of transportation modes with an emphasis on supporting *active transportation* comfort and safety.
- b) Contribute to a compact and walkable pattern of streets and blocks, as per Section 3.2.1(a) policies.
- c) Establish a grid-like network with appropriate connectivity between respective road classes (local, collector, and arterial). Where full connections between lower and higher order roads may not be technically appropriate, the full connectivity of *active transportation* linkages will be prioritized.
- d) Avoid, where possible, cul-de-sacs and “window streets.”

4.2.3 Streetscape Design

4.2.3.1 Public Streets and Right-of-Way

The streetscape incorporates the natural and built fabric of a street and right-of-way and is intended to contribute to the functional, aesthetic, environmental and recreational enjoyment of the public realm. To consider all public streets and the right-of-way as significant public places, all new municipal streets will be designed to:

- a) Provide sidewalks with widths as per City standards.
- b) Provide sidewalks on both sides of all collector and arterial streets, and in some cases on local streets, as per the in-effect *Transportation Demand Management Plan* or future City standards.
- c) Provide a planting and furnishing zone, which may include perennial ground cover, shrub planting, and ornamental grasses among other vegetation features; and will ensure street trees are planted according to City standards and guidelines. Arterial streetscapes shall be designed to provide the highest amount of tree coverage possible while respecting site lines, utilities, and other important landscape elements.
- d) Accommodate a minimum pedestrian clearway width and minimum planting and furnishing width in the context of the community and urban structure and based on City standards and guidelines.
- e) Provide high-quality cycling and *active transportation* infrastructure and facilities designed for all ages and abilities. For arterial streets, this includes fully separated bicycle lanes.
- f) Discourage vehicle speeding and cut-through traffic with permanent traffic calming features on Local Streets, and, where appropriate, collector and arterial streets.
- g) Provide an effective transition between public and private spaces, through the design of patio and display areas in commercial or mixed-use areas; or stoops, forecourts, and waiting areas in residential areas.
- h) Provide opportunities to accommodate public art, signage, and wayfinding elements, or other placemaking elements within planting and furnishing zones or medians near unique neighbourhoods, transit stations, or other points-of-interest.
- i) Create environments supportive of gathering and meeting places adjacent to transit facilities and other points-of-interest by providing pedestrian amenities such as wide planted boulevards with appropriate and attractive street furniture and street lighting.



- j) Provide higher quality landscape, furnishings, and other streetscape elements where appropriate, in the context of the community and urban structure and the city-wide significance of a corridor.
- k) Avoid rear lotting on public streets, especially on arterial and collector streets. Alternative solutions, such as rear access to a local street, shall be considered within the context of the community and urban structure.
- l) Consider, in certain cases, a reduced setback width, or reduced street pavement where a reduced setback width is not possible, for streets that are part of the *complete street* network, in order to facilitate wider sidewalks, the addition of cycling lanes, transit priority lanes, and/or other geographic needs.
- m) Provide on-street parking, where appropriate, with regard to any adjacent *active transportation*.
- n) Accommodate municipal infrastructure and utilities and, to the greatest extent possible, accommodate these utilities below grade.
- o) Where feasible, incorporate low-impact design elements into the road right-of-way.
- p) Utility and infrastructure elements will be consolidated where an underground location for utilities and infrastructure is not feasible, to minimize interruption of street tree plantings and landscaping wherever possible.

Additionally, as per 3.3.1(a) and 3.3.1(b), buildings shall be designed to face the street, with corner buildings designed to address both streets.

4.2.3.2 Multi-Modal Intersections

- a) To provide safe *multi-modal* intersections, the City will ensure that all intersections:
 - i) Provide safe crossing for all users;
 - ii) Provide clear guidance for all users on where crossing movements are expected and the correct path of permitted movements;
 - iii) Are designed and constructed with unobstructed sightlines for crosswalks and among road users at intersections to improve visibility;
 - iv) Minimize physical barriers and visual clutter;
 - v) Base traffic controls on equitable consideration of all street users, the street's context and role in the network;
 - vi) Incorporate accessible design at intersections, such as tactile walking surface indicators, curb ramps or depressed curbs, accessible pedestrian signals, walk



speeds at crossings for all ages and abilities, and universal design principles to transit stops, etc.;

- vii) Are designed to be compact with minimized curb radii to lower motor vehicle operating speeds, enable eye contact, minimize pedestrian crossing distances, and exposure to risk for vulnerable road users;
- viii) Provide depressed curb ramps and wider crosswalks in the *Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, and Intensification Corridors* where higher pedestrian volumes are expected;
- ix) Provide bike boxes where needed, to enhance safety for cyclists making turns;
- x) Incorporate transit stops near intersections, where feasible, to allow for convenient transfers for transit users; and,
- xi) Repurpose space to enhance quality of life with greening, street furniture, or public art gateways that define the entrance to unique neighbourhoods or points-of-interest.

4.2.3.3 On-Street Transit Stops

- a) To seamlessly integrate transit facilities within streetscapes and intersections, the City will ensure that all on-street public transit stops are designed to:
 - i) Facilitate safe, seamless, and convenient transit connections;
 - ii) Be visible, safe, and convenient;
 - iii) Be as accessible and inclusive as possible;
 - iv) Improve transit efficiency with curbside design; and,
 - v) Be sized to anticipate ridership growth.

4.3 Mobility Network

Barrie's mobility network is built upon a hierarchy of transportation infrastructure elements. Each infrastructure element has a specific role and performance metrics, including traffic volume, right-of-way (ROW) width, and capacity for transit, cycling, and walking. To achieve the objectives outlined in Section 4.1 above, and protect the network element for its planned purpose and function, the following policies apply:



- a) A hierarchy of streets including arterials, collectors, and local streets, based on functional classification, traffic volume, access, transit service, pedestrian and bicycle activity, and development density, shall be maintained.
- b) Street design shall be planned in accordance with City engineering standards for each street class and the street network should clearly indicate the characteristics and nature of the street functions as local, collector, or arterial.
- c) The plan to 2051 for the mobility network is identified on Map 4a and Map 4b of this Plan. The planned mid-block right-of-way (ROW) widths are shown on Map 5 of this Plan.
- d) Lands shall be conveyed to the City for road widenings and the amount of land needed will be determined through the development approvals process, as permitted by the Planning Act.
- e) Road widenings will generally align with the mid-block right-of-way widths identified on Map 5.
- f) In some cases, road widenings may be in excess of the mid-block right-of-way widths identified on Map 5 in order to accommodate:
 - i) Intersection improvements associated with, but not limited to, daylighting triangles, auxiliary lanes, transit priority lanes, and *active transportation*;
 - ii) Realignment of offset intersections;
 - iii) Completion of grid connections;
 - iv) Highway interchanges or crossings;
 - v) Grade separated rail crossings;
 - vi) *Watercourse* crossings;
 - vii) *Active transportation*;
 - viii) Transit lay-by lanes;
 - ix) Stormwater management;
 - x) Municipal infrastructure;
 - xi) Additional lands required to accommodate grading for any of the preceding items; and,
 - xii) Any other Transportation Master Plan road widening requirements.



- g) Development shall be planned to support a grid-like street network with short blocks and appropriate connections between lower and higher order streets; where full connections cannot be made, *active transportation* links should be provided. Further to this:
 - i) New development in the *Designated Greenfield Area* shall be planned with a connected and continuous, grid-like street network that supports convenient and efficient travel by all modes of transportation;
 - ii) Development and street types that disrupt the grid network will be discouraged; and,
 - iii) Shared access connections will be required between adjoining properties to improve road safety wherever possible and technically appropriate.
- h) New development adjacent to rail corridors and the Highway 400 corridor may be permitted subject to conditions relating to safety, visual, and/or physical separation including noise attenuation, vibration reduction, berms, landscape buffers, fencing, and building setbacks. Developers shall consult with appropriate railway operators and the Ministry of Transportation in determining these requirements.
- i) Approval of new industrial, commercial and institutional development, including new educational facilities or other *public service facilities*, shall be subject to the provision of adequate service for all modes of transportation and shall provide connectivity to existing and planned transportation infrastructure.

4.3.1 Mobility Network Elements

The mobility network elements described below include associated policies to review their function and future direction. The following elements make-up the mobility network that shapes the City's flow of users and facilitates direction for sustainable growth.

4.3.1.1 Highway 400

Highway 400 is a provincially owned and managed controlled access freeway, and acts as a significant corridor for people and goods movement through Barrie connecting northern Ontario with the south and major international trade routes. To guide the function of Highway 400, as well as appropriate development adjacent to the highway, the following policies apply:

- a) Any development in any land use designation located within 400.0 metres of 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.



- b) The City will work with the Province to secure improvements to accommodate the City's broader mobility network objectives, including to existing and new Highway 400 interchanges and at *Strategic Growth Areas* as shown on Map 1. The City will seek to secure land for such purposes, where warranted, through the development approval process.
- c) The City will work with the Province to ensure the use and function of Highway 400 as a regional transportation corridor and gateway to northern Ontario by optimizing the municipal road network to accommodate intra-city passenger and goods movement travel needs.
- d) The City will work with the Province to provide restoration and enhancement of the landscape within and adjacent to the right-of-way of Highway 400.
- e) The City will encourage and support grade separated crossings of Highway 400, as needed, at arterial and collector streets that would accommodate all modes of travel in areas of high demand or strategic need; furthermore:
 - i) The City will seek to secure land for such purposes, where warranted, through the development approval process; and,
 - ii) The City will work with the Province to ensure mobility network options are given consideration in the design of new or replacement crossings.
- f) Due to noise, environmental, and truck traffic concerns, areas directly adjacent to the provincial highway right-of-way should generally be protected for non-residential purposes.
- g) Low-rise housing, such as single detached, semi-detached and townhouses, shall be strongly discouraged adjacent to Highway 400.
- h) New development proposed on *adjacent lands* to Highway 400 should be compatible with, and supportive of, the long-term purposes of the highway as a key provincial corridor and should be designed to avoid, mitigate or minimize *negative impacts*.

4.3.1.2 Arterial Streets

Arterial streets are identified on Map 4b and are designed to carry the highest vehicle volumes. Some arterial streets may also function as *freight-supportive* corridors to ensure efficiency of goods movement.

Arterial streets are significant anchors for the location of nearly all the *Strategic Growth Areas* and some segments are also identified as *Intensification Corridors* as shown on Map 1. To guide the function of arterial streets, as well as appropriate development adjacent to these streets, the following policies apply:



- a) Arterial streets will be planned and designed to respond appropriately to the community and urban structure and shall follow the *complete streets* and relevant urban design policies set out in this Plan.
- b) Additional design direction for arterial streets may be provided by way of a sub-typology of streets that may be established identified through the City-Wide Urban Design Guidelines.
- c) Arterial streets will be designed to accommodate all transportation modes, and, where necessary and/or feasible, high-occupancy-vehicle (HOV) or bus lanes and separate bike lanes.
- d) Construction and *redevelopment* of arterial streets shall incorporate the *ACES-ready* design elements as identified in this Plan and the City's engineering standards.
- e) Access to arterial streets will be carefully controlled and managed following industry best practices. Accordingly, arterial street access:
 - i) Should be avoided wherever possible and should be made via the closest collector street. Direct access will only be considered in instances where no other feasible alternatives exist and the approval of such access is in the best interest of the City, based on planning and engineering objectives (feasible alternatives include the establishment of a mutual access agreement with neighbouring properties or purchase of an easement to utilize existing access on an adjacent property);
 - ii) Will be designed to the standards of the City and/or standards the City is following;
 - iii) Is prohibited within the functional intersection area;
 - iv) May be restricted when the arterial street has 4 lanes or more (or is planned for 3 lanes or more);
 - v) Will be restricted to right-in/right-out when the arterial street has 6 lanes or more (or is planned for 6 lanes or more);
 - vi) Will be restricted to right-in/right-out when access is in proximity to signalized intersections; and,
 - vii) Will not be permitted for individual residential driveways.
- f) Accesses and intersections requiring signalization shall be planned to provide 400.0 metre spacing between adjacent signalized intersections, though the City may consider reduced spacing in the *Urban Growth Centre*.

4.3.1.3 Collector Streets

Collector streets, as identified on Map 4b, carry moderate traffic volumes, may have transit routes, and provide connectivity between arterial streets and local streets. Minor collector streets differ from major collector streets as they generally accommodate less traffic volume and only feature one lane per direction. Collector streets may also function as *freight-supportive* corridors in some instances. To guide the function of collector streets, as well as appropriate development adjacent to these streets, the following policies apply:

- a) Collector streets will be planned and designed appropriately and in relation to the community structure and any relevant urban design policies set out in this Plan.
- b) Additional design direction for collector streets may be provided by way of a sub-typology of streets identified through the City-Wide Urban Design Guidelines.
- c) Collector streets will be designed to accommodate all transportation modes. This may include bus-based transit service and, where feasible, dedicated bike lanes.
- d) Construction and *redevelopment* of collector streets shall incorporate the *ACES-ready* design elements identified in Section 4.1.1 and City's engineering standards.
- e) Access to collector streets is less restrictive than arterial streets, but will still be managed following industry best practices, which include:
 - i) Access to collector streets will be designed to the standards of the City and/or the standards the City is following;
 - ii) Access is prohibited within the functional intersection area;
 - iii) Access in proximity to signalized intersections will be restricted to right-in/right-out;
 - iv) Residential development on a collector street must be designed so that driveways are adequately spaced from intersections with arterial streets and collector streets. Higher-density built forms, such as residential blocks, provide a desirable alternative in these areas over single-family housing; and,
 - v) Residential development on minor collector streets may be more suitable than major collector streets for greater direct frontage from single-family dwellings.
- f) Collector streets shall be planned to provide connectivity to the arterial street network at a desirable spacing of 400.0 metres.
- g) Access to collector streets from abutting properties is permitted and controlled. Development on lands adjacent to collector streets shall be planned to support the planned function of the collector street network subject to other policies of this Plan.

4.3.1.4 Local Streets

Local streets, identified on Map 4b, carry low traffic volumes and provide direct access to individual, ground-related, lower-density properties on the interior of residential neighbourhoods and mixed-use/non-residential districts from higher order streets. Local streets are to connect to the City's arterial street network via collector streets. Direct local street connections to arterial streets will only be considered in the *Urban Growth Centre* or where special circumstances exist. To guide the function of local streets, as well as appropriate development adjacent to these streets, the following policies apply:

- a) Development of new local streets will:
 - i) Be oriented in a grid or modified grid, while accounting for topographical constraints, the desire for solar orientation or other special considerations including, but not limited to, connections to adjoining subdivisions;
 - ii) Provide convenient connections to collector streets, shopping, transit stops, schools, parks and other community amenities; and,
 - iii) Be laid out to make navigation through the neighbourhood clear and understandable.
- b) Local Streets will be planned and designed appropriately for the community and urban structure and will follow the *complete streets* design and relevant urban design policies of this Plan, as well as the City's standards.
- c) Additional design direction for local streets may be provided by way of a sub-typology of streets identified through the City-Wide Urban Design Guidelines.
- d) Development on a local street must be designed so that driveways are adequately spaced from intersections.
- e) Local streets typically do not include a separate, unobstructed cycling zone (as per Figure 1); instead, the vehicular zone for local streets is generally considered a shared space for cyclists and vehicles. While they typically do not include a separate cycling zone, local streets may still form part of the City's cycling network.
- f) Where appropriate, sidewalks on local streets shall be substantially widened beyond the City standard in *Strategic Growth Areas*, the *Urban Growth Centre*, *Major Transit Station Areas*, and around transit stops. Direction on sidewalk width within these areas will be provided in the City-Wide Urban Design Guidelines or on a site-by-site basis.



4.3.1.5 Laneways

Laneways are located in the *Urban Growth Centre*, *Strategic Growth Areas* and Neighbourhood Areas across the city, supporting vehicular and pedestrian access to buildings.

- a) Laneways will be designed to:
 - i) Support adjacent commercial and residential uses by providing access to the rear of buildings for service, delivery, loading, waste disposal, and parking garage access needs – or pedestrian access to residential and commercial uses within adjacent buildings;
 - ii) Where appropriate, become part of a vibrant pedestrian network within the *Urban Growth Centre* and *Strategic Growth Areas* by encouraging placemaking as an informal public space and creating spaces for retail or other active uses through dual frontage treatments;
 - iii) Utilize durable street materials for heavy vehicles, like garbage and delivery trucks;
 - iv) Minimize cut-through motor vehicle traffic and accommodate slower vehicle speeds;
 - v) Support the efficient movement of people and reduce conflicts among modes by minimizing driveway accesses and loading from nearby collector and arterial streets;
 - vi) Provide sufficient space for emergency vehicles to navigate any obstructions;
 - vii) Provide adequate sight lines and lighting for safety and security;
 - viii) Accommodate municipal infrastructure and utilities and, to the greatest extent possible, provide these functions below grade; and,
 - ix) Where an underground location for utilities and infrastructure is not feasible, consolidate utility and infrastructure elements.

4.3.1.6 Parkways

Parkways can carry significant volumes of traffic, but they have restricted access. They shall achieve the highest standard of design excellence within the mobility network, due to their scenic geographic location. In addition to the streetscape policies in Section 4.2.3, special design considerations for the Lakeshore Drive parkway are guided by the following policies:



- a) The Lakeshore Drive parkway shall be planned and designed appropriately to focus and feature the waterfront via enhanced streetscape treatments, including double rows of street trees where possible.
- b) Along the waterfront, the boulevard width should follow City standards to accommodate an enhanced transition zone for active, at-grade uses (i.e., patio seating, display areas, etc.).
- c) Taller buildings are encouraged adjacent to Lakeshore Drive to take advantage of the views provided to Kempenfelt Bay, and to reinforce the waterfront as a prominent destination within the *Urban Growth Centre*.

4.3.1.7 Active Transportation Elements

Active transportation is an important form of transportation that the City strongly supports through the development of a complete, connected, diversified and equitable transportation network. The City's existing and planned *active transportation* network, which includes cycling and multi-use trails, is identified on Map 4a of this Plan and forms part of the City's overall transportation and mobility network.

Intensification and *complete community* development principles will support growth of the *active transportation* mode share. In addition to utilitarian benefits, *active transportation* encourages recreational opportunities and physical activity to help support a healthy community.

4.3.1.7.1 Cycling Network

- a) The cycling network is part of the *active transportation* network and shall be planned as part of the larger mobility network. With few exceptions, all arterial and collector streets shall be designed to incorporate dedicated cycling facilities and/or paved shoulders wherever possible.
- b) The cycling network includes all types of cycling facilities within road corridors as well as off-road trails through parks and other natural areas to provide direct routes as well as to enhance recreational opportunities.
- c) The City will strive to include cycling facilities on Highway 400 crossings where feasible.
- d) The City will strive to include cycling facilities as part of corridor reconstruction projects (on collector streets and arterial streets) wherever feasible and all new corridors shall include cycling facilities (following recommendations contained within the Transportation Master Plan).

4.3.1.7.2 Pedestrian Network

- a) Sidewalks and multi-use trails are part of the *active transportation* network and shall be planned as part of the larger mobility network.



- b) The pedestrian network includes sidewalks, trails, and multi-use paths, all of which are referred to as pedestrian facilities. Trails and multi-use paths are shared facilities that may provide opportunities for walk, cycling, rollerblading, and other non-motorized uses.
- c) The City will strive to include pedestrian facilities as part of corridor reconstruction projects wherever feasible and all new corridors shall include pedestrian facilities.

4.3.1.7.3 Development Responsibilities for Active Transportation Infrastructure

The *active transportation* network elements described above will be actively pursued through the development approvals process, in accordance with the following policies:

- a) Active, non-motorized forms of transportation shall be accommodated as part of a complete mobility network. The appropriate infrastructure for this form of transportation on any given development or *redevelopment* site shall be planned to ensure residents will have mobility options other than the private automobile.
- b) The City will identify opportunities for *active transportation* connections through the development approvals process and work with proponents to address the required connections.
- c) The provision of appropriate facilities and infrastructure, such as sidewalks, on-street and off-street trails and bicycle lanes, shall be secured through the development approvals process, and will be planned to achieve the principles of universal design.
- d) Development proposals will be required to demonstrate, to the satisfaction of the City, that the proposed street network contributes to healthy communities with safe and convenient pedestrian and bicycle travel options.
- e) The City will promote increased pedestrian activity and enhance access to transit services and *community facilities* through the development approvals process.
- f) Where sidewalks are currently not provided on both sides of the street, the provision of sidewalks will be considered during major *redevelopment* or substantial reconstruction of the right-of-way. All sidewalks shall be provided and located in accordance with City guidelines and standards to accommodate and encourage safe travel by pedestrians.
- g) For development and *redevelopment* proposals within *Strategic Growth Areas* and the *Urban Growth Centre* in particular, the City will encourage the introduction of placemaking features such as seating, public art, pedestrian scaled lighting, and places to gather. These elements will be evaluated as part of the site plan process to ensure each development contributes to the overall enhancement and success of the place.
- h) Through bicycle parking and facilities standards within the Zoning By-law, the City will require proponents to plan and provide cycling facilities for *mixed-use buildings*, residential apartment buildings, institutional use buildings and office buildings.

- i) All new streets and street improvements will provide cycling facilities, where feasible, as outlined in the Transportation Master Plan.
- j) Where trails are proposed in or adjacent to natural heritage features or *Natural Heritage System*, a trail impact study will be required to inform trail alignment and surface material to minimize impacts to sensitive areas.

4.3.1.7.4 Municipal Responsibilities for Active Transportation Infrastructure

The City will promote and enhance the *active transportation* network shown on Map 4a in the following ways:

- a) Funding approved for *active transportation* by City Council through the annual budget process shall be dedicated to improving the *active transportation* network and leveraging partnerships to build infrastructure.
- b) The City will regularly update the Transportation Master Plan, and the *active transportation* policies, to meet the needs of all users; updates are generally based on a five-year cycle following required updates to the Development Charges By-law.
- c) The City shall encourage the reduction of automobile dependency and create opportunities for healthy living by implementing the *active transportation* strategy appendix to the Transportation Master Plan.
- d) Working with the Province, Metrolinx and other partners, the City will identify opportunities for innovative programs to enhance, expand and support *active transportation* such as complete walking and cycling networks, bike sharing programs, and education and information.
- e) The City will work with the Province to co-ordinate, prioritize, and secure investment in *active transportation* infrastructure to improve connectivity and mobility at all Highway 400 crossings wherever feasible.
- f) The City will promote the use of trails by planning for and implementing a connected *multi-modal* network that is well maintained, feels safe, encourages design excellence, and provides wayfinding signage and amenities during all seasons.
- g) The City will maximize *active transportation* connections between significant destinations, including *Strategic Growth Areas*, transit facilities, schools and institutions, parks and other *Greenspace* areas, and other key public places, and work with development proponents to add important infrastructure and connections as part of their development proposal as appropriate.
- h) The City will support a comprehensive *active transportation* network that addresses the needs of all Barrie's residents and employees, including children, older persons, and



people with disabilities, through the use of universal design and accessibility standards and best practices.

- i) The City will maximize the connectivity of the street network for pedestrians and cyclists by:
 - i) Ensuring grid-like connectivity that minimizes trip distance;
 - ii) Ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections;
 - iii) Ensuring that the design or *redevelopment* of large development sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks;
 - iv) Ensuring convenient and direct connections to transit stops and stations; and,
 - v) Ensuring the provision of grade-separated pedestrian and bicycle crossings of controlled access highways and rail lines where such corridors limit accessibility and restrict pedestrian and bicycle activities.
- j) The City shall plan *active transportation* infrastructure along *freight-supportive* corridors in a manner that ensures the safety of users while not restricting the efficient movement of goods into and out of *Employment Areas*.
- k) The City will encourage a comprehensive network of connected parks and multi-use trails within hydro corridors and abandoned rail corridors to support pedestrians and cyclists and augment the on-street network.
- l) The City will look to incorporate creative lighting solutions under bridges and along trails and throughout the overall *active transportation* network to enhance pedestrian comfort and safety.
- m) The City will facilitate convenient bicycle travel within the street network by minimizing restrictions to bicycle flow and considering the specific needs of cyclists in street design and traffic safety measures.

4.4 Public Transit

High-quality and convenient public transit service will be key to expanding Barrie's mobility network capacity and achieving the overall *modal split* objective over the horizon of this Plan. Key investments have been identified in the City's Transportation Master Plan to enhance the transit network, including at the two GO stations/*Major Transit Station Areas* and major Barrie Transit facilities. The City wants to provide high-quality transit services and associated facilities,

while facilitating transit supportive development in areas that can be served by higher concentrations of people, such as along *Intensification Corridors*.

4.4.1 Public Transit Design

- a) The City will implement the long-term transportation and transit networks, as identified within the Transportation Master Plan, in co-ordination with the appropriate agencies, the Province and adjacent municipalities, as appropriate, to secure land for such purposes through the development approval process.
- b) Public transit shall be a significant focus for expanding the transportation network capacity to 2051. This will be the first priority for transportation infrastructure planning and major transportation investments.
- c) The City shall explore the opportunity to provide municipal parking facilities or shared parking arrangements with private partners especially at or in close proximity to municipal boundaries to facilitate convenient access to public transit facilities and encourage inter-regional connections.
- d) Development shall be planned to reduce the current average walking distances to transit stops, as follows:
 - i) Walking distances between existing or planned transit stops for supporting transit routes should not exceed 400.0 metres along a pedestrian path; and,
 - ii) Walking distances between existing or planned transit stops for core transit routes should not exceed 600.0 metres along a pedestrian path.
- e) The City shall ensure that all transit stops are designed using universal design principles and provide adequate shelter, signage, wayfinding, and furnishings as prescribed by the Accessibility for Ontarians with Disabilities Act, the City's Transportation Master Plan, and associated design standards and policies. The City will also incorporate winter city design considerations at key transit stops in accordance with the City-Wide Urban Design Guidelines.

4.4.2 Major Transit Station Areas and Network Hubs

The City has two *Major Transit Station Areas* (MTSAs): the Allandale GO Station and the Barrie South GO Station. The full extent of the *Major Transit Station Areas* is shown on Map 1. Network hubs are identified to be areas where there is a confluence of bus transit service providing connections to other routes for cross-city travel purposes. The City has seven network hubs as identified on Map 4a: Allandale GO Station, Barrie South GO Station, Park



Place, Future Salem Mobility Hub, Royal Victoria Hospital, Georgian Mall, and the Barrie Bus Terminal.

From an overall connected and mobile City perspective, the MTSA's and network hubs are important elements as they represent places where there will be concentrations of people making connections to public transit, meaning that convenience and walkability will be of primary importance.

4.4.2.1 Supporting MTSA's

- a) The City shall direct higher-density development to the *Major Transit Station Areas* in accordance with the land use designations shown on Map 2 to this Plan.
- b) The City shall work with Metrolinx/GO Transit and other regional transit providers to encourage service and fare integration and other opportunities to co-ordinate transit travel across municipal boundaries.
- c) The City shall work with Metrolinx/GO Transit to encourage more efficient parking solutions on the GO Transit parking lots and additional uses on the Metrolinx land holdings to help achieve higher densities and overall mix of land uses in close proximity to the transit stations.
- d) The City shall encourage efficient movement of transit buses and limit traffic conflicts with other vehicles by ensuring the provision of bus laybys at appropriate locations within MTSA's and other bus networks hubs as shown on Map 4a to this Plan.
- e) The City may explore, through future updates to the Transportation Master Plan, potential locations of light rail transit, bus rapid transit and priority bus routes to support the City's growth management strategy, a transition to *multi-modal* transportation, and facilitate connections to the regional rail network.

4.4.2.2 Network Hubs

- a) The City shall direct Medium and High Density development around network hubs in accordance with the land use designations shown on Map 2 to this Plan. The locations of yet to be established network hubs are approximate and subject to change.
- b) The City shall consider the network hubs infrastructure, including but not limited to bicycle parking and bus shelters, as priority areas for improvements when undergoing any assessments or reviews.
- c) The City may consider network hubs for future transit connections to the regional rail and bus networks.

4.5 Freight-Supportive Corridors

Barrie's *freight-supportive* corridors, identified on Map 4b of this Plan, link *Employment Areas* to *major goods movement facilities and corridors* and therefore play an important role in the safe and efficient movement of goods. They are a foundational part of Barrie's economy.

These corridors were identified on the basis of proximity to *Employment Areas* and direct access to Highway 400 and rail corridors. The corridors complement the in-effect Traffic By-law, which contains permissions with respect to heavy truck routes throughout the City. Protecting these routes from major traffic congestion that would otherwise be brought about by use from private automobiles thereby allows for ease of truck traffic movements supporting just-in-time delivery and successful businesses in the City.

The *freight-supportive* corridors will be protected from incompatible development as much as possible by way of the following policies, and any other applicable policies of this Plan.

- a) Industrial uses shall be directed to *Employment Area* lands adjacent to the *freight-supportive* corridors to capitalize on the nearby rail lines and terminals and road infrastructure to efficiently move goods over long distances.
- b) *Freight-supportive* corridors and interchanges shall continue to be protected to service industrial and other employment uses.
- c) The City will prioritize a context-sensitive strategy for planning co-ordinated *freight-supportive* corridors, which may identify primary and secondary truck routes and account for special freight needs based, in part, on the functional classification, character of the street, and location of freight generators and freight receivers.
- d) The City may conduct a *freight audit* to evaluate the location and intended function of the *freight-supportive* corridors. Recommendations from the aforementioned *freight audit* may result in amendments to this Official Plan, including but not limited to the location of *freight-supportive* corridors and any related policies. A *freight audit* may be completed as part of the update to the Transportation Master Plan.
- e) The City shall work with owners of rail infrastructure, the Province, and other agencies to plan for a comprehensive and integrated goods movement system and protect existing or *planned corridors*.
- f) The City shall support rail infrastructure improvements that will facilitate faster and more convenient movement of goods.



- g) *Active transportation* infrastructure located on a *freight-supportive* corridor will be designed to provide increased separation from vehicular traffic wherever possible.
- h) The City encourages the separation of transit routes from *freight-supportive* corridors where possible.
- i) The City shall protect rail infrastructure from encroachment by development that may impede operations due to noise or environmental concerns. Specifically, development on lands within 100.0 metres of a railway right-of-way shall provide:
 - i) Appropriate land use compatibility, as may be set out in Provincial Guideline D-6: Compatibility Between Industrial Facilities guidelines;
 - ii) Appropriate *mitigation* of noise and vibration levels for the proposed development, as may be set out in Ministry of Environment, Conservation and Parks guidelines on noise and vibration; and,
 - iii) Appropriate separation distances or safety barriers, as may be established by federal and provincial guidelines.
- j) The City will require grade separations between the street and rail systems as needed at arterial and collector street/rail junctions without amendment to this Plan.
- k) The City will work with the County of Simcoe and the Province, as necessary, to develop and implement a truck route network which shall support efficient truck movement to/from *Employment Areas* and minimize adverse impacts on non-employment land uses.
- l) Proposed high traffic generating development on lands adjacent to and fronting on a *freight-supportive* corridor may require a traffic impact study that demonstrates the corridor's continued ability to function as the primary transportation route. The traffic impact study shall address matters detailed in the terms of reference, including but not limited to the following:
 - i) How any potential *negative impacts* resulting from the proposed development can be mitigated;
 - ii) Impacts on travel times for goods movement;
 - iii) Increased traffic congestion;
 - iv) Increased greenhouse gas emissions resulting from unnecessary idling; and,
 - v) Reduced ability to efficiently and safely load and unload goods due to pedestrian or passenger vehicle traffic.

4.6 Transportation Demand Management

As Barrie's population and travel needs grow, *transportation demand management* will be necessary to promote efficient movement of people and goods. A variety of *transportation demand management* strategies at different scales, ranging from building-specific efforts to regional initiatives, will assist in reducing single occupant vehicle travel and reducing congestion overall.

4.6.1 Implementing Transportation Demand Management

- a) The City shall encourage and support City-wide and local *transportation demand management* programs that reduce single-occupant vehicle travel.
- b) The City will work with the Province, Metrolinx and other stakeholders to support other *transportation demand management* initiatives appropriate for the City.
- c) The City will work with school boards, law enforcement, emergency services, and residents to implement a Safe Routes to School program for all elementary and secondary schools to provide safe bus movements and to encourage students to walk to school.
- d) The City will facilitate choice and flexibility in mobility options by:
 - i) Encouraging, through the implementation of this Plan, the viability of pedestrian, bicycle and transit infrastructure and services as alternatives to driving;
 - ii) Supporting carpooling and ridesharing programs by establishing standards to be incorporated into new development; and,
 - iii) Adopting a recognition and/or awards program to highlight successful *transportation demand management* initiatives and best practices in Barrie.
- e) The City will facilitate seamless connections between different modes of travel, where appropriate. This shall be achieved by:
 - i) Planning for park-and-ride lots and passenger pick-up and drop-off facilities at existing and future transit hubs and GO stations;
 - ii) Working with the private sector to pursue shared use opportunities, including at locations near the City's municipal boundary, for park-and-ride facilities related to



- higher-order transit* facilities and connections to Barrie transit from regional transit providers;
- iii) Providing convenient bicycle and pedestrian access to transit stations and stops and appropriate bicycle parking facilities;
 - iv) Identifying opportunities for carpool parking and co-ordination areas; and,
 - v) Ensuring well-designed and convenient transfer stations and areas are provided for transit users.
- f) The City will require the preparation and implementation of a *transportation demand management* program for development applications based on thresholds identified in the City's Transportation Impact Study Guidelines. The *transportation demand management* program shall:
- i) Be integrated with required transportation impact assessments submitted to support the proposed development;
 - ii) Identify design and/or programmatic means to reduce single occupancy vehicle use;
 - iii) Identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and,
 - iv) Identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation, and ongoing management and operations of the *transportation demand management* plan and/or program.
- g) The City will identify opportunities to implement, where appropriate, car-sharing and bike-sharing programs, and will recognize car-sharing as an effective means for reducing parking demand.

4.7 Parking Solutions

Communal parking lots, whether on municipal or private property, are an important component of the *transportation system* especially in the downtown and waterfront area of the city, but must be appropriately managed. The City's parking standards will reflect Barrie's status as a growing, *transit-supportive* and pedestrian-friendly city. The intention of the following parking policies is to be responsive to all types of movement:

- a) The City shall prevent a domination of surface parking in the *Urban Growth Centre*, *Strategic Growth Areas* and waterfront area. The City's Parking Strategy may be

updated as required to inform how the City will manage the inventory of municipal parking lots and on-street spaces.

- b) The City may update the Parking Strategy as required to investigate the impact of autonomous vehicles, when deployment of autonomous vehicles becomes feasible in the short term and the impact on parking demand can be clearly defined.
- c) The City may update the Parking Strategy to review spill-over parking areas and provide further direction for on-street parking.
- d) The City may consider reduced parking requirements by:
 - i) Establishing minimum and maximum parking standards in the Zoning By-law;
 - ii) Establishing context-sensitive parking requirements that respond to diverse settings, including but not limited to, *Strategic Growth Areas* and historic places;
 - iii) Reducing parking requirements in *Strategic Growth Areas* where transit, walking, and cycling alternatives exist;
 - iv) Supporting parking for carpool, car share, and zero emission vehicles through preferential designated parking spots and/or reduced parking fees, as appropriate;
 - v) Assessing the peak parking periods in a day for each use within an appropriate radius (because there may be opportunity for uses to share parking spaces, therefore lowering the total number of required number of spaces); and,
 - vi) Regularly reviewing and evaluating city-wide parking standards to meet parking needs while minimizing the provision of excess parking.
- e) Parking reductions may be permitted in all land use designations, in accordance with the City's Cash In-Lieu of Parking By-law.
- f) The City reserves the right to require cash-in-lieu of parking in *Strategic Growth Areas*, including in the *Urban Growth Centre* where it can be demonstrated that parking reductions beyond those established above will not have adverse spill-over impacts on surrounding areas, and where the provision of on-street or municipally-provided parking can meet additional parking needs.
- g) The City will encourage and support the in development of central, shared parking facilities in the *Strategic Growth Areas*, including the *Urban Growth Centre*, which may result in greater parking and land use efficiencies. Such facilities are encouraged to be provided below grade or in stacked parking garages.
- h) The City will investigate opportunities to repurpose public (on-street) parking in the *Urban Growth Centre* for uses such as, but not limited to, *active transportation*, patios,



public events, etc. This work will be undertaken as part of the update to the City's Parking Strategy and shall consider the impacts of such repurposing on residents, visitors and businesses.

- i) Parking lots and parking structures shall be provided in accordance with the policies of Section 3 of this Plan and applicable City standards.
- j) All Barrie municipal parking facilities will be planned for and in accordance with design requirements to meet provincial standards and policies developed under the Accessibility for Ontarians with Disabilities Act, as amended, and to monitor the utilization of accessible parking to determine its adequacy relative to demand.
- k) Barrie will require that all parking lots and structures be developed as high-quality examples of good urban design and *sustainability*, with emphasis on salt reduction, permeability and safety for pedestrians and cyclists, landscaping and vegetation, stormwater management, appropriate lighting, signage and materials, and a range of parking space types, including electric vehicle charging infrastructure, parking for smaller fuel efficient vehicles and bicycles.
- l) Where a structured parking facility fronts onto a street or public space, the parking structure should be provided with active uses at the street level. Where feasible, parking facilities should also be fronted by uses other than parking above the street level (e.g., residential, commercial, and institutional).
- m) Development applications may propose automated parking deck technology to satisfy parking requirements where a plan for ongoing maintenance of the technology can be demonstrated.
- n) The creation of new surface parking lots as a primary land use is generally discouraged.
- o) Opportunities for the sharing of parking infrastructure, based on time of use and other considerations will be encouraged between compatible uses, where feasible, subject to a parking study and an evaluation by the City.
- p) The City will encourage shared parking between schools and parks where the facilities are within 500.0 to 800.0 metres distance.
- q) *Redevelopment* of City-owned parking lots in the *Urban Growth Centre* will be supported, but subject to the following conditions:
 - i) The total number of parking spaces in the downtown is preserved (i.e., parking remains in equilibrium); and,
 - ii) Any other criteria that will come from a parking strategy.
- r) The City will consider establishing a centralized parking unit to:



- i) Provide and manage an appropriate parking supply;
- ii) Review and manage on-street parking policies;
- iii) Develop a pay-for-parking system for on-street parking in high parking demand locations throughout the City, including in the *Urban Growth Centre* and *Strategic Growth Areas*;
- iv) Provide shared, central parking facilities in high-demand locations; and,
- v) Support alternative modes of travel.

5. Planning a Waterfront and Green City





5.1 Planning for a Waterfront and Green City

To plan for waterfront and green city, Barrie needs to have a *Natural Heritage System* that protects natural heritage features and their *ecological functions*; it must also have open spaces that offer the full spectrum of parks and recreation essential for citizen enjoyment, citizen health, and connecting destinations with trails.

Barrie's city-wide green network is shown on Map 1. The levels of protection related to the *Natural Heritage System* are illustrated on Map 3. Both systems are guided by the relevant policies below.

5.2 Objectives

- a) Create a connected network of high-quality parks, other *Greenspaces* and *Natural Heritage System*;
- b) Promote, protect, and enhance the waterfront as the city's premiere open space;
- c) Improve connectivity between the city's parks and other open spaces and the city's *community facilities*, transit facilities, and other major or regional destinations wherever possible;
- d) Ensure public spaces are inclusive and accessible to diverse members of the community; and,
- e) Protect and enhance the city's *Natural Heritage System*.

5.3 Natural Heritage System

The city's *Natural Heritage System* is comprised of a network of features and areas which are identified as environmental protection areas on Map 3 of this Plan, and which receive protection through the Lake Simcoe Protection Plan, as well as other provincial plans. The city's *Natural Heritage System* is identified by the land use designation of the same name, and is identified on Map 2 of this Plan. The policies below set out the framework to ensure these areas are protected or enhanced.

5.3.1 Natural Heritage System General Policies

- a) Lands part of the *Natural Heritage System* are subject to a series of natural heritage protection overlays identified on Map 3.
- b) The City will protect its *natural heritage features and areas* for the long term.
- c) The City will seek to restore and naturalize *watercourses* that have been piped, or otherwise altered by employing principles of natural channel design.
- d) The City will seek to maintain, restore, and where possible improve the diversity and connectivity of natural heritage features in an area, and the long-term *ecological function* and biodiversity of the *Natural Heritage System*.
- e) The City will seek to maintain and enhance ecological linkages between and among *natural heritage features and areas*, surface water features, and ground water features to ensure a connected and resilient *Natural Heritage System*.
- f) The City is committed to studying and protecting the Glacial Lake Algonquin Ridgeline and its associated *Natural Heritage System* features.
- g) The policies of Section 6.6.4 regarding stormwater management and Section 6.6.5 regarding *low impact development* should be addressed when seeking to enhance the *Natural Heritage System*.
- h) The City will work with adjoining municipalities to provide connectivity and protection for the *Natural Heritage System* features identified on Map 3.
- i) Where, through a development application or *site alteration*, a natural heritage feature is identified on lands designated other than *Natural Heritage System* and *Greenspace*, the *Natural Heritage System* policies of this Plan shall apply to those lands until:
 - i) An environmental impact study has been approved by the City that evaluates the natural heritage features of the lands; and,
 - ii) The lands are designated and zoned appropriately, in accordance with the recommendations of the City.
- j) A standard terms of reference for an environmental impact study will be established by the City in consultation with the appropriate Conservation Authority, and may be scoped through the development process to reflect a specific feature or function at the discretion of the City in consultation with the appropriate Conservation Authority. Additional natural heritage resources identified through a site-specific environmental impact study will be categorized by level and will be subject to the policies of this section. An amendment to

the Plan is not required for minor amendments to Map 3 if an environmental impact study has been approved through a plan of subdivision, site plan, Zoning By-law amendment, or consent application.

- k) To ensure the effective management and retention of the features and functions identified on Map 3, a *Natural Heritage System* feature will not be reclassified to a lesser level of protection if the feature is intentionally damaged or destroyed. The restoration and rehabilitation of the *Natural Heritage System* feature, to the satisfaction of the City and applicable Conservation Authority, may be required.
- l) Development shall not be permitted in *fish habitat* except in accordance with provincial and federal requirements.
- m) Development shall not be permitted in the *habitat of endangered species and threatened species*, except in accordance with provincial and federal requirements.
- n) Development shall not be permitted in significant *wildlife habitat* and/or significant *areas of natural and scientific interest* unless it has been demonstrated that there will be no *negative impacts* on natural features or their *ecological functions*.

5.3.2 Managing Floodplains, Hazard Lands, and Fill

- a) Floodplain management and control will occur in partnership with the applicable Conservation Authority and as guided by the City's drinking water policies. Floodplains are identified on Appendix 1 to this Plan.
- b) Floodplain management within the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority jurisdictions includes the one zone, two zone or the special policy area concept. The one-zone floodplain management concept shall be used within the City. Any application of the two-zone concept will require an amendment to this Plan and written approval from the Conservation Authority. The establishment of a new special policy area, or any changes within an existing special policy area, will only be permitted with the prior written approval of the appropriate agencies.
- c) New development on existing lots, *redevelopment*, additions, and *existing uses* that, by their nature, must be located in the floodplain shall be protected by acceptable flood proofing action or measures subject to the approval of the City and the applicable Conservation Authority.
- d) Notwithstanding policy 5.3.2(c), new development including the creation of new lots in floodplains is prohibited in accordance with the regulatory flood standard.



- e) *Mitigation* measures or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features.
- f) The precise boundaries of floodplains and *erosion hazard* areas and their associated setbacks shall be established to the satisfaction of the City, without further amendment to this Plan, in consultation with the applicable Conservation Authority; through the Drainage and Stormwater Master Plan and other appropriate studies; and as part of the review of specific development applications. Changes to the boundaries may include any reductions, such as those due to the introduction of additional or larger culverts downstream. The flood and *erosion hazard* boundaries may potentially be redefined by completing studies as requested and to the satisfaction of the Conservation Authority.
- g) Development in floodplains and *erosion hazard* areas determined through the process outlined in 5.3.2(f) shall be subject to the policies of the *Natural Heritage System* regardless of their designation. In addition, the applicable Conservation Authority shall be satisfied with respect to its own legislative and regulatory powers. Development in lands which are established to be outside the floodplain and *erosion hazard* areas shall be in conformity with the underlying land use designation.

5.4 Natural Heritage Protection Overlays

The natural heritage protection overlay policies that follow shall apply in addition to the land use designations and the policies of Section 2 of this Plan. The more restrictive policy shall apply if there is any conflict with other policies in this Plan.

5.4.1 Overlay Boundaries

The boundaries of the natural heritage protection overlays, including for the natural core area, natural linkage area and high constraint stream area, are identified on Map 3. The following policies apply:

- a) The *Natural Heritage System* shall be maintained generally in accordance with the underlying land use designations and the overlays shown on Map 3.
- b) Minor modifications may be considered to the boundaries of these overlays when the boundary is surveyed as part of the development review process to reflect differences in scale and level of detail.
- c) Any minor modifications shall not negatively impact the *Natural Heritage System* as determined by the City, in consultation with the applicable Conservation Authority, nor

shall such minor modifications result in any significant decrease in the size of the *Natural Heritage System*.

- d) Any minor modification which might result in a change to the boundary of a provincially significant *wetland* shall require approval of the Ministry of Natural Resources and Forestry based on the submission of studies required by that Ministry. Any proposed changes to a provincially significant *wetland* boundary shall be delineated by an expert certified in the Ontario Wetland Evaluation System.

5.4.2 Environmental Protection Areas Overlay

The policies of this section apply to all lands identified as environmental protection in Map 3 of this Plan. The policies which apply to these lands shall be used to maintain, protect, enhance, and restore the City's *Natural Heritage System* and its *ecological functions*. Map 3 provides the detailed breakdown of the system components for appropriate policy guidance. The policy guidance is described based on the level of protection as Level 1, 2 or 3.

Environmental protection areas are approximate, and reductions or enlargements do not require an Official Plan amendment when the appropriate detailed work is completed. Where a previously unidentified environmental feature(s) is present outside of the environmental protection areas shown on Map 3, they must be identified through a site-specific environmental impact study and the relevant policies of Section 5.4.2 of this Plan shall apply.

5.4.2.1 Environmental Protection Area – Level 1

- a) Level 1 resources represent the components of the *Natural Heritage System* that have the highest level of protection. These areas include: provincially significant *wetlands* (PSWs); unevaluated *wetlands* greater than 0.5 hectares in size; significant *woodlands* greater than 4.0 hectares in size; *woodlands* greater than 10.0 hectares in size; significant habitat of *endangered species*; natural areas abutting Lake Simcoe; significant valleylands and threatened species; *watercourses*, minimum *vegetation protection zones* and connectivity linkages; and lands identified as environmental protection through site-specific planning and the development process.
- b) *Natural Heritage System* land use designation policies of Section 2.6.6 apply to all properties containing an identified Level 1 feature.
- c) An environmental impact study will be required to be completed by a qualified professional for any proposed development or *site alteration* within 120.0 metres of an area identified as Level 1 on Map 3.



- d) Notwithstanding the land use limitations applicable to properties identified as Level 1, where a land use designation, as found on Map 2, permits other forms of development, such development may proceed subject to the policies of Level 2 and the appropriate planning application processes.
- e) *Watercourses* shall generally be maintained in their existing locations. Where a development proposal seeks to relocate a *watercourse*, it must be demonstrated that the relocation will maintain the existing function of the *watercourse*, will result in a net ecological gain and will not negatively impact the *Natural Heritage System*.
- f) Any relocation or significant alteration of a *watercourse* must incorporate natural channel design and be supported by a fluvial geomorphological assessment.
- g) Any relocation of a *watercourse* must be in compliance with conservation authority regulations, and any other applicable provincial or federal regulations.

5.4.2.2 Environmental Protection Area – Level 2

- a) Level 2 resources represent other significant components of the *Natural Heritage System* that also have a high level of protection. The features and function of these areas include: significant valleylands; provincially significant life science *areas of natural and scientific interest*; significant *wildlife habitat*; minimum *vegetation protection zones* and connectivity linkages; significant *woodlands* less than 4.0 hectares in size; *woodlands* greater than 4.0 hectares in size and less than 10.0 hectares; and *woodlands* within 30.0 metres of a Level 1 feature.
- b) Development shall not be permitted with the features in Level 2 unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.
- c) An environmental impact study will be required to be completed by a qualified professional for any proposed development or *site alteration* in or within 120.0 metres of an area identified as Level 2 on Map 3.

5.4.2.3 Environmental Protection Area – Level 3

- a) Level 3 resources represent more regionally or locally significant features and supporting components of the *Natural Heritage System* network including: regionally significant life science *areas of natural and scientific interest*; *woodlands* greater than 0.5 hectares and less than 4.0 hectares; *woodlands* within 30.0 metres of a Level 2 feature; *wetlands* less than 0.5 hectares in size; cultural thicket or cultural meadow communities contiguous with woodland and *wetland* patches; and connectivity linkages.
- b) Development may be permitted if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature.

- c) An environmental impact study will be required to be completed by a qualified professional in support of any proposed development or *site alteration* in or within 30.0 metres of an area identified as Level 3 on Map 3.

5.4.3 Natural Core Area Overlay

- a) The natural core area overlay, identified on Map 3, includes important natural heritage, hydrological and hydrogeological features or groupings of such features, including key natural heritage and hydrological features, together with required buffers and *adjacent lands* intended to protect the function of the features and ensure the long-term *sustainability* of the *Natural Heritage System* within an urban context.
- b) A core area approach focuses on protecting not only the features, but also their *ecological functions*. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site-specific factors. The factors are based on both features and functions and the boundaries include a 30.0 metre buffer from the edge of the *woodlands* within the *Lake Simcoe watershed*, *wetlands* and *watercourses* within the natural core areas, a 10.0 metre buffer from the dripline of the woodland features and to *woodlands* outside of the *Lake Simcoe watershed* and a 5.0 metre buffer where the boundary of the natural core areas is an existing meadow or thicket. The general ecological principles considered included:
 - i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species;
 - ii) Size – Sufficient size to protect interior habitat;
 - iii) Contiguity – Designed to create contiguous units;
 - iv) Connectivity – The unit can be linked to other units;
 - v) Significance – The area supports significant species or habitats; and,
 - vi) Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

5.4.4 Natural Linkage Area Overlay

- a) The primary function of the natural linkage area overlay on Map 3 is to connect two or more natural core areas, or to connect a natural core area to habitats outside the *Natural Heritage System*. Linkages are important for a variety of plants and wildlife, facilitating daily and seasonal movements, as well as gene flow. In most cases, the natural linkage areas also provide available habitat.

- b) The natural linkage areas are primarily associated with stream corridors that connect two or more natural core areas. In order to sustain potential movement between the natural core areas, a minimum linkage width of 100.0 metres was established. In addition, a number of linkage-specific criteria reflecting site-specific characteristics formed the basis for the establishment of the natural linkage area overlay which is generally 100.0 metres in width or greater as reflected on Map 3.

5.4.5 Constrained Stream Corridor Areas Overlay

5.4.5.1 High Constraint Stream Corridor Area and High Constraint Stream Corridor Area Special

- a) High constraint stream corridor areas, as illustrated on Map 3, include identified *watercourses* with associated riparian lands, and the corridor area shall include buffers measured from stable top-of-bank. These areas are located within natural core and natural linkage areas.
- b) High constraint stream corridor areas must be protected in their existing locations for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013.
- c) High (S) constraint stream corridor area – special may be modified and/or relocated and consolidated with other *watercourses* provided that the *watercourse* feature, as well as the function of the *watercourse*, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as federal, provincial and conservation authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

5.4.5.2 Medium Constraint Stream Corridor Area

- a) Medium constraint stream areas, as illustrated on Map 3, include identified *watercourses* and adjacent riparian lands, including buffers measured from stable top-of-bank. These areas are also located within natural core and natural linkage areas. They must be protected for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013 (Drainage and Stormwater Master Plan). However, they may be modified and/or relocated and consolidated with other *watercourses* provided that the *watercourse* feature, as well as the function of the *watercourse*, is maintained in accordance with the directions in the Drainage and



Stormwater Master Plan, as well as federal, provincial and conservation authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

- b) Where a medium constraint stream corridor area in a natural linkage area is relocated, the land use designation on the abutting lands on Map 2 shall apply to the lands from which the corridor and natural linkage area is relocated.

5.4.5.3 Location and Boundaries

- a) The location of high constraint stream corridor areas, as per Map 3, shall be maintained.
- b) The location and boundaries of the medium constraint stream corridor area in natural core areas shall be maintained generally in accordance with the areas on Map 3.
- c) The location and boundaries of the high (S), medium and low constraint stream corridor areas outside of natural core areas on Map 3 shall be determined in accordance with the directions in the Drainage and Stormwater Master Plan, in accordance with federal, provincial and conservation authority regulations, and during the preparation of a sub-watershed impact study. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

5.4.5.3.1 Special Environmental Area

In addition to the requirements of Sections 5.4.5.1 and 5.4.5.3 (b), the location and boundaries of the floodplain related to the high (S) constraint stream corridor area within the special environmental area identified on Map 3 shall only be modified and/or relocated according to the following:

- a) Such that the floodplain area, meander belt width and related features, including channel and required setbacks, are accommodated within the high (S) constraint stream corridor area overlay which will have a width of 60.0 metres.
- b) Pursuant to the relocated floodplain area occurring within 60.0 metres of the corridor, cut/fill will be permitted on adjacent residential land as part of the floodplain area redesign.
- c) Any proposed road crossings through the corridor area will be subject to road ecology principles, in order to maintain corridor function objectives and connectivity.

5.5 Ecological Offsetting

Compensation or ecological offsetting for the loss of natural heritage features such as *woodlands* and *wetlands* is common both internationally and nationally. This offsetting approach

is typically used when avoidance of a feature is not possible. It is also used to fulfill the “no net loss” principle with the overall goal of achieving a “net environmental gain.” As part of achieving environmental *sustainability*, the City supports the use of an ecological offsetting program by local conservation authorities to regulate the development process.

5.5.1 Protecting Natural Hydrologic Features

- a) In accordance with applicable provincial policy, this Plan will protect and enhance the City’s hydrologic features as well as align with the City’s drinking water policies. As such it is the policy of the City to:
 - i) Work in partnership with adjacent municipalities, local conservation authorities, provincial ministries, the Health Unit and other partners to develop practices that maintain and improve the quality and quantity of lakes and *watercourses*, and to protect headwater areas from land uses that have the potential to contaminate downstream water systems;
 - ii) Co-operate and collaborate with local conservation authorities and adjacent municipalities in identifying and mapping surface water features, groundwater features, *hydrologic functions* and *natural heritage features and areas* which are necessary for the ecological and hydrological integrity of the watershed. These features will be incorporated into the Plan on appropriate maps by amendment;
 - iii) Maintain the natural quality and hydrologic characteristics of *watercourses* and lakes, including aquatic habitat, base flow, water quality, temperature, storage levels or capacity, with no development being permitted that has the potential to create a *negative impact* on any of the *watercourses* and lakes;
 - iv) Restrict development in or near lakes, *watercourses* and *fish habitat*. Development shall generally be setback a minimum 30.0 metres from lakes and *watercourses*;
 - v) Only permit development in a manner that protects, improves, or restores any features and their related *hydrologic functions*; and,
 - vi) Require *mitigation* measures or alternative development approaches in order to protect, improve, or restore sensitive surface water features and their related *hydrologic functions*.

5.5.2 Lake Simcoe Protection Plan

As a way to ensure the long-term ecological health of Lake Simcoe and its watershed, the Province brought specific legislation into effect known as the Lake Simcoe Protection Plan, 2009 (LSPP). The following policies are applicable to all lands within the *Lake Simcoe watershed* as indicated on Appendix 1 of this Plan.

5.5.2.1 Development and Site Alteration

- a) Development and *site alteration* permitted within 120.0 metres of the *Lake Simcoe shoreline*, other lakes in the *Lake Simcoe watershed*, or any permanent or intermittent stream or a *wetland*, should be integrated with and should not constrain ongoing or planned stewardship and remediation efforts.
- b) An application for development or *site alteration* shall, where applicable:
 - i) Increase or improve *fish habitat* in streams, lakes, and *wetlands*, and any adjacent riparian areas;
 - ii) Include landscaping and habitat restoration that increases the ability of native plants and animals to use valley lands or riparian areas as *wildlife habitat* and movement corridors;
 - iii) Seek to avoid, minimize, and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes, and *wetlands*;
 - iv) Seek to avoid piping *watercourses* or headwater areas and seek to restore existing piped *watercourses* to a natural state; and,
 - v) Establish or increase the extent and width of a *vegetation protection zone* adjacent to Lake Simcoe to a minimum of 30.0 metres where feasible.
- c) Where a buffer is required to be established by the implementation of an environmental impact study, the buffer shall be composed of and maintained as natural self-sustaining vegetation.
- d) All *existing uses*, which are those lawfully used according to their intended purposes on the day before the LSPP came into force, are permitted.
- e) In accordance with the *existing use* permissions given in 5.5.2.1(d), the following forms of development and/or *site alteration* are permitted:
 - i) The construction of a building on an existing lot of record, provided it was zoned for such use as of June 1, 2009, or where, prior to June 2, 2009, an amendment to the Zoning By-law was granted, required as a condition of a consent to sever;



- ii) Subject to a demonstration that the use does not expand into a key natural heritage feature, into a key hydrologic feature, and/or into any minimum *vegetation protection zone* associated with a feature or the *Lake Simcoe shoreline*, an expansion to existing buildings or structures, accessory structures and uses, and conversions of legally *existing uses* which bring the use more into conformity with this Plan. If the above limitation cannot be met and if there is no alternative, then the expansion shall be limited in scope and kept within close geographical proximity to the existing structure; and,
- iii) The expansion to existing agricultural buildings and structures, residential dwellings and accessory uses to both, may be considered within a key natural heritage feature, a key hydrologic feature, and any minimum *vegetation protection zone* associated with these features or the *Lake Simcoe shoreline*, if it is demonstrated that:
 - i. There is no alternative to the expansion or alteration and the expansion or alteration is directed away from the feature and *vegetation protection zone* to the maximum extent possible;
 - ii. The impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible; and,
 - iii. Expansion, maintenance, or replacement of existing infrastructure is permitted.

5.5.2.2 Shoreline Protection

- a) Where, in accordance with the policies of the Lake Simcoe Protection Plan, a proposal for development or *site alteration* is permitted within 30.0 metres of the *Lake Simcoe shoreline*, structures shall only be permitted if:
 - i) There is no alternative but to place the structure in this area and the area occupied by such structures is minimized;
 - ii) The *ecological function* of the *vegetation protection zone* is maintained; and,
 - iii) Pervious materials and designs are used to the greatest extent possible.
- b) Significant alteration of the shore of Lake Simcoe, or of the shore of a fresh-water estuary of a stream connected to Lake Simcoe, is not permitted.
- c) A significant alteration of the shoreline includes any alteration that has an adverse effect on the *ecological functions* of the shoreline.



- d) Significant shoreline alteration may only be considered if it is for the purpose of stabilizing, protecting, restoring, or rehabilitating the shore; or if the alteration will be undertaken by a public body and the project is consistent with the objectives of this Plan.
- e) No structures, including boathouses, shall be permitted in Lake Simcoe, other lakes or in a permanent or intermittent stream if:
 - i) The structure impedes the natural flow of water along the shoreline or in the stream;
 - ii) The structure is intended to be used as a dwelling; or,
 - iii) The structure or its construction harmfully alters *fish habitat*.
- f) Any permitted structures within the 30.0 metre *vegetation protection zone* may not impede the natural flow of water along the shoreline or in the stream, be used as a dwelling, or harmfully alter *fish habitat*.
- g) In accordance with the policies of Lake Simcoe Protection Plan, where development and/or *site alteration* is permitted within 120.0 metres of the *Lake Simcoe shoreline*, a permanent or intermittent stream, or a *wetland*, it shall be integrated with existing or proposed parks and trails to the greatest extent feasible.

5.5.2.3 Drainage Act

- a) This Plan does not prohibit drainage works such as those permitted under the Drainage Act, those required for infrastructure or those structures required for the purposes of stewardship, conservation, restoration, or remediation undertakings.
- b) The alteration of the shore of Lake Simcoe, other lakes or any permanent or intermittent stream shall only be permitted if:
 - i) It is for the purpose of establishing or altering drainage works, infrastructure and/or providing greater stabilization, erosion control and protection; and,
 - ii) The natural shoreline treatments (e.g., planting of natural vegetation, bioengineering) that maintain the natural contour of the shoreline will be used where practical, and a vegetative riparian area established, to the extent feasible.
- c) In relation to such works, lands used for agricultural purposes do not require the establishment of a vegetative riparian area if the land is, and will continue to be, used for agricultural purposes.

5.5.2.4 Sewage Infrastructure

- a) No new on-site *sewage* systems or subsurface *sewage* works are permitted within 100.0 metres of the *Lake Simcoe shoreline*, other lakes, or any permanent streams, excepting in cases where it would:
 - i) Serve an agricultural use, an agricultural–related use or a public open space;
 - ii) Replace or expand the capacity of an existing on-site *sewage* system or subsurface *sewage* works servicing a use permitted by the Zoning By-law as of June 2, 2009, unless municipal services are provided, in which case connection to the municipal *sewage* system would be required; or,
 - iii) Relate to a development proposal for only one dwelling permitted under the Zoning By-law as of June 2, 2009, unless municipal services are available, in which case connection to the municipal *sewage* system would be required.

5.5.2.5 Phosphorus Offsetting

Phosphorus is a key Lake Simcoe water quality concern. An objective of the Lake Simcoe Protection Plan is to reduce loadings of phosphorus and other nutrients of concern to Lake Simcoe and its tributaries.

- a) An application for *major development* (proposed impervious area greater than 500.0 square metres) within the *Lake Simcoe watershed* shall be accompanied by a preliminary phosphorus budget as part of an overall functional servicing report or preliminary stormwater management report.
- b) This evaluation shall be prepared by a qualified professional to the satisfaction of the City and the Lake Simcoe Region Conservation Authority prior to any draft plan of subdivision, site plan approval or granting of provisional consent.
- c) A detailed phosphorus budget, based on the approved preliminary report, will be required as a condition of draft plan of subdivision/condominium or site plan approval or granting of provisional consent.
- d) The phosphorus budget identified in 5.5.2.5I must demonstrate that the phosphorus load from the development on the property will be reduced to zero. The phosphorus budget shall be prepared in accordance with all applicable provincial, municipal, and conservation authority policies and regulations.
- e) In situations where the zero export policy, as described in 5.5.2.5(d), cannot be met or demonstrated in a post-development scenario, the developer or proponent shall be required to provide phosphorus offsetting to the Lake Simcoe Region Conservation Authority in accordance with their phosphorus offsetting requirements.



- f) Revenue generated through phosphorus offsetting will be used to reduce the phosphorus load in other parts of the sub-watershed. This will be achieved by means such as stormwater pond retrofits, the introduction of *low impact development* techniques, and water harvesting.
- g) The offset shall generally occur in the same catchment as the subject lands or sub-watershed in order of priority.
- h) Proper agreements shall be established to ensure that the phosphorus offset will be employed and maintained in perpetuity. The following agreements or legal instruments, where appropriate, shall be required as a condition of approval:
 - i) Subdivision or consent agreement;
 - ii) Condominium agreement;
 - iii) Site plan agreement; and,
 - iv) Covenants as per the Conservation Land Act registered under the Land Titles Act.
- i) City Council may enact by-laws to help implement the approved phosphorus offset. Existing fill or *site alteration* by-laws may be amended or updated to include the offset requirements.
- j) Applications under the Planning Act that facilitate permitted agricultural uses or the construction of an accessory structure (e.g., garage) or a single detached dwelling on an existing lot of record will not be subject to the zero export policy as described in 5.5.2.5(d).

5.5.2.6 Sub-watershed Planning

Watersheds are ecologically-relevant boundaries for managing human activities and resources. The City is comprised of several sub-watersheds that drain into Lake Simcoe or the Nottawasaga Valley. This Plan has been prepared to ensure consistency with applicable sub-watershed plans to meet the Policies of the Lake Simcoe Protection Plan. The following policies apply:

- a) Decisions shall be guided by the watershed areas for the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority that are shown on Appendix 1.
- b) To ensure that land use planning within the municipality contributes to the protection, maintenance, and enhancement of water and related resources and aquatic ecosystems, land use planning will be done on an integrated watershed management basis.



- c) All land use decisions shall promote water conservation and support the efficient use of water resources on a watershed basis.
- d) All land use decisions shall conform to the purpose and recommendations of the sub-watershed plans.
- e) Applications for *major development* shall be accompanied by a sub-watershed plan Conformity Report, and furthermore:
 - i) For the purposes of this policy, *major development* is defined as a proposal with a proposed impervious area of greater than 500.0 square metres; and,
 - ii) The sub-watershed plan conformity report shall show how the recommendations of the sub-watershed plan have been met, to the satisfaction of the City and applicable Conservation Authority.
- f) As a condition of development approval, plans of subdivision shall be required to a sub-watershed impact statement conformity report, and furthermore:
 - i) The sub-watershed impact statement conformity report shall demonstrate how the direction provided by the sub-watershed impact statement has been adhered to, to the satisfaction of the City in consultation with the applicable Conservation Authority.
- g) The *impacts of a changing climate* will be evaluated and suitably addressed for in-water resource systems.

5.6 Greenspace

The city's *Greenspace* is comprised of parks, as well as other recreational and functional open space uses, such as the waterfront, cemeteries, and utilities and corridors. Some *Greenspace* areas have a very public and active role, while other areas are more natural and passive. They are identified on Map 6 of this Plan. The city's *Greenspace* is identified by the land use designation of the same name, which can be found on Map 2 of this Plan. The policies in the sections below, which begin with policies for parks and follow with policies for other types of *Greenspace*, set out the framework to ensure these areas are protected and enhanced.

5.6.1 Objectives of Parks Planning

To provide a high-quality system of parks across the city, the following policies shall guide parks planning in Barrie:

- a) A diverse park network shall be equitably distributed and ideally connected throughout the city to enable residents to have easily accessible parkland that satisfies a wide range



of passive and active recreational needs, while enhancing the public realm. This network of parks will support the City's *Natural Heritage System* and Climate Change Implementation Plan.

- b) The city's parks are envisioned to be safe, year-round destinations, with programmed, passive, and flexible spaces that offer a variety of recreational and cultural opportunities to serve the diverse needs and interests of residents.
- c) To create a high-quality experience while protecting the environment, opportunities for temporary uses that enhance the public experience without permanently removing parkland may be permitted at the discretion of the City; these uses include but are not limited to food retail, food truck lay-bys, kiosks, pop-up patios, vendors, temporary markets, performance and exhibit spaces, and other year-round or seasonal tourism activities, which may require a temporary use permit.
- d) The City will encourage opportunities for other public spaces (such as schools), private amenity spaces and privately-owned publicly-accessible spaces (POPs) to abut the connected park system.
- e) All parks will be accessible spaces and designed with the principles of universal design, where feasible.
- f) All existing parks shall be maintained in public ownership, and the establishment of new parks shall be prioritized through the parkland dedication policies in this Plan.

5.6.2 Parks Hierarchy

This Plan envisions the development of a parks network based on a hierarchy. It is the intent of this Plan to ensure future parks planning is comprehensive and design oriented, and provides Barrie's residents and visitors with well-serviced with parks and other open spaces that encourage recreation and are part of a *complete community*. The following policies apply:

5.6.2.1 Regional Parks

- a) Regional parks are intended to be large destination parks greater than 15.0 hectares in area that play a City-wide role as major destinations for residents and visitors. Regional Parks may accommodate large cultural, recreational and entertainment events, such as festivals, sport tournaments, and weddings. Regional parks shall also accommodate the same uses found in community/district parks.

5.6.2.2 Community Parks / District Parks

- a) Community parks are intended to be large parks greater than 5.0 hectares that provide a variety of recreational and athletic interest opportunities at the community or city-wide



level, including major lit sports fields and courts, large skateboard parks, outdoor skating facilities, field houses, picnic shelters, off-leash areas, aquatic/water play facilities and other uses as determined by the City.

- b) District parks follow the same intent as community parks, however they are generally associated with a particular facility (e.g., a recreation centre) and thus rely even more on *multi-modal* transportation access.
- c) Where possible, the location of community parks shall be co-ordinated with community centre sites to maximize efficiencies and shared use.

5.6.2.3 Neighbourhood Parks

- a) Neighbourhood parks are intended to function as the social and recreational focal points of a neighbourhood, and generally be located within a five-minute walk of the communities they serve. Neighbourhood parks shall be between 0.75 hectares to 5.0 hectares in size and shall provide a balance of active, passive, multiple, and shared uses, such as children's playgrounds, smaller scale skateboard zones, basketball courts, tennis courts, multi-use play courts, un-lit sports fields, and social gathering spaces. Neighbourhood parks will meet the needs of the local community, and in some instances, accommodate City-wide facilities. Where possible, neighbourhood parks shall be co-ordinated with school sites to maximize efficiencies and shared use.

5.6.2.4 Urban Parks

- a) Urban parks are a type of neighbourhood park that is specifically intended as programmed outdoor spaces that support the social and cultural fabric of *Strategic Growth Areas* and the *Urban Growth Centre*. Urban Parks are intended to be destinations for day-to-day use and special events and should be greater than 1.0 hectares in size. Features shall include space for cultural and event programming, recreation, children's play, social gathering, fountains/water-play areas, outdoor skating, and small-scale park-supporting uses such as cafes, vendors, and kiosks, as determined appropriate by the City.

5.6.2.5 Village Squares

- a) Village squares are intended to be social and civic spaces within walking distance of residents, that are highly visible with prominent public street frontage. A Village Square shall additionally be framed and animated by buildings so that it is human scale and offers a sense of place. They should be between 0.2 hectares to 1.0 hectares and may offer smaller scale, neighbourhood-oriented social opportunities, or accommodate entertainment and cultural events. They may include flexible hardscape areas, small urban plazas, gardens and lawns, fountains/water-play areas, playgrounds, small



outdoor game areas such as chess tables, seating areas and places to eat that provide a comfortable microclimate for pedestrians.

5.6.2.6 Linear Parks / Greenways

- a) Linear parks and greenways improve connections between significant destinations such as other parks and other open spaces, and *community facilities*. Both provide important linkages for pedestrians and cyclists, while linear parks provide further opportunities for small-scale recreational activities and additional programming. While greenways shall typically be a minimum of 12.5 metres in width, linear parks are encouraged to be a minimum of 25.0 metres in width.

5.6.3 Waterfront

The waterfront, the geographic extent of which is identified on Map 6 of this Plan, shall be approached as follows:

- a) Barrie's waterfront, as the City's premiere natural resource, will be protected and managed in an environmentally responsible manner for future generations.
- b) Development adjacent to the waterfront shall achieve a standard of design excellence, in accordance with Section 3 policies, including Section 3.2.4.3.
- c) The waterfront shall be a social and cultural focal point within the City's open space network.
- d) To create a high-quality experience while protecting the environment, opportunities for temporary and seasonal uses that enhance the public experience without permanently removing City-owned land may be permitted on the waterfront at the discretion of the City; these uses include but are not limited to: restaurants, food retail, food truck lay-bys, kiosks, pop-up patios, vendors, temporary markets, performance and exhibit spaces, and other year-round or seasonal tourism activities, which may require a temporary use permit.
- e) Waterfront parking lots will be utilized year-round to transform the waterfront into an all-season destination.
- f) The City shall promote the development of the waterfront along Kempenfelt Bay and Little Lake as a continuous major public open space system, and no City owned land will be disposed of in these areas.
- g) The City will acquire privately owned lands to expand the public waterfront over time.



- h) Buildings adjacent to Kempenfelt Bay will be designed to maintain physical accessibility to the waterfront for all users along existing streets and trails, and may include the requirement for pedestrian access through development proposals.
- i) The City will encourage commercial uses separated by public land adjacent to the waterfront, will provide facilities for boaters, and will permit marinas and marine-related uses.
- j) Opportunities to naturalize portions of the shoreline along the waterfront will be pursued in balance with providing visual and physical access to the water.

5.6.4 Cemeteries

- a) Cemeteries may be acknowledged by the City as opportunities for passive recreational trails for pedestrians or cyclists when compatibility with existing requirements governing cemeteries exist and when they are in a location to provide connection to the open space network, greater mobility network, and/or *active transportation* network.

5.6.5 Utility and Infrastructure Corridors

- a) Utility corridors, which present an opportunity within a large right-of-way for passive parkland, other *Greenspace* purposes and areas for natural habitat, are encouraged to be used in these ways subject to the utility company's easement rights.

5.6.6 Stormwater Management Facilities

- a) Publicly owned *stormwater management facilities*, identified on Map 6, constitute a part of the *Greenspace* network. New *stormwater management facilities* shall incorporate a naturalized design in accordance with the City-Wide Urban Design Guidelines.

5.7 Connecting Greenspace and the Natural Heritage System

The City has opportunities for improved connectivity between the *Natural Heritage System* and *Greenspace* areas. Opportunities identified for connectivity are as follows:



- a) The City will encourage opportunities to improve connectivity between parks and the other *Greenspace* and *Natural Heritage System* open spaces illustrated on Map 6 of this Plan, through the development review process.
- b) The City will enhance connectivity of the *Natural Heritage System* with surrounding municipalities and along the shoreline of Kempenfelt Bay and Little Lake to contribute to the *Natural Heritage System* and *Greenspace* network.
- c) The City will enhance connectivity of the *Natural Heritage System* on both public and private lands through the identification of opportunities as seen on Map 6 and through the development application process.
- d) During the planning of infrastructure projects, the City will enhance connectivity between *Natural Heritage Systems*, especially across Highway 400, to accommodate the movement of animals and native plants across the city where development and/or *redevelopment* is proposed.
- e) The City will identify accessible connections from the waterfront to downtown Barrie and will promote continuous and accessible public access throughout the city.

5.8 Parkland Dedication

While the City currently provides significant parkland resources for existing residents, growth and *intensification* may place increased pressure on existing parks and increase the demand for new ones.

5.8.1 Collecting Parkland and Cash In-Lieu of Parkland

The collection of parkland and cash-in-lieu of parkland shall proceed in accordance with the provisions of the Planning Act, and as per the parkland objectives and targets established in the Parks and Recreation Strategic Master Plan, Parks and Trails Master Plan, Waterfront and Marina Strategic Plan and Master Parkland Agreement. The collection of parkland or cash-in-lieu of, shall occur in accordance with the following policies:

- a) Parkland dedication through the development process shall be used to maximize the establishment of parks, to complement existing parkland resources, and to provide important linkages that contribute to a healthy natural environment and healthy community.
- b) The City shall use the alternative requirement allowed by Section 42(3) of the Planning Act to help achieve its goals of providing adequate parkland throughout Barrie.



- c) The provision of new parkland for all new commercial and industrial developments shall be at the rate of 2% of the land.
- d) The dedication of parkland for all applicable developments that are not commercial or industrial shall be at the rate of 5% of the land.
- e) Cash-in-lieu of parkland dedications, or a combination of cash-in-lieu and parkland, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the Parks and Recreation Strategic Master Plan, Parks and Trails Master Plan, Waterfront and Marina Strategic Plan, Transportation Master Plan and Master Parkland Agreement.
- f) Lands containing the *Natural Heritage System* area illustrated on Map 2, major utilities such as TransCanada PipeLines Limited, Hydro One Networks Inc. etc., will not be accepted for the purposes of satisfying parkland dedication requirements.
- g) Any parkland conveyed to the City must be free of all encumbrances including, but not limited to utilities/utility boxes, servicing easements, vegetation/tree stands in poor condition, and underground parking facilities.
- h) To be considered for parkland dedication, the site should be highly visible, must have prominent street frontage and is recommended to be tableland.
- i) An internal network throughout a community provided as linear parks or greenways conforming to Section 5.6.2.6 of this Plan, to the satisfaction of the City, may be considered for parkland dedication, as long as each segment of the network has frontage on a public street.
- j) The development of public schools is exempt from the requirements for parkland dedication under the Planning Act.
- k) The City may consider alternative means for establishing new parkland and parkland improvements, including, but not limited to:
 - i) Land purchases;
 - ii) The provisions of Section 37 of the Planning Act, and as set out in Section 10.7 or the Community Benefits Charges By-law once it has been enacted; and,
 - iii) Seeking partnerships, conservation easements, and/or joint provision of land, for instance through the privately-owned publicly-accessible spaces (POPs) model.

6. Planning a Resilient City





6.1 Planning for Resilience

Resilience is the ability to adapt and evolve to respond to significant, systemic change, and recover quickly from challenges, threats, and adversity. The City is planning in advance – by preparing for future shocks and stresses, and developing systems to mitigate them – to allow the City to resume regular operations quickly and with minimal disruption. The policies of this section build on the urban design policies in Section 3 to highlight the key elements of a resilient city and provide guidance for how the City should adopt a standard process to respond to the challenges of an ever-changing world.

6.2 Objectives

- a) Continually work towards *resilience* to the impacts of climate change and work with other agencies to understand and respond to future environmental trends.
- b) Protect, improve, or restore the quantity and quality of municipal drinking water supplies.
- c) Strive to reduce the potential for future flooding events through pro-active stormwater management.
- d) Commit to delivering on the City's net-zero emissions by 2050 goal by building on and implementing City-led initiatives such as the Community Energy and Greenhouse Gas Emissions Reduction Plan.
- e) Adopt city-wide a *circular economy* approach to reduce waste, keep products and materials in circulation longer, and regenerate natural systems, thereby increasing economic and climate resiliency.
- f) Ensure that new development employs best management practices to protect the natural environment, protect water resources, and incorporate innovative solutions to mitigate the potential impacts of extreme climatic events.
- g) Provide efficient City services and operations with contingency planning in place for emergency scenarios.
- h) Become a more socially resilient community by being inclusive and welcoming for residents of all backgrounds and at all stages of life, to support greater community cohesion and build social capital that will be critical during disruptive events.
- i) Work with community partners to encourage and support the provision of housing across the entire housing continuum with the objective of ensuring that stable, *affordable* housing is attainable for all residents.

- j) Promote and encourage opportunities for a diverse workforce to become more economically resilient and adapt to changing labour needs and opportunities over time.

6.3 Community Resilience

The policies of this subsection provide direction on how Barrie, as a community, will become more resilient.

6.3.1 Climate Sensitive Design

- a) To mitigate the impact of climate change and contribute to community resilience, applications for development will:
 - i) Where appropriate, demonstrate through the application of the policies in this section and Plan, the use of design elements that help minimize and/or mitigate the impacts of climate change, contribute to community resiliency;
 - ii) Where appropriate, apply a *circular economy* approach to construction and building design through approaches that minimize waste and maximize reuse and resource regeneration;
 - iii) Be required to examine opportunities to support energy conservation and efficiency, protect and improve air quality, and enhance the city's tree canopy cover and vegetation to provide shade, reduce the urban heat island effect, trap pollution, and control run-off. This will be implemented through green urban design practices as described in Section 3 of the Plan; and,
 - iv) Be required, where appropriate, to minimize greenhouse gas emissions and reduce carbon footprint through low carbon and energy-efficient building design, including passive solar energy gain and other measures to maximize energy efficiency and conservation.
- b) The City supports and encourages the use of district energy systems, particularly in higher-density developments. Community-based alternative energy facilities such as micro-grids, combined heat and power, and electricity storage systems are also supported, where feasible. The City supports such district energy service models through the use of incentives for developers, in order to minimize the net energy consumption of new development.
- c) The City will reduce energy consumption, mitigate greenhouse gas emissions and promote renewable and alternative energy systems to meet its goal of net-zero emissions by 2051 through developing policies and programs for:



- i) Implementing energy conservation and greenhouse gas emission *mitigation* for municipally-owned facilities;
 - ii) Identifying and implementing opportunities for renewable and alternative energy generation and distribution;
 - iii) Developing and implementing energy demand management to reduce energy consumption and greenhouse gases;
 - iv) Establishing land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for low-carbon district energy; and,
 - v) Conserving energy by encouraging renovation and efficient design of buildings and development.
- d) All multi-unit residential and commercial developments, including plazas and shopping malls, municipal buildings and facilities, and parking lots, are encouraged to provide rough-ins for electric vehicle charging infrastructure, and may be required to provide charging infrastructure through a City by-law.

6.3.2 Urban Forests

- a) The City will encourage the planting of urban trees and vegetation as a sustainable design element to improve the energy efficiency of buildings, reduce the urban heat island effect, reduce noise pollution, improve air quality, sequester carbon, stabilize soils, and improve health and wellbeing. This may be done through the development of an Urban Forests Master Plan, which would include a city-wide tree canopy target.
- b) The City will protect the stock of existing trees to the greatest extent possible, ensure the opportunity for the maturation of new trees, and strive to expand urban tree canopy coverage by partnering with other interested agencies towards the broader goal of facilitation of carbon capture.
- c) Replacement and compensation planting will be required, as per the Lake Simcoe Protection Plan (LSPP), for trees removed up to two years prior to a development application being submitted.
- d) The City will prioritize the protection of mature, healthy trees, and preserve mature large-canopied species to the greatest extent possible.
- e) The City may require developers to plant additional trees and expand forest diversity to improve urban canopy coverage, provide shade for heat dissipation, and improve energy efficiency of buildings.

- f) A tree protection plan that identifies, preserves, and compensates for tree removal shall be required as part of a development application as per the City’s Tree Protection Manual and the LSPP. The tree protection plan shall be completed by a suitably qualified professional and its provision for native tree species must be consistent with the Official Plan’s design policies and the City-Wide Urban Design Guidelines.

6.3.3 Food Security

- a) The City will promote social and economic resiliency through access to healthy food, including the pursuit of urban agriculture and food production in public and private spaces.
- b) The City will explore opportunities for urban food production and harvesting in existing municipal parks and other open spaces through community-based initiatives such as community gardens and by using municipal planting beds to incorporate edible plants.
- c) The City shall promote lands for uses which will provide healthy food options – such as a community garden, community kitchen, or farmer’s market – within the *Urban Growth Centre*, *Strategic Growth Areas*, and lands designated as Community Hub.
- d) To support improved food accessibility within the *Urban Growth Centre*, the City will:
 - i) Continue to support the success of a Farmer’s Market in close proximity to the waterfront and pursue a permanent installation space; and,
 - ii) Encourage and permit the establishment of community kitchens, food co-ops, and pop-up food vendors.

6.4 Social and Economic Resilience

As part of preparing Barrie for the future and ensuring social and economic resiliency, the City needs to take measures to ensure that attainable *housing options* are available to all residents, including for those in need of *deeply affordable* housing. The City also needs to ensure that access is provided to *public service facilities* and that the components of a *complete community* are established/maintained to achieve overall community wellness and prosperity.

6.4.1 Vulnerable Populations

- a) The City will seek to understand, protect, and plan for the unique needs of equity-seeking groups and *vulnerable populations*, such as the provision of publicly accessible washrooms and drinking water.
- b) The City will support the retrofitting of lands and buildings to support *vulnerable populations* to ensure spaces, services, and infrastructure are available to meet the needs of all residents through all stages of life.
- c) The City will encourage and support the provision of all housing types across the housing continuum as shown below to ensure the range of housing required to service the entire population is attainable. To help diversify Barrie’s housing stock, and with specific attention to *vulnerable populations*, the City will support measures to find permanent housing solutions for all citizens both through the policies of this Plan and through financial incentives offered through programs such as *community improvement* plans, as described in Section 9.6 of this Plan.

THE HOUSING CONTINUUM



Figure 2: Housing Continuum (Source: Canada Mortgage and Housing Corporation, 2020)

- d) The City will support and establish, where appropriate, the facilities for providing temporary emergency shelters, as well as cooling and warming stations throughout the City.
- e) The City will ensure all municipal buildings and facilities meet or exceed the provincial accessibility standards and policies to ensure equitable access to them, especially during times of crisis.

6.4.2 Affordable Housing

- a) The City will take measures to ensure that *housing options* meet the needs of all residents.

- b) The City will explore partnership opportunities between the County of Simcoe, housing providers and agencies, private developers, as well as community groups, to provide innovative *affordable housing options*, including *deeply affordable* housing.
- c) As a measure of social and economic resiliency, the City will plan for and support the provision of attainable and *affordable* housing to meet the diverse needs of the city's residents, regardless of age or circumstance, so that all people can call Barrie home.
- d) All development proposing ground-related housing, including single-detached, semi-detached, and street townhouse dwellings, shall include design options that provide purchasers the ability to have two residential units within the main building and/or an additional residential unit in an ancillary structure.
- e) The City shall encourage the provision of an appropriate range and mix of *housing options* and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this:
 - i) Development and *redevelopment* applications occurring outside of *Employment Areas* and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an *affordable* housing report. The report will be prepared in accordance with the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or *redevelopment* provides housing to meet the needs of current and future residents;
 - ii) Innovative and non-traditional housing types, arrangements, and forms will be encouraged where residential land uses are permitted to facilitate *intensification* and the creation of *affordable* housing units, subject to the Zoning By-law, including but not limited to: ancillary units, life lease housing, shared accommodations, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, and inclusive and accessible housing for people with special needs;
 - iii) All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of *affordable* housing units;
 - iv) All new residential development and *redevelopment* in Medium Density and High Density land use designations shall provide 10% of their housing units as *affordable*, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger; and,
 - v) Consideration will be given to alternative parking ratios and development standards, the creation of a cash-in-lieu fund dedicated to *affordable* housing,



and/or other alternative provisions of the implementing Zoning By-law to assist in the provision of *affordable* housing units.

6.4.3 Diverse Workforce and Talent

- a) To help attract new employers to the City and ensure existing employers have access to the talent they need, the City will take measures to become more resilient to economic shifts and to support industry and the education and training of a skilled workforce.
- b) To enhance community safety, including the safety of equity-seeking groups, the City will consider the principles of equity, diversity, and inclusion in the design of public, semi-public, and private spaces.
- c) The City will ensure there is a sufficient supply of *Employment Area* lands to support the growth of industrial-type jobs and industry and will plan to accommodate non-industrial jobs on appropriately designated lands.
- d) The City will promote a wide range of employment to create opportunities for post-secondary school graduates and entry level jobs, thereby retaining talent that can help the city continually innovate and be prepared for future uncertainty and market shifts.
- e) The City will work with Georgian College, Royal Victoria Hospital and other training facilities and major employers to promote educational opportunities within the community that reflect current and future employment needs and encourage talent attraction and retention.
- f) Neighbourhoods throughout the city will be planned to encourage business opportunities, including *home occupations*, thereby dispersing employment throughout the city in different sectors and creating resiliency for economic shifts.

6.4.4 Designing for Safety and Crime Prevention

- a) The City encourages the integration of natural surveillance techniques into new development through the placement of physical features and programming of spaces in a way that maximizes visibility and traffic, and fosters positive social interactions amongst users of private and public spaces (e.g., creating clear sightlines through the combination of proper placement of low-lying shrubs, lighting designs, and window placements).



6.5 Resource Resilience

As Barrie grows, it will continue to need safe, accessible, and clean drinking water that will serve the community and its growing population. This resource will be protected by identifying designated vulnerable areas and implementing new risk management practices that benefit both community health and ecosystem health.

6.5.1 Drinking Water Policies

- a) The City will protect, improve, or restore the quality and quantity of water by protecting all municipal drinking water supplies and designated vulnerable areas including sensitive surface water features and sensitive ground water features, and their *hydrologic functions* through restrictions on development and *site alteration*.
- b) The City will continue to protect the city's drinking water sources through the development review process by requiring new development to minimize stormwater volumes and contaminant loads, by incorporating *low impact development* measures when appropriate, and by encouraging an increase in the vegetation and use of native flora species.
- c) All new developments must be designed to minimize road salt pollution, including through:
 - i) The minimization of impervious surfaces, such as parking lots, roadways, and sidewalks; and,
 - ii) Site grading and drainage designed to reduce ponding.
- d) To protect vulnerable areas, identified on Map 7 of this Plan as wellhead protection areas, intake protection zones and issues contributing areas, all run-off, with the exception of clean run-off, is to be directed outside of vulnerable areas or to storm sewers.
- e) In reviewing development proposals, the City shall protect, improve, or restore the quality and quantity of water and water-related resources through an integrated watershed management approach.
- f) Development and *site alteration* shall be restricted in or near sensitive surface water features and sensitive ground water features, such that these features and their related *hydrologic functions* will be protected, improved, or restored.



- g) *Mitigation* measures and/or alternative development approaches may be required in order to protect, improve, or restore sensitive surface water features, sensitive ground water features, and their *hydrologic functions*.

6.5.1.1 Groundwater Protection

The City of Barrie relies on groundwater sourced from a deep aquifer through a number of wells and a surface water treatment plant which takes water from Kempenfelt Bay. Map 7 identifies areas where the variety of permitted land uses may be limited in order to protect groundwater resources from overuse, contamination, and other threats that may hinder existing and future drinking water supply. The following policies apply:

- a) The City shall work in partnership with the County of Simcoe, adjacent municipalities, local conservation authorities, provincial ministries, the Health Unit and other partners to protect, maintain, and enhance groundwater and surface waters by:
 - i) Minimizing and preventing the potential *negative impacts* of land use practices or development on groundwater, and,
 - ii) Restricting or limiting development and land use, when they pose a drinking water threat, on lands containing wells and wellhead protection areas identified on Map 7.
- b) The City shall require a risk assessment and/or hydrogeology analysis, where appropriate, where there is potential for a proposed development to pose significant risk to a vulnerable aquifer.
- c) If a risk assessment and/or hydrogeology analysis is required, the study shall be completed to the satisfaction of City and in consultation with the respective conservation authorities, where appropriate, to address the following:
 - i) Existing groundwater quality and local hydrogeological setting;
 - ii) Nature of any predicted adverse impacts;
 - iii) The ability to eliminate or effectively mitigate these impacts; and,
 - iv) The proposed *mitigation* measures.
- d) A risk management plan to the satisfaction of the City and the risk management official will be required for a development or land use that could pose significant drinking water threats from the establishment, operation or maintenance of a system that collects, stores, transmits, treats, or disposes of waste or *sewage*.

- e) In association with a proposed development, the City may require a source protection disclosure report when a significant drinking water threat could result from the following activities:
 - i) The application, handling and/or storage of commercial fertilizer;
 - ii) The application, handling and/or storage of pesticide;
 - iii) The application, handling and/or storage of road salt;
 - iv) The storage of snow;
 - v) The handling and storage of fuel;
 - vi) The handling and/or storage of untreated septage;
 - vii) The handling and/or storage of a dense non-aqueous phase liquid;
 - viii) The handling and/or storage of an organic solvent; and,
 - ix) The handling of farm animals.
- f) In any area where a future *small on-site septic sewage system* would be a significant drinking water threat, new development including or requiring this type of sewage system may only be permitted if the system is in conformity with the most current version of the Ministry of the Environment, Conservation and Parks' guidelines for individual on-site servicing (including in relation to minimum lot size).
- g) Any existing threats to drinking water will be managed through conformity with the South Georgian Bay Lake Simcoe Source Protection Plan.

6.5.1.2 Groundwater Recharge Areas

- a) Significant groundwater recharge areas, reflected on Map 7, are meant to improve or restore the quality and quantity of groundwater. A significant groundwater recharge area is an area identified:
 - i) As a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Policy Statement;
 - ii) As a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006 for the Lake Simcoe and Couchiching/Black River Source Water Protection Area; and/or,
 - iii) By the appropriate Conservation Authority, in partnership with the Ministry of Environment, Conservation and Parks and Ministry of Natural Resources and

Forestry, as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.

- b) Development and *site alteration* within a significant groundwater recharge area identified in policy 6.5.1.2(a)(i) and policy 6.5.1.2(a)(iii) shall be supported by a Hydrogeological Study which demonstrates that the quality of groundwater in these areas, and the function of the recharge areas, will be protected, improved, or restored.
- c) Development and *site alteration* within a significant groundwater recharge area shall be supported by a risk assessment or a hydrogeological assessment which demonstrates that the quality of groundwater in these areas, and the function of the recharge areas, will be protected, improved, or restored.

6.5.1.3 Vulnerable Areas

- a) To encourage and promote water conservation measures and build awareness of best practices for preventing contamination or overuse, the City will work in partnership with the County of Simcoe, adjacent municipalities, local conservation authorities, and the source protection authorities within the South Georgian Bay Lake Simcoe Source Protection Region, provincial ministries, the Health Unit and other partners.
- b) Areas of vulnerability for drinking water sources are identified on Map 7 to this Plan, including wellhead protection areas (WHPAs), intake protection zones (IPZs), and issues contributing areas. Map 7 is intended to be used as an overlay to the land use designations found on Map 2.
- c) Proposed expansion, alteration or *redevelopment of existing uses* in areas where an activity is or would be a significant drinking water threat may only be permitted if the risk management official (RMO) determines the use is designated for the purpose of Section 59 of the Clean Water Act.
- d) Where their activity would cause a significant drinking water threat, new *sewage treatment facilities*, waste disposal sites, wastewater treatment or *stormwater management facilities* shall not be permitted in vulnerable areas.
- e) New *small on-site septic sewage systems* shall be prohibited within Wellhead Protection Area A, as delineated on Map 7.
- f) As presented on Map 7, in any issues contributing area outside of Wellhead Protection Area A, new development including or requiring a *small on-site septic sewage system* may only be permitted if the sewage system is in conformity with the most current version of the Ministry of the Environment, Conservation and Parks' guidelines for individual on-site servicing (including in relation to minimum lot size).



- g) Expansions of existing *public service facilities* that are located in areas of vulnerability for drinking water sources as identified on Map 7 may be permitted where no feasible alternative is available and where the risk is reduced as a result of the expansion.
- h) The City will require mandatory connection to municipal waste water systems in vulnerable areas where the on-site *sewage* system is a significant drinking water threat.
- i) To allow for the implementation of recommendations of an assessment report, all commercial, institutional, open space, and medium- and high-density residential uses located within vulnerable areas identified on Map 7 shall be subject to site plan control.

6.5.1.4 Design Guidelines in the Issues Contributing Areas

- a) The design of parking lots, roadways, sidewalks and walkways shall minimize the need for road salt application (e.g., eliminate ponding), and the implementation of salt management measures are required.
- b) Expansions or retrofitting of existing *stormwater management facilities* and wastewater treatment facilities may be permitted in vulnerable areas where such expansion or improvement will result in a reduction or elimination of an issue or threat.

6.5.1.5 New Municipal Wells

- a) Within the wellhead protection area, new municipal drinking water wells shall mitigate through location and other measures any potential impacts related to permitted and *existing* uses. Designations that permit uses that involve threat activities that may constitute a significant drinking water threat shall be avoided.
- b) In cases where a new municipal drinking water well is proposed, the City shall endeavour to acquire land or easements over land within a 100.0 metre radius of any new municipal well, or maintain control over the activities through land use restrictions.

6.5.2 Water Conservation

- a) The City encourages developers to exceed Ontario Building Code minimums for water conservation by applying progressive nationally-recognized sustainable design standards.
- b) Where appropriate, the City will incorporate greywater reuse in City-owned facilities and encourage greywater reuse in private developments.

6.5.3 Rehabilitation of Contaminated Sites

- a) Where a *brownfield site* is identified as a contaminated site, the City shall encourage the clean-up of brownfields to:
 - i) Protect the general health of the community;
 - ii) Mitigate potential impacts of brownfields on environmental features, such as the municipal aquifer;
 - iii) Promote *intensification* in areas that have access to existing municipal infrastructure, social and recreational activities; and,
 - iv) Revitalize properties to create pride and enjoyment in core neighbourhoods.
- b) Where a change to a more *sensitive land use* (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City shall require the following conditions be met prior to final approval of the development application:
 - i) A site risk assessment and/or remediation shall be conducted by the owner to the satisfaction of the Ministry of Environment, Conservation and Parks and City requirements; and,
 - ii) A record of site condition and certificate of property use in accordance with the Environmental Protection Act shall be prepared for contaminated sites and filed for public access with the Environmental Site Registry.
- c) Where a change to a more *sensitive land use* (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City may:
 - i) Where applicable, establish conditions of planning approval for any planning application to ensure satisfactory verification of suitable environmental site condition is received as per policy 6.5.3(b);
 - ii) Where applicable, impose a holding provision to be removed following the satisfactory verification of suitable environmental site condition, as per policy 6.5.3(b); and,
 - iii) In instances where the City is deeded land for public highways, road widening, parkland, stormwater management, easements, or for any other *public use*, the City may require evidence as a condition of the transfer that no environmental contamination has occurred on the subject lands, or that the lands have been satisfactorily remediated in accordance with policy 6.5.3(b).



6.6 Infrastructure Resilience

Infrastructure includes the physical structures (facilities and corridors) and natural elements that form the foundation for service delivery and development. All infrastructure and assets to be owned, operated, or maintained by the City must be designed in alignment with current strategic asset management policies. The following Official Plan policies apply:

6.6.1 Infrastructure and Environmental Protection

- a) Public utilities, including sanitary *sewage* facilities, *stormwater management facilities*, municipal water, electricity generation facilities and transmission and distribution systems, hydro corridors, the TransCanada pipeline, telecommunications/communications infrastructure, or any other utilities may be permitted within any land use designation of this Plan.
- b) Wherever possible, public utilities/facilities and underground LID features should not be located on lands designated *Natural Heritage System* and *Greenspace* as identified on Map 2 of this Plan. Where the location of public utilities/underground LID features on lands designated *Natural Heritage System* and *Greenspace* is the only feasible option and shown to be efficient, cost effective, and in the public interest, an environmental impact study may be required at the City's discretion as part of a development application if the proposal is not subject to an environmental assessment process.
- c) The City encourages the use of green infrastructure, which includes natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

6.6.2 Development Control

- a) Expansions to the existing serviced area shall progress logically from the extremities of the existing system outwards to the City boundaries, as needed, and in accordance with phasing policies.
- b) Infrastructure, including wastewater, water facilities, and gas pipelines, should be planned and located in conjunction with the street right-of-way or existing infrastructure corridors.

- c) New development shall not be permitted on individual on-site *sewage* services where municipal *sewage* services and municipal water services are not provided. Expansions or additions to existing development on individual on-site *sewage* services may be permitted only when they do not exceed the capacity of the existing on-site system and where they do not constitute a significant drinking water threat. Development will be required to connect to municipal services when they become available.
- d) The provision and expansion of 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. Infrastructure planning will take into account the utilization of existing services.
- e) Development in the City shall be dependent upon the availability of sanitary *sewage* capacity in the City's wastewater treatment facility. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations.
- f) Subject to the other applicable policies of this Plan, industrial uses on lands within designated *Employment Areas* get precedence for servicing allocation over other land uses when it has been determined that infrastructure capacity limitations exist.
- g) Subject to the applicable land use designation policies of this Plan, non-residential uses on lands designated Commercial District, Strategic Employment and Economic District, and Community Hub shall take precedence over other land uses where it has been determined that infrastructure capacity limitations exist.
- h) Proposed industrial or commercial uses may be required to install a property line maintenance access hole and/or sampling port for the purpose of collecting isolated, discreet sanitary sewer samples.
- i) The design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.
- j) Where required, the City will review and comment on proposed *renewable energy* projects when consulted by *renewable energy* project proponents in accordance with the Renewable Energy Approval (REA) process under the Environmental Protection Act.
- k) All studies regarding stability, safety, and integrity of any and all structures shall be completed to the satisfaction of the City.

6.6.3 Waste Management

- a) In order to provide for a sustainable, efficient, and effective method of managing waste that benefits the environment, the City shall:



- i) Pursue a pro-active approach focused on long-term planning, continuously improving the efficiency of programs and infrastructure, and increasing overall waste reduction through a Sustainable Waste Management Strategy; and,
- ii) Use the following *circular economy* pillars as guidelines for waste management:
 - a. Reuse, which involves extending the life cycle of materials and products;
 - b. Recycle, which maximizes the recycling captured for process;
 - c. Consume, which minimizes food wastage from all sources; and,
 - d. Recover, which identifies the economic value of waste and maximizes local energy benefit from waste streams.
- b) In the review of development applications, the City will evaluate the proposal against development design guidelines for the management and storage of solid waste onsite. Requirements include:
 - i) providing adequate space for waste to be separated in different streams;
 - ii) providing appropriate loading and maneuvering space for waste collection vehicles; and,
 - iii) ensuring other appropriate best practices for on-site solid waste management are implemented.
- c) With respect to the overall design of a waste management facility, the following policies apply:
 - i) A strip of trees shall be maintained where possible around the perimeter of the site, to buffer *adjacent lands* as well as protect from encroachment of surrounding lands;
 - ii) The City shall endeavour to employ modern and cost effective methods of waste disposal to minimize odour, provide for proper venting, and control leachate;
 - iii) The City encourages the incorporation of sustainable design elements into waste management facilities;
 - iv) Proposed land uses adjacent to and in proximity to a waste management facility should be assessed as to their compatibility with the waste management operation;
 - v) Rehabilitation should occur shortly after completion of a landfill site to minimize erosion, odour, and wind-borne litter and dust; and,



- vi) Upon full rehabilitation of the landfill site, public open space, recreational, or environmental protection uses are permitted as-of-right and no other uses will be permitted.

6.6.4 Stormwater Management

- a) All new development shall utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible.
- b) The City maintains the right to control stormwater on site.
- c) Applications for development or *site alteration* may need to be supported by a *stormwater management plan*, prepared in accordance with the City's current terms of reference. The *stormwater management plan* shall include:
 - i) A characterization of existing environmental conditions on a sub-watershed basis, consistent with any relevant sub-watershed evaluations, if available;
 - ii) An evaluation of the cumulative environmental impact of stormwater from existing and planned development;
 - iii) An evaluation of change to the water balance;
 - iv) A determination of the effectiveness of existing stormwater management works at reducing the *negative impacts* of stormwater on the environment, including consideration of the potential impacts of climate change on the effectiveness of the works;
 - v) An examination of any stormwater retrofit opportunities that have already been identified by the municipality or the Lake Simcoe Region Conservation Authority for areas where stormwater is uncontrolled or inadequately controlled;
 - vi) The identification of additional stormwater management retrofit opportunities or improvements to existing stormwater management works that could improve the level of treatment within a particular *settlement area*;
 - vii) A description of existing or planned programs for regular maintenance of stormwater management works;
 - viii) An identification of the recommended approaches for stormwater management, including *low impact development*, as per Section 6.6.5 of this Plan; and,
 - ix) An implementation plan for the recommended approaches.



- d) Stormwater runoff volume and pollutant loadings from *major development* shall be reduced by:
 - i) Encouraging implementation of a hierarchy of source, lot-level, conveyance, and end-of pipe controls;
 - ii) Encouraging the implementation of innovative stormwater management measures;
 - iii) Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;
 - iv) Supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce contaminants; and,
 - v) Supporting implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.
- e) In order to facilitate effective stormwater management for development proposals and draft plans of subdivision, the City may:
 - i) Acquire land;
 - ii) Undertake public works; or,
 - iii) Impose appropriate conditions for the preparation of a *stormwater management plan* for the proposed development.
- f) *Stormwater management facilities* for development proposals shall not be located on lands designated *Natural Heritage System* or *Greenspace* unless in accordance with provincial policy. Existing *stormwater management facilities* that are located on lands designated *Natural Heritage System* or *Greenspace* may be recognized in the implementing Zoning By-law.
- g) Natural drainage networks must be maintained to retain functional surficial drainage and *watercourses* and to support stormwater management infrastructure such as stormwater management ponds and in accordance with the Lake Simcoe Protection Plan.
- h) *Stormwater management facilities* may be integrated with elements of the public realm, including streetscapes, where possible. They should be designed to serve both a functional and aesthetic role and their design should conform to the City's Stormwater Management Facility Design Guidelines.
- i) A hierarchy of design treatments should be developed to address the various conditions of stormwater management pond design and location, including urbanized edges.

- j) Where lands are under private ownership, reasonable access shall be provided to *watercourses* for maintenance purposes. The City shall seek to acquire lands through which a *watercourse* flows as a condition of development approval.
- k) The City shall endeavour to control flooding in all hazard lands and areas where erosion or bank instability is evident and shall seek to acquire such lands by dedication.
- l) Where necessary, existing stormwater ponds shall be retrofitted for quality and quantity controls in order to meet City standards and the requirements of provincial and watershed policy.
- m) Where existing stormwater ponds are online, they shall be retrofitted to separate the facility from the *watercourse* where feasible.
- n) New development shall be directed to areas outside of hazardous lands that are flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the regional storm or the 1:100 year storm.
- o) Temporary ponding on flat roofs and the creation of green roofs will be encouraged in high-density residential, select institutional, commercial and industrial developments. Parking lot detention storage areas may be considered in these types of developments.
- p) A *stormwater management plan* or report must be reviewed and approved by the Ministry of Transportation for those developments located adjacent to or in the vicinity of a provincial highway.
- q) Development and *site alteration* proposed within wellhead protection areas and significant groundwater recharge areas as shown on Map 7, will require a stormwater management report, shall incorporate best management practices, and be designed to:
 - i) Minimize the reduction of groundwater recharge;
 - ii) Maintain groundwater quality; and,
 - iii) Promote aquifer recharge by among other things means of runoff retention or detention ponds.

6.6.5 Low Impact Development

Low impact development (LID) is defined as a stormwater management strategy that is intended to mitigate the impacts of increased runoff and pollution by managing runoff as close to its source as possible. The following policies apply:

- a) An application for *major development* within the municipality shall be accompanied by a *low impact development* evaluation as part of an overall stormwater management report. For the purposes of this policy, *major development* is defined as a proposal with a



proposed impervious area of greater than 500.0 square metres. This evaluation shall be prepared by a qualified professional to the satisfaction of City staff and local Conservation Authority prior to any planning approvals or the issuance of permits under the regulations passed through the Conservation Authorities Act.

- b) The *low impact development* evaluation described in 6.6.5(a) above must:
- i) Demonstrate that the quality and quantity of surface and groundwater in the area will be maintained and/or enhanced using *low impact development* techniques;
 - ii) Demonstrate that there will be no *negative impacts* on any *ecological function* or aquatic feature that depends on the contributing surface or groundwater, including *wetlands*, *watercourses*, and *fish habitat*, and,
 - iii) Be prepared in accordance with the following:
 - a. The Provincial Policy Statement;
 - b. The Lake Simcoe Protection Plan;
 - c. Applicable Ministry of the Environment, Conservation and Parks guidelines;
 - d. Lake Simcoe Region Conservation Authority's technical guidelines for stormwater management submissions;
 - e. South Georgian Bay Lake Simcoe Source Protection Plan;
 - f. The City's infiltration LID guidelines;
 - g. Nottawasaga Valley Conservation Authority planning and regulation guidelines; and,
 - h. Barrie's Comprehensive Stormwater Management Master Plan, prepared in accordance with the Lake Simcoe Protection Plan.
- c) Proper agreements shall be established in order to ensure that the *low impact development* strategy or technique will be employed and maintained. The following agreements or legal instruments where appropriate shall be required as a condition of approval:
- i) Subdivision or consent agreement;
 - ii) Condominium agreement;
 - iii) Site plan agreement;
 - iv) Purchase and sale agreements for lands owned by the municipality; and,
 - v) Covenants under the Conservation Land Act.



- d) City Council may enact by-laws under the Municipal Act to help implement the approved *low impact development* strategy. Existing fill or *site alteration* by-laws may be amended or updated to include the *low impact development* requirements.
- e) The City may pass a by-law under the Municipal Act that would establish a stormwater utility fee based on the percentage (%) of impervious surface of a property. The by-law may also allow for a reduction or elimination of the fee for landowners where sufficient *low impact development* strategies have been employed and maintained to the satisfaction of the municipality in consultation with the Conservation Authority.
- f) *Low impact development* measures will be required as part of best management practices for development applications requiring stormwater management, where appropriate.
- g) The City will accept green roofs as providing open space and amenity areas for new developments within the *Urban Growth Centre* and within *Strategic Growth Areas*. This provision will be detailed in the implementing Zoning By-law to facilitate this allowance.

7 ■ Planning a Prosperous City



7.1 Planning for Prosperity

This section of the Plan describes a policy framework designed to facilitate economic prosperity in Barrie. This framework is primarily focused on employment land uses. The associated land use designations for these employment uses are found in Section 2.6 of this Plan.

This section also explores the retail sector, ensuring the City is prepared to deal with its transformation. Other aspects of the City's prosperity relate to tourism, culture, financial investment and incentives, innovation and overall labour force availability and readiness through supporting a strong education system.

The policies of this section describe municipal efforts to direct investment through *community improvement* plans and the potential to establish a community planning permit system. The following policies apply:

7.2 Objectives

- a) Transform Barrie into a premiere destination for business investment by supporting a broad range of employment uses through a clear land use policy framework.
- b) Strengthen Barrie as a regional employment hub that supports industry clusters to facilitate economic competitiveness, business development, and economic growth.
- c) Plan for economic diversity to ensure all residents are able to pursue local employment in an economy that is resilient to economic shifts and able to adapt to change. To achieve equitable economic growth, the City shall strive for an activity rate of at least one job for every two residents by planning for an appropriate range of employment uses and maintaining an adequate supply of *Employment Area* lands.
- d) Establish clear *Employment Area* land use designations to preserve employment lands for industrial land uses and protect *Employment Area* lands from encroachment by non-industrial uses.
- e) Support the expansion of post-secondary education institutions recognizing that an educated and well-trained work force is one of the key components of economic prosperity.
- f) Support existing retail and establish a framework to respond to changes in the retail sector to ensure the overall vitality of the sector and minimize any *negative impacts* to the City's economy.



- g) Promote and strengthen the tourism and cultural sectors through the recognition of the importance of the downtown and waterfront and encourage the use of other areas across the City for gathering, celebration, recreation, and community spaces.
- h) Provide investment and financial incentives to encourage growth and development within key planning areas across the City, and establish a framework to support the preparation of a community planning permit system to allow the City to be agile in responding to changing needs within *Employment Areas* and potentially other areas of the City.
- i) Plan for growth in a co-ordinated and integrated manner to ensure municipal financial stability.
- j) Encourage the development of infrastructure that supports the tourism sector including hotels, convention, and arts and entertainment facilities.
- k) Commit to building economic capital by working with businesses to improve the productive, sustainable, and innovative use of resources, while designing out waste and pollution and committing to a low-carbon economy.

7.3 Tools to Support Economic Growth

This section of the Plan provides a broad overview of the land use planning tools that can be used to support Barrie's economy. The following policies apply:

7.3.1 Structure of Land Use Designations

This Plan shall apply the structure of land use designations Employment Area – Industrial, Employment Area – Non-Industrial, Employment Area – Restricted Industrial, Strategic Employment and Economic District (SEED), and Commercial District to attract and facilitate growth of new and emerging industries, support established industries, promote the clustering of like employment uses, and protect lands within designated *Employment Areas* for long-term use.

7.3.2 Community Planning Permit System

The Planning Act enables municipalities to implement a community planning permit system (CPPS) as an alternate avenue for approving development. The implementation of a CPPS, the process for which is detailed in Section 9.5.12, may allow for more cost effective and expedient



processing of development applications. This Plan envisions the development of a CPPS for the city's *Employment Areas*.

7.3.3 Community Improvement Plans

This Plan envisions the continued use of *community improvement* plans to support the *redevelopment* of underutilized areas such as contaminated industrial lands (*brownfield sites*) or underutilized commercial lands (*greyfield sites*). *Community improvement* plans may also complement any in effect CPPS to support the (re)development of employment lands. Further, this Plan envisions the continued use of *community improvement* plans to address housing need, whether it be *affordable* housing, *supportive housing*, emergency housing, or attainable housing. *Community improvement* plans will be guided by Section 9.6 of this Plan.

7.3.4 Tourism and Culture

Tourism and culture are tools to support economic growth that are guided by the following policies:

- a) The City will continue to promote tourism and attract people to the City through events, experiences, overall lifestyle, and the attractiveness of the City.
- b) The stronger connections to the waterfront from other areas of the city and through various modes of travel will encourage use of the waterfront year-round.
- c) Use of the waterfront parks and parking areas will be encouraged year-round for events and venues.
- d) Winter city considerations, in accordance with the City-Wide Urban Design Guidelines, will be used to ensure greater success for the events when planning for outdoor events along the waterfront and in the downtown area.
- e) To encourage tourism events and use of the waterfront in the winter, main parking areas along the waterfront will be used for temporary markets and structures to provide shelter.
- f) Pop-up retail, markets, and food trucks will be permitted using temporary permits throughout the winter months.

7.3.5 Post-Secondary, Creative, and Knowledge-Based Clusters

This Plan envisions the expansion of existing and establishment of new clusters of economic activity related to post-secondary education, as well as to creative and knowledge-based industries. One such cluster has been recognized by the establishment of the *Strategic Growth*

Area/Employment Area around the Duckworth Street/Highway 400 interchange, as identified on Map 1, and the purposeful use of the Strategic Employment and Economic District land use designation within that *Strategic Growth Area/Employment Area*. This Plan seeks to leverage the co-location of health services in the Duckworth Street/Highway 400 area to establish a health services industry cluster. While the cluster already exists, the use of the Strategic Employment and Economic District designation in this *Strategic Growth Area/Employment Area* seeks to attract and support the development of knowledge-based businesses (e.g., laboratories and research and design centres) related to health services industry. It is envisioned that the establishment of such a cluster will have positive spill-over effects, attracting knowledge-based businesses related to other industries.

This Plan also seeks to establish an economic cluster within the *Strategic Growth Area* established along on the Dunlop Street corridor, between Highway 400 and the *Urban Growth Centre*, as identified on Map 1. Lands within this *Strategic Growth Area* are designated Strategic Employment and Economic District to recognize the transition of this area from residential to mixed-use. This transition can be observed in the establishment of business and offices in homes along the Dunlop Street corridor. Further, the segments of Dunlop Street and Anne Street that are within the SGA are identified as an *Intensification Corridor*. This allows for the gradual increase in density from the Highway 400 interchanges and the *Urban Growth Centre*. The City may support the establishment of this industry cluster through a *community improvement plan*, a secondary plan, or an *Urban Growth Centre Master Plan*.

7.3.6 Employment Area Land Conversions

By recognizing that maintaining its employment land base is part of Barrie's economic resiliency, this also means that appropriate guidance is needed if these employment lands are proposed for conversion to a non-employment use. These conversions will be guided by the policies below.

- a) Lands within *Employment Areas* may be converted to a designation that permits non-employment uses only as part of a *municipal comprehensive review* process. The consideration of conversion will only be supported when the following criteria are satisfied:
 - i) There is a need for the conversion;
 - ii) The lands are not required over the horizon of the Plan for the employment purposes for which they are designated;
 - iii) The City will maintain sufficient *Employment Area* lands to accommodate the forecasted employment growth to the horizon of the Plan;



- iv) The conversion to non-employment uses will not adversely affect the overall viability of the *Employment Area* or the achievement of the minimum density and *intensification* targets of this Plan; and,
 - v) There are existing or planned infrastructure and *public service facilities* to accommodate the proposed uses.
- b) Prior to the next full *municipal comprehensive review*, lands within the existing *Employment Areas* may be converted to a designation that permits non-employment uses, provided that:
- i) The conversion would satisfy the requirements of policies 7.3.6(a)(i), (iv) and (v) above;
 - ii) The conversion would maintain a significant number of population-related jobs on those lands through the establishment of development criteria to permit the conversion;
 - iii) The conversion is supported by a record of site condition, as per the Environmental Protection Act, if the lands are changing to a more sensitive use; and,
 - iv) The lands subject to the conversion are not part of a provincially significant employment zone/area.

8. Planning a Cultural City





8.1 A Cultural City

Barrie is a diverse place in terms of its residents, history, and geography. This Plan identifies and promotes opportunities to create and enhance gathering and celebration spaces to allow residents to connect to each other, their shared history, and Barrie's rich natural heritage resources. This Plan also seeks to protect and maintain *cultural heritage resources* and foster inclusion as the city becomes home to an even more diverse population. The following policies apply:

8.2 Objectives

- a) Establish a strong sense of shared community identity and civic pride through celebration spaces, public art, and programming of public spaces.
- b) Continue to be an open, welcoming, inclusive community.
- c) Acknowledge that Barrie is covered by the Williams Treaty, Treaty 16 and Treaty 18, and that we are all treaty people.
- d) Protect and celebrate the history of Barrie by preserving landscapes, sites, buildings, and stories of cultural or historical significance.
- e) Create public spaces for gathering and celebration which help create a cultural identity, sense of place and vibrancy and enhance the downtown.
- f) Animate public streets through place-making, particularly in the *Urban Growth Centre* and *Strategic Growth Areas*, with an emphasis on local identity.

8.3 Shared Community Identity

To build a shared sense of community identity, Barrie's residents must have the opportunity to connect, share stories, create relationships, and get to know their city. Key to achieving this goal is public spaces. To facilitate community building, this Plan identifies celebration spaces and gathering spaces through the city. Celebration spaces are intended to facilitate large-scale community events, while gathering spaces provide opportunities for neighbourhood level community building and connection. Celebration spaces and gathering spaces are identified on Map 8. The following policies apply:



8.3.1 Celebration Spaces

- a) Barrie will be planned to have public spaces, referred to as celebration spaces, across the city to provide opportunities for a wide range of activities for large-scale activities such as festivals or concerts. These celebration spaces are to provide the community with a place to nurture a cultural identity and sense of place;
- b) Barrie will encourage the development of hotels in the vicinity of celebration spaces and shall connect these lands with destination signage to ignite and support tourism; and,
- c) Barrie will strive to provide wireless connection technology and utility services to strategic celebration spaces to encourage public gathering and tourism.

8.3.2 Gathering Spaces

- a) Gathering spaces include those traditional municipal parks and open spaces that have been designed for passive recreational use by the public, as well as modern spaces (such as urban squares) that have been found more in medium- and high-density areas. Gathering spaces should be well-designed for *public use* and may or may not be programmed.

8.3.3 Public Art

- a) To recognize and celebrate public art as it pertains to placemaking and civic pride, development proposals shall identify opportunities for the inclusion of public art. Public art projects may be contemporary, classical, Canadian, or international and are encouraged to connect to, celebrate and honour local diversity, multiculturalism, historical figures, and Indigenous and Métis histories.
- b) The City of Barrie will prioritize engaging with First Nations, Métis, and Barrie residents to ensure that the City of Barrie appropriately honours past and current residents through art commissioning.
- c) Public art installations shall be pursued through the development approvals process as prescribed in the Community Benefits Charges By-law once enacted and the City's public art policies.

8.3.4 Welcoming Community

- a) Barrie will become a more welcoming community by facilitating the development of more *affordable* housing and creating opportunities for economic prosperity, as set out in Sections 2, 6, and 7 of this Plan.

- b) Libraries, other institutional uses and recreational opportunities will be planned throughout the city's neighbourhoods as Community Hubs by integrating those uses and opportunities with a mix of uses and providing important community gathering and service centres for all residents and visitors.

8.4 Celebrating History

Barrie's identity builds from its rich and diverse history. Provincial protection of Barrie's *cultural heritage resources* are provided through several documents, including the Ontario Heritage Act (which outlines and upholds the process for designating both individual properties and *heritage conservation districts*) and the Provincial Policy Statement (which defines *cultural heritage landscapes*). As Barrie grows into a mid-sized city, it is important to balance *intensification* with the preservation of *cultural heritage resources*. The following policies guide the preservation of Barrie's cultural and historical landscapes, resources and built forms to ensure they are properly identified, preserved, and protected for future generations:

- a) Significant built *cultural heritage resources* and significant *cultural heritage landscapes*, as per the Provincial Policy Statement, shall be *conserved*.
- b) *Cultural heritage resources* and *cultural heritage landscapes* are to be identified and protected over the long term.
- c) A register of *cultural heritage resources* ('Register') of all known properties of cultural heritage value or interest, which may include properties designated under Part IV of the Ontario Heritage Act, as well as properties which may have cultural heritage value or interest but have not yet been evaluated nor designated per the Ontario Heritage Act, shall be established and maintained.
- d) Conservation initiatives will be developed and implemented in collaboration with property owners, local residents, special interest groups, government agencies, and First Nations and Métis communities, where appropriate.
- e) Government programs will be leveraged to assist in the implementation of heritage conservation policies.

8.4.1 Heritage Designations

- a) To better conserve, protect, and enhance Barrie's *cultural heritage resources*, the City will support and encourage the designation of individual properties under Part IV of the Ontario Heritage Act.

- b) City Council must first consult with the Municipal Heritage Committee before giving notice of its intention to designate a property or to repeal a by-law designating a property or part thereof.
- c) Areas which together form or represent a unique historic character or *cultural heritage landscape*, such as part or all of a historic neighbourhood(s) identified on Map 8 of this Plan, may be considered for designation as a *heritage conservation district* under Part V of the Ontario Heritage Act.
- d) Prior to the designation of a *heritage conservation district*, the City will prepare and adopt a *heritage conservation district* plan in accordance with the regulations and guidelines established by the Ministry of Heritage, Sport, Tourism and Culture.
- e) Before preparing a *heritage conservation district* plan, the City may adopt a by-law under Section 40.1 of the Ontario Heritage Act, designating a heritage conservation study area for up to one year. The by-law may prohibit or set limitations within the heritage conservation study area on the alteration of property, as well as the erection, demolition or removal of buildings or structures.
- f) The City may adopt by-laws, the terms and conditions of which the City may prescribe, to create grants or loans to help owners pay for the whole or part of the cost of altering a property designated under the Ontario Heritage Act.

8.4.2 Development and Site Alteration

- a) Development and *site alteration* shall not be permitted on protected heritage lands containing *cultural heritage resources* and on *adjacent lands* – including applicable lands and resources identified in the Register; lands adjacent to an applicable property identified in the Register; and applicable lands identified as part of a *cultural heritage landscape* – until it has been demonstrated, through a heritage impact assessment or equivalent completed to the satisfaction of the City, that the heritage attributes will be *conserved*.
- b) For lands in the Register that contain *cultural heritage resources* but are not protected under the Ontario Heritage Act, and for *adjacent lands*, any proposed development may need to be supported by a heritage impact assessment or appropriate study, completed to the satisfaction of the City, to determine how the heritage attributes of the resource can be protected and *conserved* or how their loss can be mitigated.
- c) For development and *site alteration* on lands and *adjacent lands* where there are *cultural heritage resources* that are not yet recognized under the Ontario Heritage Act or listed in the Register, those resources shall be protected and *conserved* in accordance with this Plan, which may require that the proposed development be supported by a heritage impact assessment or equivalent.



- d) For development and *site alteration* on lands and *adjacent lands* where there are potential *cultural heritage resources*, the City may request the completion of a *cultural heritage resource* evaluation report in support of the application.
- e) The adaptive re-use of any heritage property that is listed but not designated is encouraged to avoid the property falling into disrepair or being abandoned.

8.4.3 Historic Neighbourhoods

- a) By virtue of their groupings of historic buildings and streetscapes, historic neighbourhoods are areas with cultural heritage character that are recognized as valuable *cultural heritage resources*, but have not yet been individually evaluated nor considered appropriate for designation under the Ontario Heritage Act. The city's historic neighbourhoods are identified on Map 8 of this Plan.
- b) New development within *intensification* areas, as identified in Map 1 and in Sections 2.2 and 2.3 of this Plan, that are part of a historic neighbourhood shall be integrated into and (re)enforce the historic character of the area as per the direction provided in the City-Wide Urban Design Guidelines.
- c) Where there is any cultural heritage value or interest, development on lands within these neighbourhoods may be required to provide a historic character impact evaluation (HCIE), completed to the satisfaction of the City. The HCIE will evaluate whether the development is context sensitive to protect the character of the neighbourhood by assessing elements such as:
 - i) Lot frontage, area, configuration and coverage;
 - ii) Setbacks;
 - iii) Building type, height and massing;
 - iv) Materials and finishes;
 - v) Architectural design and character; and,
 - vi) Transitions.
- d) The Dunlop Historic Streetscape Corridor, identified on Map 8 of this plan, is of strategic importance to the City as it provides a unique sense of place, is an economic driver, and highlights Barrie's past. Until such time as a new Downtown Master Plan or equivalent is completed and in-effect, all development along this historic corridor must:
 - i) Be supported by a heritage impact assessment or equivalent to determine if *cultural heritage resources* are present;

- ii) Demonstrate how the *cultural heritage resources* are being incorporated into the proposed development or why doing so is technically not feasible;
 - iii) Incorporate, wherever feasible, the façade of the existing historic building; and,
 - iv) Complement the existing historic character of the surrounding buildings and be consistent with their historic architectural styles, facades and treatments where it is determined that the existing historic elements cannot be preserved.
- e) Applications for development within historic neighbourhoods shall identify opportunities for the enhancement of views and improved connections to the waterfront.
 - f) To protect the streetscape of historic neighbourhoods, of which mature trees are a key element, tree preservation plans may be required to support development within historic neighbourhoods.
 - g) All applications for development on lands within historic neighbourhoods shall satisfy the policies in Section 3 of this Plan, and any applicable City-Wide Urban Design Guidelines, as demonstrated through an urban design brief.

8.4.4 Archaeological Resources

- a) Archaeological assessments by archaeologists licensed under the Ontario Heritage Act, carried out in accordance with the Standards and Guidelines for Consultant Archaeologists, shall be required as part of a development application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision approval, or consent, and any application under the Planning Act or any public works undertaking where there is potential for *archaeological resources* including marine *archaeological resources*.
- b) As per the Provincial Policy Statement, 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*.
- c) Zoning by-law provisions may be utilized wherever possible for the protection of *cultural heritage resources* by regulating the use, bulk, form, location, setbacks, impacts to *archaeological resources*, and other matters of development.
- d) Prior to approval of applications under the Planning Act, where the subject lands contain *archaeological resources* or *areas of archaeological potential*, applicants shall provide to the City a copy of the completed archaeological assessment report(s) for heritage resource register purposes and a letter issued by the Ministry of Heritage, Sport, Tourism and Culture indicating that the report recommending no further concern has been entered into the Ontario Public Register of Archaeological Reports.



- e) Should *archaeological resources* or burial sites associated with Indigenous Nations be found through assessment or during the development process, then the City shall prioritize and engage with Indigenous Nations for all matters regarding their historical heritage.
- f) Where *archaeological resources* are documented and found to be Indigenous in origin, a copy of the archaeological assessment report shall be provided by the consultant to the appropriate Indigenous Nations.
- g) Where *archaeological resources* of interest to Indigenous Nations are identified, preservation of the site is preferred and all potential options to preserve the site must be considered.
- h) Where the preservation of a site containing Indigenous archeological resources is not possible, the City, the development proponent, and the consultant archaeologist (in an advising role) shall engage at the earliest possible moment with the appropriate Indigenous Nations to identify interpretive and commemorative opportunities to ensure the long-term protection of any archeological resources.
- i) If archaeological artifacts are discovered during the development or *site alteration* of a property, the proponent must cease development activities at the location immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.
- j) Where archaeological artifacts of cultural heritage value or interest are discovered in the course of an archaeological assessment in support of a development application, the City will encourage the licensed archaeologist to request direction from the Minister of Heritage, Sport, Tourism and Culture Industries to deposit the artifacts at no charge in an appropriate public or Indigenous institution, under Section 66(1) of the Ontario Heritage Act.
- k) When burial places are identified during the development process or are encountered during any excavation activity, the provisions of the Funeral, Burial and Cremation Services Act, Ontario Heritage Act and the relevant regulations must be followed. Licensed archaeologists shall be involved in heritage burial assessments for delineation of boundaries and excavations if required. Appropriate provincial ministries and authorities will be notified.
- l) Where ancestral remains of interest to an Indigenous Nation are identified, the City supports the right for that Indigenous Nation to hold a ceremony with an Indigenous Elder on the development site.

- m) Where appropriate, the City will encourage the communication of archaeological discoveries to residents through innovative architectural and/or landscape architectural design, public education, public art, or other public realm projects.
- n) Barrie may consider undertaking the preparation and completion of a cultural heritage and/or archaeological management plan to assist in identifying sensitive cultural and archaeological areas including cemeteries and burials within the City, which is to include but not limited to:
 - i) Comprehensive mapping and inventories of significant *built heritage resources*, significant *cultural heritage landscapes*, and *areas of archaeological potential*;
 - ii) Identification and evaluation of cultural heritage and *archaeological resources*;
 - iii) Strategies for conserving and enhancing these identified resources;
 - iv) Programs to foster interpretation and promotion; and,
 - v) Education and public participation in cultural heritage conservation.

8.4.5 Demolition Control

- a) To ensure the protection of unidentified built *cultural heritage resources*, the City will establish a Demolition Control By-law for those historic neighbourhoods identified on Map 8 of this Plan. The Demolition Control By-law shall, at minimum, require that all demolition permit requests within a historic neighbourhood be supported by a cultural heritage assessment and/or heritage impact assessment, if deemed appropriate by staff.
- b) Where a building or structure on a *protected heritage property*, or a *cultural heritage resource* designated under the Ontario Heritage Act, is proposed to be demolished, the City may require all or any part of the demolished building or structure to be given to the City for re-use, archival, display or commemorative purposes, at no cost to the City.
- c) Where an application for development requires that a designated *cultural heritage resource*, or the heritage attributes of a *protected heritage property*, be irrecoverably damaged, dismantled, relocated, or moved, City Council can direct the proponent to have a qualified heritage professional prepare, to the satisfaction of the City, archival documentation prior to the approval of a demolition permit. The archival documentation shall identify all significant heritage attributes deemed to have cultural heritage value. City Council shall ensure that significant records and documentation will be located in an appropriate repository, such as a municipal archive or library.
- d) The City shall conduct an annual review of *cultural heritage resources* designated under the Ontario Heritage Act to ensure they are regularly maintained and not abandoned or left to fall into a state of disrepair. The City shall review demolition permit applications to



ensure designated properties which have been abandoned or left in a state of disrepair are not destroyed.

- e) The City shall explore any and all opportunities to take possession of designated properties that have been abandoned or left in a state of disrepair, including by expropriation.

9. Implementation





9.1 Implementation Policies

- a) The goals and policies of this Plan and any amendments made to it shall be implemented by the City through the powers enabled by the Planning Act, the Municipal Act, and any other applicable provincial statutes.
- b) Following the adoption of this Plan, a new Zoning By-law shall be enacted to establish land use zones and development standards that are consistent with the intent of this Plan.
- c) It is intended that the City will undertake an integrated approach to asset management that is aligned with City Council's strategic priorities, financial policies, land use policies and master plans. As such, the City will prepare a capital works program, asset management plan, and appropriate master plans to assess its immediate and long-term requirements as well as major expenditures.

9.2 Amendments to the Plan

- a) Amendments may be made to this Plan in accordance with the Planning Act to revise it and/or incorporate new objectives, policies, and specific designations. The City shall, in accordance with the Planning Act, review and revise the Plan as required to ensure that it conforms to provincial plans or does not conflict with them; has regard to matters of provincial interest; and is consistent with the Provincial Policy Statement.
- b) In preparing and adopting all amendments to this Plan, notice of all public meetings shall be given in accordance with the Planning Act.
- c) The City may specify requirements for special studies to be undertaken for Official Plan amendment applications. Any special study shall be carried out at the applicant's expense and the Official Plan amendment application shall include payment of a fee to provide for the peer review of the study by a qualified professional selected by the City.
- d) Editorial changes that do not alter the interpretation or meaning of the policy or policies in this Plan may be made without formal amendment. These editorial changes include but are not limited to correcting or modifying numbering, correcting spelling or grammatical or typographical errors, adding/modifying illustrations or figures, adding/modifying appendix content, and/or adding/modifying explanatory footnotes.



9.3 Non-Conforming Uses

- a) Any existing land use that does not conform to this Plan should transition to a permitted land use. However, nothing in this Plan shall interfere with the continuation of a land use which is legally existing at the time of the passing of this Plan (i.e., a non-conforming use).
- b) In some instances, it may be desirable to permit the extension or enlargement of such a non-conforming use provided other aspects of the Plan can be satisfied, such as safe access, parking requirements and protection of the natural environment.
- c) Notwithstanding any other policies of this Plan, legal non-conforming retail and commercial uses located within the Employment Area – Industrial land use designation may not be permitted for extension or enlargement.
- d) Non-conforming uses located within environmental protection areas, hazard lands, or environmentally sensitive areas shall be discouraged from extensions and expansions unless otherwise permitted by this Plan.

9.4 An Effective Approach to Reviewing Development Proposals

9.4.1 Pre-Consultation Requirements

- a) The City requires a pre-consultation meeting for any development or related planning application. The pre-consultation process precedes the filing of any formal application. The specific reports/studies that are required to be submitted together with the application will be identified at the pre-consultation meeting.

9.4.2 Complete Application Requirements

9.4.2.1 Neighbourhood Meeting

- a) The City requires an informal neighbourhood meeting prior to an application for an Official Plan amendment or Zoning By-law amendment or an application for plan of



subdivision approval.¹ The applicant is required to host a neighbourhood meeting in conjunction with planning staff from the City.

- b) Applicants must address the feedback received through the public consultation process in the planning justification report (required as part of a complete application) by:
 - i) Detailing how the comments have been addressed in the submission; and,
 - ii) Providing justification as to why comments have not been addressed in the submission.
- c) Notice of the meeting is sent by regular mail to property owners located within 240.0 metres of the subject lands and emailed to residents of the applicable ward who have signed up to receive corporate e-bulletins.

9.4.2.2 Required Studies In Support Of Development Applications

In order for a development application to be considered complete in accordance with Sections 22, 34, 41, 51 or 53 of the Planning Act, the City may require any of the following submittals or studies to be prepared by a qualified, registered, and/or licenced professional:

- a) Correspondence from the pre-consultation meeting validating the required studies;
- b) Digital plans according to City specifications;
- c) Planning justification report, except for applications for new aggregate operations;
- d) Functional servicing report;
- e) Record of site condition;
- f) Stormwater management report;
- g) Master environmental servicing plans;
- h) Environmental impact study;
- i) Environmental assessment study;
- j) Risk assessment and mitigation plan;
- k) Tree protection plan²;

¹ This requirement was established by City Council Resolution 14-G-225.

² Tree protection plans must be completed by a registered forester or landscape architect.



- l) Traffic impact study³;
- m) Interim growth assessment;
- n) Agricultural capability assessment;
- o) Fisheries impact study;
- p) Archaeological assessment;
- q) Marine archaeological assessment;
- r) *Community facilities* impact study;
- s) Heritage reports:
 - i) Heritage impact assessment;
 - ii) Cultural heritage evaluation report;
 - iii) Historic character impact evaluation (HCIE); and,
 - iv) Cultural heritage resource evaluation report;
- t) *Affordable* housing report;
- u) Urban design brief;
- v) Foundation design plan;
- w) Placemaking brief;
- x) Aggregate potential assessment and/or aggregate license compatibility assessment;
- y) Wellhead protection area – risk assessment report;
- z) Geotechnical report;
- aa) Phosphorus budget;
- bb) Sub-watershed impact study/Sub-watershed impact statement conformity report;
- cc) Source protection disclosure report;
- dd) Hazard lands/slope and soil stability report;
- ee) Noise/vibration impact analysis;

³ In the traffic impact study, capacity shall be analyzed from a multi-modal perspective, focusing on facilitating movement of people, rather than solely on the throughput of vehicles.



- ff) Odour/dust/nuisance impact analysis;
- gg) Illumination study;
- hh) Shadow/shading study;
- ii) Wind study;
- jj) Market study;
- kk) Fiscal evaluation and staging of development, including analysis of municipal revenues and expenditures and total cost of ownership of the assets to be assumed by the City, and including multiple design options with a variety of total cost of ownership scenarios;
- ll) Energy conservation and efficiency evaluation;
- mm) Coastal engineering studies;
- nn) Source water information form;
- oo) Trail impact study;
- pp) Landscape plan;
- qq) Edge management plan; and,
- rr) Any other study that is deemed necessary by the City based on the pre-consultation meeting or through the processing of development applications, to fully assess the impacts of the proposed development.

9.4.2.2.1 Specific Application Requirements for Mid-Rise Built Form

Without prejudicing the other submittals and studies that will be determined through a pre-consultation meeting, development applications for mid-rise buildings may be required to include the following:

- a) Site context and block plan;
- b) Urban design brief;
- c) Functional servicing report;
- d) Pedestrian wind study; and,
- e) Sun/shadow study.



9.4.2.2.2 Specific Application Requirements for High-Rise Built Form

At a minimum, and without prejudicing the other submittals and studies that will be determined through a pre-consultation meeting, development applications for high-rise buildings must include the following:

- a) Site context and block plan;
- b) Urban design brief;
- c) Functional servicing report;
- d) Pedestrian wind study;
- e) Sun/shadow study; and,
- f) Applications for high-rise buildings may also be subject to a design review process. Design review is an independent process that can help to ensure a design's "fit for purpose" and provides a suitable response and contribution to the surrounding context and public realm.

9.4.2.3 Deeming an Application Complete

An application will be deemed complete by the City when:

- a) The applicable fee has been paid;
- b) The applicable development application form has been duly completed;
- c) When all required drawings have been submitted; and,
- d) When all required studies have been submitted to the City and it has been confirmed that the special studies address all matters in any established or agreed-upon terms of reference.

9.4.2.4 Public Notice Sign

As part of the complete application process, a public notice sign must be posted on the lands that are the subject of the application, in accordance with the City's sign requirements. The applicant is responsible for all costs associated with preparing and posting the public notice.

9.4.2.5 Public Meeting

As required under the Planning Act, a formal public meeting regarding the application will be held at Planning Advisory Committee. Notice of the public meeting is sent in accordance with the requirements of the Planning Act.



9.4.2.6 Decision and Notice, and Appeal to OLT

The City may make a decision and issue a notice of the decision in accordance with the Planning Act. The City may opt to not make a decision within the timeframe under the Planning Act for a decision. Those having a right of appeal to the Ontario Land Tribunal (OLT), or equivalent tribunal, would be able to file their appeal when allowed by the Planning Act.

9.4.2.7 Electronic Notices and Notifications

Under the Planning Act, the City may provide notice and/or notifications of any matter using electronic means such as, but is not limited to: radio broadcast, TV broadcast, broadcast to cell phones, group text messaging to cell phones, e-mail, web-based streaming services, the City's website, or any other website hosted by the City or hosted for the City, and any social media account of the City or managed for the City. These notices/notifications are intended for the purposes of supporting/facilitating stakeholder engagement and involvement.

9.4.2.8 Development Agreements and Final Approval

- a) The City and or the Committee of Adjustment may require, as a condition of approval that applicants enter into agreements as considered appropriate. Such agreements may be registered against the title of the subject lands and may take the form of a subdivision agreement, a site plan agreement or a development agreement. Items in an agreement could include but are not limited to the following:
 - i) Installation of necessary services, roads, and facilities;
 - ii) Payment of levies, fees, guarantees, and other financial obligations;
 - iii) Dedication of lands;
 - iv) That the placement of buildings, site facilities, landscaping, storm drainage and the massing, scale, and design be in accordance with the approved plans and elevations; and,
 - v) Other such matters as may be required by the City including the implementation of the urban design policies of this Plan and/or City-Wide Urban Design Guidelines.
- b) The City will issue its final approval when the applicant has satisfied all conditions of the decision and/or development agreement.
- c) Final approval must be issued before any occupancy can take place.



9.5 Guidance for Different Types of Development Applications and Land Use Controls

9.5.1 Growth Management Requirements Prior to Development in the Designated Greenfield Areas

In order to implement the policies of this Plan, and in particular Section 2, and in order to apply the principle of financial *sustainability*, applications for development shall only be finally approved (including the registration of subdivisions) and shall only proceed in accordance with the phasing policies of Section 9.5.2 when:

- a) City Council has satisfied itself that future growth can proceed in a financially sustainable manner as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, 2020 (FIA) as adopted by City Council, or as updated through the City's Long-Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City over the planning period. Development must be consistent with the assumptions and findings of the FIA, as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that City Council determines during a development review process that the assumptions of the FIA are not being adhered to, City Council may decide it is premature to grant approvals until suitable funding, consistent with the assumptions of the FIA, has been put in place.
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the Development Charges Act or any successor legislation, identifying and imposing charges applicable to the lands which are the subject of the application.

- c) The landowner(s) has entered into an agreement(s) with the City or been required to enter into an agreement(s) with the City, including development agreements in accordance with this Plan; or the landowner(s) has made other satisfactory arrangements with the City for the provision of funds or services or both in accordance with the policies of this Plan, recognizing that:
 - i) In order to reflect particular circumstances that may apply to an individual phase or phases of development, the City may require a separate agreement or agreements with the landowner(s) within each phase or phases;
 - ii) Landowners who have not entered into the original agreements referred to in policies 9.5.1(c) and 9.5.1(c)(i) shall enter into agreements that assume all the rights and obligations of the original agreements as applicable, as if they had been original signatories to that agreement; and,
 - iii) Notwithstanding the provisions of this section, such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval.
- d) The landowner(s) has become a member of the governing *Designated Greenfield Area* landowners association. Membership must be gained prior to the City accepting and processing a development application.
- e) Notwithstanding the provisions of this section, an application is deemed consistent with the assumptions of the FIA and not premature, even after a landowner(s) has entered into an agreement with the City.
- f) Any additional requirements of the City are satisfied.

9.5.2 Phasing

- a) The City will plan the provision of municipal services in a co-ordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's Long-Range Financial Plan and Infrastructure Master Plan, to ensure services are available prior to occupancy. Final development approvals shall:
 - i) Only be issued in accordance with the requirements of this Plan; and,
 - ii) Be in accordance with the requirements for the provision of services established in any required functional servicing plans.
- b) To achieve the objectives in this subsection, the City may, where necessary, use mechanisms, such as holding zones, conditions in subdivision agreements including



phasing or staging of development within plans of subdivision, traditional front-ending agreements, and credit agreements with extended payback periods.

- c) Development on *Designated Greenfield Area* lands shall proceed as per the phasing plan in Appendix 2 to this Plan.
- d) As per Appendix 2 of this Plan, infrastructure to support servicing may advance in a phase before development is permitted.
- e) To achieve the *intensification* target stated in Section 2.4.2 of this Plan, the City may exercise the use of holding by-laws as needed as a way to manage the pace of growth and development.
- f) When determining the phasing of development approvals on *Designated Greenfield Area* lands, the City will consider the following:
 - i) That the required infrastructure and *public service facilities* are approved through a master plan and can be implemented in a timely and financially viable manner;
 - ii) The development promotes *sustainability*, energy efficient design, and compact urban form, as well as contributes to the achievement of a *complete community* within developing neighbourhoods, including the provision of a full range of housing types, and employment opportunities, as required;
 - iii) Priority will be given to *intensification* proposals that utilize existing infrastructure and *public service facilities* with sufficient capacity;
 - iv) Absorption rate of new construction in previous phases and the demonstration, to the satisfaction of the City, that there is a need for additional phases of *Designated Greenfield Area* development; and,
 - v) That the approval of additional phases of *Designated Greenfield Area* development will not have an adverse impact on the achievement of the *intensification* target within the Built-Up Area.
- g) Draft approval of a plan of subdivision does not in itself constitute a commitment by the City or the applicable provincial ministry to provide access to the City's wastewater treatment facility, surface water treatment facility and groundwater treatment facilities. Draft plans may proceed to registration provided there is sufficient plant capacity and capability to serve the development. Infrastructure capacity will be allocated for new development on a priority basis at the time of payment of development charges.
- h) No final approvals such as registration of plans of subdivision or condominium will be given until the environmental assessment process is finalized to the satisfaction the City, which deals with the provision of water and *sewage* treatment services and confirms that

capacity exists within the approved environmental compliance framework, or agreements are in place for the expansion of such facilities to service the lands.

- i) Development shall proceed in accordance with the phasing plan in Appendix 2 for the new *Designated Greenfield Area* lands. Prior to the commencement of development in each phase, the policies of Section 9.5.1 shall be satisfied, required sub-watershed impact studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law.
- j) To ensure the timely build out of new neighbourhoods in the *Designated Greenfield Area*:
 - i) Development on lands subject to the phasing plan, as identified in Appendix 2 of this Plan, shall proceed in a sequential manner;
 - ii) Beginning with Phases 1E and 1W, development shall not proceed into the subsequent phase until 60% of the lands within any given preceding phase are subject to a registered M-Plan or equivalent level of approval, as determined by the City; and,
 - iii) Development in and across East (E) phases may happen and progress independently of development in and across West (W) phases.
- k) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City's sole discretion, the phasing may be re-evaluated to the satisfaction of the City. In such circumstances, the City may, at its sole discretion, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.
- l) The City will plan the provision of municipal services, including internal and external road infrastructure, with land use approvals in a comprehensive manner that involves the co-ordination of plans of subdivision, plans of condominium, site plans, the City's Long-Range Financial Plan, Transportation Master Plan, and Infrastructure Master Plan. In particular, final development approvals shall only be issued in accordance with:
 - i) The requirements of this Plan;
 - ii) The requirements for the provision of services established in any required functional servicing plans; and,
 - iii) The provision of roads infrastructure as established in any required traffic impact studies.



- m) Development approvals in the *Designated Greenfield Area* will further require that the following criteria, in addition to any other requirements, are satisfied:
- i) *Stormwater management facilities* shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
 - ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City;
 - iii) Any required public parks are prepared to an acceptable base condition as determined through the City's parkland standards and conveyed to the City, prior to the occupancy of development serviced by such parks; and,
 - iv) Required roads infrastructure is constructed or is secured to be constructed.
- n) To achieve the objectives in this Plan, the City may, where necessary, use mechanisms such as holding zones and conditions in subdivision agreements including staging of development within plans of subdivision.
- o) Subdivisions that are draft approved at the date of adoption of this Plan will be deemed to conform to this Plan and any associated or implementing applications.

9.5.3 Plans of Subdivision

The following policies shall apply to plans of subdivision:

- a) New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing *complete communities* while minimizing impacts on the City's existing property tax base.
- b) New plans of subdivision must be integrated with *adjacent lands*, subdivisions, and roads.
- c) New plans of subdivision must include traffic calming on local roads to improve the safety of all street uses and create a more uniform speed.
- d) New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that they do not adversely impact the *transportation system*, the natural environment, or adjacent land uses.



- e) New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, *sewage* disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other *community facilities*.
- f) The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency.
- g) New plans of subdivision must indicate the proposed use for all lots, blocks, and parcels within the subdivision.
- h) The City may require a subdivider of land to enter into one or more agreements to ensure the provision of the required works and facilities, as well as maintenance. Subdivision agreements shall be registered against the title of land to which they apply.
- i) Approval of draft plans of subdivision may include provisions which require a subdivider to satisfy certain conditions prior to final approval and registration of the plan of subdivision. The developer will be required to satisfy these conditions within a specified time period, following which the draft plan approval will lapse if the conditions are not satisfied. Extensions may be provided.
- j) The City shall ensure that the following measures are incorporated into subdivision agreements:
 - i) Keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;
 - ii) Where possible, removal of vegetation shall not occur more than 30 days prior to grading or construction;
 - iii) Put in place structures to control and convey runoff;
 - iv) Minimize sediment that is eroded offsite during construction;
 - v) Seed or sod exposed soils once construction is complete and seasonal conditions permit; and,
 - vi) Ensure erosion and sediment controls are implemented effectively.

9.5.4 Plan of Condominium

Development applications subject to draft plan of condominium, and as governed by the Condominium Act and the Planning Act, are subject to the following policies:



- a) The City must be provided easement when access to publicly-owned parcels is needed for maintenance, construction or repair of public facilities or utilities, for access by pedestrians or vehicles, or for protecting natural features or areas.
- b) An application for a phased condominium must demonstrate phasing to the satisfaction of the City, with all necessary easements and agreements for independent operation.
- c) The City may impose conditions that must be satisfied prior to final approval and registration of the plan of condominium, as authorized under the provisions of Section 51 of the Planning Act and with consideration to the Condominium Act. The applicant will be required to meet conditions of draft plan approval within a specified time period, failing which, draft plan approval will lapse.

9.5.4.1 Condominium Conversion

- a) The City shall consider applications for a condominium conversion under the City Council Condominium Conversion Policy. An application which would result in the conversion of rental housing to condominium ownership, may only be permitted where:
 - i) The rental vacancy rate for comparable units for Barrie has been above 3% for the preceding three years based on City or provincial data, and the proposed conversion will not reduce the rental vacancy rate for comparable units to below 2% for the City;
 - ii) The units are rented for above average market rent for the City, and the conversion will create *affordable* home ownership units; or,
 - iii) The conversion will rectify existing health and safety issues through the completion of building renovations, the cost of which would necessitate a permanent increase in rent levels above the affordability threshold.

The applicant must also satisfy the following:

- a) Submission of a detailed inspection report on the physical condition of the property by a qualified architect or engineer to the satisfaction of the City;
- b) Submission of an *affordable* housing report, prepared in accordance with the City's terms of reference;
- c) Tenants have the option to continue to lease their units following the approval of the conversion to condominium in accordance with the provisions of the Residential Tenancies Act; and,
- d) The owner enters into an agreement with the City which states that tenants may have first right to purchase their units or allows them to continue to rent despite the tenure of the building.

9.5.5 Consent to Sever

The intent and specific policies of this Plan and the implementing Zoning By-law shall guide the Committee of Adjustment when considering applications for the conveyance of land and granting of minor variances. The following policies shall apply:

- a) Consents to sever may be granted for *public uses* or public utilities as permitted in accordance with the relevant policies of this Plan.
- b) The Committee of Adjustment may include, where necessary, as a condition of severance or minor variance, conditions deemed appropriate and in keeping with the intent of this Plan.
- c) Consents to sever may be granted on residential lots dependant on individual septic systems subject to a condition that connection will be made to the municipal sanitary system when available at the expense of the property owner. When such consents are granted, approval will be required from the City.
- d) Consents shall not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.
- e) Consents shall not be granted for land which is subject to flooding, erosion or other physical hazards when the intended use of the parcel is for the erection of a permanent building or structure. This policy does not apply in the case of buildings or structures used for the purposes of erosion or flood control.
- f) Consents in urbanized areas may be permitted, however development is encouraged to take place by registered plans of subdivision, particularly if one of the following apply:
 - i) Where more than 10 building lots, including the retained parcel, would be created;
 - ii) Where the extension of a public road or a new road allowance would be required; and,
 - iii) Where the extension of municipal water or sewer is required.
- g) Consents shall be discouraged in favour of development by means of a plan of subdivision if it is apparent that an application for a severance could be one of several similar applications from the original holding.
- h) The Committee of Adjustment shall require, where necessary, as a condition of consent to sever, full road widening dedications from both the parcel to be severed and the parcel to be retained.

- i) The Committee of Adjustment shall require, where necessary, as a condition of consent to sever, an application for a tree removal permit for the parcel to be severed and the parcel to be retained.

9.5.6 Site Plan Control

Site plan control helps ensure that development in the urban environment takes place in a safe, efficient, convenient, and aesthetically pleasing manner, and that new development is compatible with existing neighbouring properties. The following policies apply:

- a) If a property is located within a designated site plan control area, then an application for site plan approval is necessary before any development can take place on that property.
- b) For context sensitive areas, buildings not subject to site plan control may still be required to be supported by elevation drawings that demonstrate satisfying the relevant policies of Sections 2 and 3 of this Plan and shall be built in accordance with the elevations.

9.5.6.1 Objectives

Site plan control shall be employed to ensure:

- a) That the massing, location, and exterior design of development is of high quality and generally compatible with adjacent uses and the natural environment.
- b) An efficient pedestrian and vehicular flow.
- c) The provision of sustainable, *transit-supportive*, and pedestrian-oriented design elements.
- d) The appropriate grading, alteration in elevation, or contour of the land; and the provision for the disposal of storm or surface water.
- e) Storage facilities, loading facilities, garbage disposal areas, parking areas and driveways are provided in an appropriate manner so as not to impede traffic flow and endanger pedestrians, and to facilitate a positive visual effect.
- f) The appropriate use of lighting, walls, fences, hedges, trees, shrubs, or other ground cover or facilities for the landscaping of areas to enhance land use compatibility and facilitate a safe and visually pleasing environment.
- g) The conveyance of road widenings and easements required by the City or a public utility.
- h) The provision and appropriate design of servicing.
- i) An aesthetically pleasing urban environment through the implementation of the design policies in Section 3 and of the City-Wide Urban Design Guidelines.

- j) Design elements are addressed on the exterior of and surrounding a building, including, but not limited to: character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, as well as sustainable design elements.
- k) The appropriate provision of interior walkways, stairs, elevators, and escalators to which members of the public have access from streets, open spaces, and interior walkways in adjacent buildings, and to do so in a barrier-free manner.
- l) Development of sustainable design elements on any adjoining highway under the City's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities.
- m) To ensure that facilities are designed to have regard for persons with disabilities.

9.5.6.2 Policies

All lands are designated as potential site plan control areas. The following policies shall apply:

- a) The City may, through by-law, designate any or all areas within any land use designation as a site plan control area.
- b) Where a site plan control by-law is in effect, approval of site plans shall be required in accordance with City policy prior to the issuance of a Building Permit.
- c) Minor additions, alterations or renovations to existing buildings or structures may not be subject to site plan control.
- d) Properties subject to site plan control shall be reviewed by the City in accordance with the City's site plan application process, the urban design policies in Section 3 of this Plan, other applicable policies of this Plan, and the City-Wide Urban Design Guidelines.
- e) The City may require, as a condition of site plan control, road widenings, day-lighting triangles and *Natural Heritage System* dedications. The location and extent of such widenings are described on Map 5.
- f) As a prerequisite or as a condition of approval of site plans, the City may require developers to provide sufficient information pertaining to any or all the items relating to the development of a site including but not limited to traffic, noise, pedestrian accessibility, functional servicing and environmental, tree preservation and shadow studies, and exterior design elements including but not limited to character, scale, appearance, massing, design features, roof pitch design, building materials, and screening of mechanical and electrical equipment.



- g) The City may require a developer of land subject to site plan control to enter into one or more agreements to ensure the provision of the required works and facilities as well as maintenance thereof. Site plan agreements shall be registered against the title of land to which they apply.

9.5.6.3 Development in Site Plan Control Area

Development or alteration of any lands that are designated within a site plan control area are subject to the site plan approval process, unless otherwise exempted by the City. Exemptions from the full site plan approval process may be considered for minor development and/or *site alterations* on lands subject to site plan control in accordance with this process and at the discretion of the City. Minor development and/or *site alterations* may include, but shall not be limited to, exterior building façade improvements/alterations, minor building additions, exterior patio additions, minor parking lot additions/alterations and temporary sales trailers. If the property is not located within a site plan control area, then the owner can proceed to apply for a building permit (subject to Zoning By-law confirmation and other applicable municipal requirements).

9.5.7 Zoning By-law Amendment

The City, when evaluating an amendment to the Zoning By-law, will consider the following criteria:

- a) Conformity with the Plan's land use designation and overall intent of the Plan.
- b) The inherent nature of the planned land uses and their potential for *negative impacts*, relative to any new proposed land use being sought by the amendment.
- c) The availability of servicing the proposed land use, if the servicing needs are significantly different that the planned/permitted land uses.
- d) The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed.
- e) How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.

9.5.8 Minor Variance

The Committee of Adjustment, when dealing with an application for minor variance, will be satisfied that the general intent and purpose of this Plan and the Zoning By-law would be maintained, and that the variance would be minor in nature and desirable for the appropriate development or use of the land, building, or structure.

9.5.9 Interim Control

By-laws may be passed by the City to direct the conduct of a review or study in respect of land use planning policies in the municipality, a secondary plan or in any defined area or areas thereof in accordance with the Interim control by-law provisions of the Planning Act. The duration of such by-laws shall not exceed one year; however, the by-law may be amended to increase the time up to one additional year.

9.5.10 Holding ‘H’ Symbol

The City may utilize the holding ‘H’ symbol and provisions of this Plan in accordance with the Planning Act. The holding ‘H’ symbol may be utilized in conjunction with any land use designation, to specify the use to which lands, buildings or structures may be put at such time as the holding symbol is removed by bylaw. A holding provision may be applied when the City has determined the specific land use for an area or parcel of land, but has determined that development of the lands for the intended use is premature until certain appropriate requirements and/or conditions are fulfilled. Any land within the City, whether developed or undeveloped, may be subject to holding provisions. Such requirements and conditions may include, but shall not be limited to, the following:

- a) Provision of adequate water, sewer, and other services as required for the proposed development.
- b) Appropriate phasing of the development.
- c) Completion of specific studies related to traffic, infrastructure, drainage and/or environmental issues, urban design, and/or archaeological.
- d) Entering into a subdivider’s agreement or site plan agreement or cost sharing agreement.

9.5.10.1 Lifting of the Holding Symbol and Provisions

- a) A by-law to remove the holding provisions may be passed only when the City is satisfied that the reasons for the use of the holding symbol no longer apply and/or have been met.
- b) Notwithstanding the generality of the foregoing in 9.5.10.1(a), in an area intended to be developed by means of plans of subdivision, the holding symbol may be removed only after the owner has entered into a subdivision agreement with the City.
- c) When lot creation occurs through the consent procedures of this Plan, the holding provisions may be removed when the developer has satisfied all of the conditions of approval including any requirements to enter into development agreements.

- d) Until such time as the holding symbol is removed, the by-law may permit an interim use. The interim use may include an *existing use* or another use which will not jeopardize the ultimate intended use.
- e) Any regulations applying to the lands during the period of the holding provision is in place may also be set out in the by-law.

9.5.11 Temporary Use

The City shall authorize the temporary use of land, buildings or structures where it is considered to be positive in nature and of minimal impact to the surrounding area. The following policies shall apply:

- a) The City may pass a by-law to authorize the temporary use of land, buildings or structures for any purpose set out in the by-law that might otherwise be prohibited. Such a by-law must describe the area affected and set an expiry date for the by-law of no more than three years after the passing thereof.
- b) The City may pass subsequent by-laws granting extensions of up to three years, however, once the by-law has lapsed, the use permitted by the by-law must cease and any use which continues will be viewed as an illegal use in regard to th' City's Zoning By-law.
- c) Notwithstanding the other policies contained in this Plan, temporary use by-laws may be passed provided the following requirements which are relevant to the specific application are fulfilled:
 - i) That the proposed development must be consistent with the temporary nature of the proposal;
 - ii) That the proposed use will be compatible with adjacent uses;
 - iii) That the size of the parcel of land or building to be used is appropriate for the proposed use;
 - iv) That services such as water, sewage disposal, and roads are sufficient;
 - v) That items such as noise, fumes, smoke, dust, odours, lighting and traffic generating capacity be considered to ensure that the impact of any such use will not be detrimental in regard to adjacent uses or the wider community;
 - vi) Where necessary, neighbouring uses will be protected by the provision of areas for landscaping, buffering or screening; appropriate setbacks for buildings, structures or uses; devices and measures to reduce nuisances; regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs; and,



- vii) That the by-law establishes suitable regulations in regard to setbacks, lot coverage, parking and other such matters as may be required either through the text of the by-law or by reference to the Zoning By-law.

9.5.12 Community Planning Permit System

As provided for in Section 70.2 of the Planning Act, the City has the ability to establish a community planning permit system (CPPS) which will set out the framework and process to establish a by-law.

- a) The City will utilize the appropriate provisions from the Planning Act to identify key areas of the community by area or land use category to be the subject of a CPPS.
- b) The purpose of establishing a CPPS is to provide a framework to ensure the City will be nimble and responsive to changes in the economy, by allowing development and *redevelopment* to occur within the parameters of the land use designation and Zoning By-law provisions with a certain amount of administrative discretion to allow variances without requiring other approvals.

9.6 Community Improvement Plans

The City recognizes the importance of supporting and encouraging new economic investment and a wide range of re-investments to realize the community vision and alignment with City Council strategic planning objectives. To that end, the City has the ability, as provided through Section 28 of the Planning Act, to advance *community improvement* planning to achieve certain social and community goals. One of the key benefits of *community improvement* planning is the ability of the City to provide financial incentives as stimulus.

- a) The entirety of the City is designated for community improvement. *Community improvement* plans (CIPs) will be implemented through the passage of a by-law designating a *community improvement* project area and through the preparation of a *community improvement* plan pursuant to the Planning Act.
- b) The City's broad intentions for *community improvement* are to support the planning or replanning, design or redesign, re-subdivision, clearance, development or *redevelopment*, construction, reconstruction and rehabilitation, built heritage preservation, improvement of energy efficiency or *mitigation* of greenhouse gas emissions, and provision of *affordable* housing within a *community improvement* project area. Within a *community improvement* project area, the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other

uses, buildings, structures, works, improvements or facilities, and/or spaces, as may be appropriate or necessary to achieve the improvement envisioned by the City will be encouraged. The improvement sought may be because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

- c) The City may designate a *community improvement* plan project area based on the provisions allowed through the Planning Act, with particular attention to social and community economic development reasons amongst others.
- d) A CIP will be implemented through the passage of a by-law designating a *community improvement* project area and through the preparation of a *community improvement* plan that sets out the goals of the program and establishes financial incentives to direct investment that is in keeping with key strategic priorities.
- e) During the preparation of a *community improvement* plan, the City will solicit input from the business community, affected residents, ratepayers and property owners, tenants, public bodies and agencies, the Province, and other interested parties in the preparation of a *community improvement* plan or amendments to a *community improvement* plan as may be required from time to time.
- f) The *community improvement* plan may be amended through a process as described in the Planning Act, to address any changes to the programs, the project area, or other provisions as required to align with any changes that may occur to the key strategic priorities as a way to respond to changes in the economy or otherwise.

9.7 Community Benefits

Following the undertaking of a community benefits strategy, the City may, by by-law, impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or *redevelopment* in the area to which the by-law applies.

- a) The community benefits that may be secured include, but are not limited to, the following:
 - i) Provision of *affordable* housing units;
 - ii) *Community facilities/services*;
 - iii) Arts and cultural facilities;
 - iv) Public art;



- v) Parks facilities and equipment (roof amenity should qualify as a part of in-kind benefit);
 - vi) Conservation of *cultural heritage resources*;
 - vii) Public access to facilities;
 - viii) Streetscape improvements on the public boulevard not abutting the site;
 - ix) Local improvements to transit facilities including pedestrian connections to transit facilities;
 - x) Amenities for *active transportation* such as pedestrian or cycling facilities;
 - xi) Land for other municipal purposes;
 - xii) Preservation and enhancement of the *Natural Heritage System*;
 - xiii) Enhanced on-site tree planting or landscaping;
 - xiv) Public parking facilities (at-grade and/or structures);
 - xv) Local improvements identified through *community improvement* plans;
 - xvi) Sustainable energy works and facilities; and,
 - xvii) Any public work, initiative or matter in compliance with this Plan.
- b) The following facilities, services, or matters are excluded from the requirement to provide community benefits:
- i) Entertainment facilities;
 - ii) *Supportive housing*;
 - iii) Tourism facilities;
 - iv) Hospitals and other major health care facilities;
 - v) Landfill sites and services;
 - vi) Facilities for the thermal treatment of waste; and,
 - vii) Buildings and facilities for the general administration for the City.
- c) Where community benefits are to be provided, they may be secured by letter of credit and/or in one or more agreements, which may be registered on title to the lands.



9.8 Future Studies, By-laws, Plans, and Strategies

It is the intention of the City to complete studies in the future that will lead to new By-laws, plans, and strategies. These will provide further direction to specific areas and topics of importance for Barrie's on-going maturation as a mid-sized city.

- a) All documents listed below and others of a similar nature and intent may be pursued by the City, based on budgetary approval of City Council. The following are intended to be prepared:
 - i) Community Benefits By-law;
 - ii) Secondary plans as deemed appropriate;
 - iii) Shoreline Master Plan;
 - iv) Resiliency strategy;
 - v) Community Energy and Greenhouse Gas Emission Reduction Plan;
 - vi) *Circular economy* action plan;
 - vii) Sustainable waste management strategy;
 - viii) Green development standards;
 - ix) *Active transportation* strategy;
 - x) Housing strategy;
 - xi) Residents guide to development applications;
 - xii) Archaeological management plan;
 - xiii) Parks and recreation strategy;
 - xiv) Complete neighbourhood strategy;
 - xv) Wayfinding strategy;
 - xvi) Cultural strategy; and,
 - xvii) Food security strategy.



- b) The City may pass other by-laws from time-to-time to implement and supplement the goals and objectives of this Plan.

9.9 Monitoring

- a) All development shall be monitored to ensure that:
 - i) Overall progression is in accordance with the community vision and founding principles of the Plan;
 - ii) The forecasts and targets of the Plan are being achieved;
 - iii) Density targets are being tracked;
 - iv) Development approvals align with the *intensification* target;
 - v) The health of the *Natural Heritage System* is being maintained and enhanced;
 - vi) Environmental and *sustainability* goals are being addressed;
 - vii) The appropriate provision of *affordable* housing is being met; and,
 - viii) The implementation of the Plan is being carried out in an appropriate, fiscally prudent manner in accordance with the principles of the Long-Range Financial Plan.
- b) Reports to City Council outlining the results of the monitoring program and updates on the Long-Range Financial Plan (LRFP) will be submitted to City Council on an annual basis. The reporting will include the status of the development charges fund, variances between planned and actual, and recommendations to address issues of concern.

10. Interpretation and Definitions



10.1 Interpretation

This document has been prepared as a policy guide for the long-range planning of the City. The text represents broad concepts and the land use designations and other information shown on the Maps of this Plan represent relationships rather than strict and absolute conditions.

Accordingly, unless specifically provided for in the text of the Plan, and so long as the overall intent is maintained:

- a) Land use designations shall be considered as representing predominant land uses and shall not preclude small pockets of other land uses consistent with the pertinent policies of this Plan.
- b) Boundary lines unless coinciding with specific major features such as roads, *watercourses* or railways, shall be construed as representing relationships between land uses, not exact geographic locations.
- c) Where new information becomes available, for example, through floodplain mapping, *Natural Heritage System* mapping, or as a result of a more detailed environmental impact study, the most up-to-date environmental protection area mapping shall take precedence in considering development applications. Under these circumstances, mapping or development limits may be amended without amendment to this Plan.
- d) Numbers and quantities, with the exception of population and employment growth targets, and *intensification* and density targets set by the Growth Plan, and built form requirements, shall generally be considered as approximate rather than absolute. However, consideration shall be given to the intent of the policy in which the number or quantity is quoted and it shall be determined that the intent is not compromised before any variance is granted from the number or quantity.
- e) The list of permitted uses in each of the land use designations should not be considered all inclusive. They are intended to illustrate general intent.
- f) Indication of municipal services or facilities in this Plan shall not be construed as a commitment by the City to construct or provide such services within a certain time frame. Rather such commitments shall be subject to the decisions of City Council in its annual capital budget considerations.
- g) All references to provincial statutes are based on the most current R.S.O. and include all applicable Regulations. If a term is not defined in the text of this Plan then the definition found in the Provincial Policy Statement, Growth Plan, Planning Act, Environmental Protection Act, Clean Water Act, and Lake Simcoe Protection Plan shall apply.

- h) If a requirement in this Plan is to be determined by the City, the expectation is that the required justification to accompany any development application will address all of the appropriate policies of this Plan and provide the professional opinion that would allow the Director of Development Services or their delegate to give proper consideration to those circumstances.

10.2 Definitions

If a term below is defined in a provincial document, the City has carried forward that term into the Plan to ensure consistency. Any other terms defined by the City are listed here, and if they are not listed here then the definition that appears in the Zoning By-law shall apply. Any other terminology has its regular, customary meaning. If clarification is needed, then it should be sought from the Director of Development Services. The defined terms of this Plan are as follows:

ACES-Ready: Ready for autonomous (ready for self-driving and driverless autonomous vehicles), connected (will allow vehicles to both send out and receive electronic information), electric (facilitate the convenient use of electric vehicles), and shared (recognize a shift towards ride-sharing which is anticipated to continue and grow).

Active Transportation: Human-powered travel, including but not limited to, walking, cycling, inline skating, and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adaptation: Includes any initiatives or actions in response to actual or projected climate change impacts and which reduce the effects of climate change on built, natural and social systems.

Adjacent Lands: Means:

- a) Those lands contiguous to existing or planned corridors and transportation facilities where development would have a *negative impact* on the corridor or facility. The extent of the adjacent lands may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;
- b) Those lands contiguous to a specific natural heritage feature or area where it is likely that development or *site alteration* would have a *negative impact* on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives; and
- c) Those lands contiguous to a protected heritage property or as otherwise defined in this Plan.

Affordable: Means:



- a) In the case of ownership housing, the least expensive of:
 - i) Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for *low and moderate income households*; or,
 - ii) Housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area; or,
- b) In the case of rental housing, the least expensive of:
 - i) A unit for which the rent does not exceed 30% of gross annual household income for *low and moderate income households*; or,
 - ii) A unit for which the rent is at or below the average market rent of a unit in the regional market area.

Archaeological Resources: Includes artifacts, archaeological sites, and marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Archaeological Potential: Means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.

Areas of Natural and Scientific Interest (ANSI): Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Brownfield Sites: Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict, or vacant.

Built Heritage Resource: Means a building, structure, monument, installation, or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous Nation. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal, and/or international registers.

Circular Economy: An approach that targets resource efficiency, waste reduction, and emissions reduction by maintaining the life cycle of materials for as long as possible. Resources are kept in use for as long as possible, and then are recovered and regenerated to produce new products and materials.



Compact Built Form: A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options, and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Complete Streets: Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

Community Improvement: The planning or re-planning, design or re-design, re-subdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefore as may be appropriate or necessary. Community improvement also includes the provision of affordable housing.

Community facilities: As directed by the Zoning By-law, these could include schools, parks, community centres, pools, day cares, libraries or other facilities that serve the needs and interests of the community in the immediate or nearby surrounding area. Community facilities may be both private and publicly owned.

Conserved: The identification, protection, management, and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision-maker. Mitigation measures and/or alternative development approaches can be included in these plans and assessments.

Cultural Heritage Landscape: A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous Nation. The area may include features such as buildings, structures,



spaces, views, archaeological sites, or natural elements that are valued together for their interrelationship, meaning, or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through Official Plan, Zoning By-law, or other land use planning mechanisms.

Cultural Heritage Resources: Built heritage resources, cultural heritage landscapes, and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Deeply Affordable: Means:

- a) In the case of rental housing, the least expensive of:
 - i) Rents at no more than 40% of the average market rent; or,
 - ii) A unit for which the rent does not exceed 30% of gross annual household income for the lowest 40th percentile in Canada regarding annual household income; or
- b) In the case of ownership housing, the least expensive of:
 - i) Housing at no more than 40% of the average purchase price of a resale unit in the regional market area; or,
 - ii) Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for the lowest 40th percentile in Canada regarding annual household income.

Designated Greenfield Areas: Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an Official Plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated Greenfield Areas do not include excess lands.

Ecological Function: The natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems, and landscapes. These may include biological, physical, and socio-economic interactions.

Employment Area: Those areas designated in an Official Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Endangered Species: A species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Existing Uses: Legally existing uses as of the date of adoption of the Official Plan.



Erosion Hazard: The loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a one-hundred-year time-span), an allowance for slope stability, and an erosion/erosion access allowance.

Fish Habitat: As defined in the *Fisheries Act*, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flood Plain: For river, stream, and small inland lake systems, means the area, usually low lands, adjoining a *watercourse*, which has been or may be subject to flooding hazards.

Floor Space Index (FSI): The ratio of gross floor area of a building to its respective lot area.

Freight-supportive: In regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design, and operation of land use and transportation systems. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Greenspace: Land that includes parks and other outdoor recreational and functional open spaces, such as the waterfront, cemeteries, and utilities and corridors. Some Greenspace areas have a very public and active role, while others are more natural and passive. While Greenspace lands tend to be more cultivated open spaces than Natural Heritage System lands, development is still restricted in these areas.

Habitat of Endangered Species and Threatened Species: Habitat within the meaning of Section 2 of the Endangered Species Act, 2007.

Heritage Conservation District. Defined under Part V of the Ontario Heritage Act as a geographically defined area within a municipality that is noted for its distinct heritage character. Through the adoption of a district plan, guidelines and policies, a municipality is able to guide future change.

Higher-Order Transit. Transit that generally operates in the partially or completely dedicated right-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher-order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in the dedicated right-of-way.

Home Occupation: A business which is carried on in accordance with the provisions of the Zoning By-law as a small-scale accessory use to a residential use or agricultural operation including the production of custom or artisanal products, or a service. The business will have limited in-person customer traffic and the employees are limited to only those who are occupants of the residence.

Housing Options: A range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, and multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional, or educational uses.

Hydrologic Function: The functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a Changing Climate: The present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Intensification: The development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and d) the expansion or conversion of existing buildings.

Intensification Corridors: Areas planned for higher-density and mixed-use development along arterial streets, which connect Barrie's growth centres.

Lake Simcoe Shoreline: The mark made by the action of water under natural conditions on the shore or bank of Lake Simcoe which action is so common and usual and so long continued that it has created a difference between the character of the vegetation or soil on one side of the mark and the character of the vegetation or soil on the other side of the mark.

Lake Simcoe Watershed: Means Lake Simcoe and the part of Ontario, the water of which drains into Lake Simcoe, or if the boundaries of the area described are more specifically described in regulations, the area within those boundaries.

Low and Moderate Income Households: Means:

- a) In the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the regional market area; or
- b) In the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.

Low Impact Development: An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent



possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

Major Development: Development consisting of the creation of four or more lots, and/or the construction of a building or buildings with a ground floor area of 500.0 square metres or more.

Major Goods Movement Facilities and Corridors: The transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Major Office: Freestanding office buildings of approximately 4,000.0 square metres of floor space or greater, or with approximately 200 jobs or more.

Major Retail: Large-scale or large-format stand-alone retail stores, or large-scale retail centres that have the primary purpose of retail commercial activities.

Major Transit Station Area: The area including and around any existing or planned higher-order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major Transit Station Areas generally are defined as the area within an approximate 500.0 metre to 800.0 metre radius of a transit station, representing about a 10-minute walk.

Major Transit Station Area, Protected: The area defined by the City in accordance with Section 16(15) of the Planning Act.

Mitigation: Means avoiding and reducing emissions of heat-trapping greenhouse gases into the atmosphere to prevent the planet from warming to more extreme temperatures.

Modal Split: The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multi-modal: Relating to the availability or use of more than one form of transportation, such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air, and marine.

Municipal Comprehensive Review: A new Official Plan, or an Official Plan amendment, initiated by an upper- or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe.



Mixed-Use Buildings: Those that include more than one use within a single building. The range of uses that may be permitted in such buildings is limited to those allowed for in the relevant land use designation.

Natural Heritage Features and Areas: Features and areas, including significant wetlands, significant coastal wetlands, fish habitat, significant woodlands and significant valleylands, habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural Heritage System: A system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable *ecological functions* to continue. The Province has a recommended approach for identifying Natural Heritage Systems, but municipal approaches that achieve or exceed the same objective may also be used.

Negative Impact: Means:

- a) In regard to water, degradation to the quality or quantity of surface or groundwater, key hydrologic features or vulnerable areas and their related hydrologic functions due to single, multiple, or successive development or site alteration activities;
- b) In regard to fish habitat, any permanent alteration to or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and
- c) In regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple, or successive development or site alteration activities.

Net-Zero: Means that the city is neutralizing its environmental impact by offsetting its greenhouse gas emissions.

Normal Farm Practices: Means a practice, as defined in the Farming and Food Production Protection Act, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.



Planned Corridors: Corridors or future corridors which are required to meet projected needs, and are identified through this Plan, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Northern Development and Mines, Metrolinx, or Independent Electricity System Operator (IESO), or any successor to those Ministries or entities, is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province.

Primary Uses: The permitted land use that occupies the majority for the gross floor area of a building or the majority of the area of a property.

Protected Heritage Property: Property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincially Significant Employment Zones: Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Public Service Facilities: Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs in publicly funded schools, long-term care services, and cultural services. Public service facilities do not include infrastructure. Public Service Facilities may be publicly or privately owned.

Public Use: Means the same as "public utility" as defined by the *Municipal Affairs Act*.

Rail Facilities: Rail corridors, rail sidings, train stations, inter-modal facilities, and rail yards and associated uses, including designated lands for future rail facilities.

Redevelopment: The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

Regional Market Area: Refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the regional market area.

Renewable Energy Source: An energy source that is renewed by natural processes and includes wind, water, biogas, biofuel, solar energy, geothermal energy, and tidal forces.

Renewable Energy System: A system that generates electricity, heat and/or cooling from a renewable energy source.



Resilience: Means the capacity of a system, community, or society to adapt in order to reach and maintain an acceptable structure and level of function.

Secondary Uses: Any permitted uses that are not a primary use.

Sensitive Land Uses: Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to residences, day care centres, and educational and health facilities.

Settlement Areas: Urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are: a) built-up areas where development is concentrated and which have a mix of land uses; and b) lands which have been designated in an Official Plan for development over the long-term planning horizon. In cases where land in designated growth areas is not available, the settlement area may be no larger than the area where development is concentrated.

Sewage: Includes drainage, stormwater, commercial wastes, and industrial wastes, and such other matter or substance as is specified by the regulations under the Ontario Water Resources Act (OWRA).

Shared Mobility: Transportation services and resources that are shared among users, either concurrently or one after another. This includes public transit; taxis and limos; bike-sharing; car-sharing (round-trip, one-way, and peer-to-peer); ridesharing (i.e., non-commercial services like carpooling and vanpooling); ride-sourcing or ride-hailing; ride-splitting; and shuttle services.

Site Alteration: Activities such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Small On-Site Septic Sewage System: A system that stores or treats human waste on-site, and can include earth pit privies, privy vaults, greywater systems, cesspools, leaching bed systems, associated treatment units, and holding tanks.

Stormwater Management Facilities: Refers to the conveyance and end-of-pipe stormwater infrastructure that helps reduce stormwater quantity, quality, and water balance impacts from new development. These facilities include conventional wet ponds, dry ponds, wetlands, as well as low impact development features like infiltration basins, rain gardens, and stormwater filtration measures.

Stormwater Management Plan: A plan that provides direction to avoid or minimize and mitigate stormwater volume, contaminant loads, and impacts on receiving water courses to: maintain groundwater quality and flow and stream baseflow; protect water quality; minimize the disruption of pre-existing (natural) drainage patterns wherever possible; prevent increases in stream



channel erosion; prevent any increase in flood risk; and protect aquatic species and their habitat.

Strategic Growth Areas: Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher-order transit corridors may also be identified as a Strategic Growth Area.

Supportive Housing: Means housing specifically established to serve vulnerable populations. This includes forms of financially-assisted housing, housing serving those with cognitive impairment, and/or housing serving those with mobility/physical challenges. Supportive housing is intended to enable people to live as independently as possible in their community.

Sustainability: Means meeting our own needs without comprising the ability of future generations to meet their own needs. Sustainability is made up of three pillars: the economy, society, and the environment.

Transit-supportive: In regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors, and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transportation Demand Management: A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation Pathways: Are features or activities occurring at the surface that disturb the surface above the aquifer, or which artificially enhances flow to an aquifer. The presence of a transportation pathway can increase the vulnerability rate of an area.

Transportation System: A system consisting of facilities, corridors, and rights-of way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park 'n' ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals, and other associated facilities such as storage and maintenance.



Urban Growth Centres: Existing or emerging downtown identified in the Growth Plan for the Greater Golden Horseshoe, 2019.

Vegetation Protection Zone: A vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

Vulnerable Populations: Includes older persons, youth, those who are sick, persons with disabilities, low-income individuals or households, and the homeless who are at risk of being disproportionately affected by social, environmental and economic stresses and impacts.

Watercourse: Any route natural or enhanced including streams, creeks and channels in which a flow of stormwater, groundwater, runoff and precipitation flow is either intermittent or continuous; encompassing that area occupied by the regulatory storm floodlines established by the most current municipal "Storm Drainage and Stormwater Management Design Guidelines" or appropriate setbacks as determined through detailed review at the time of a development application, whichever is greater.

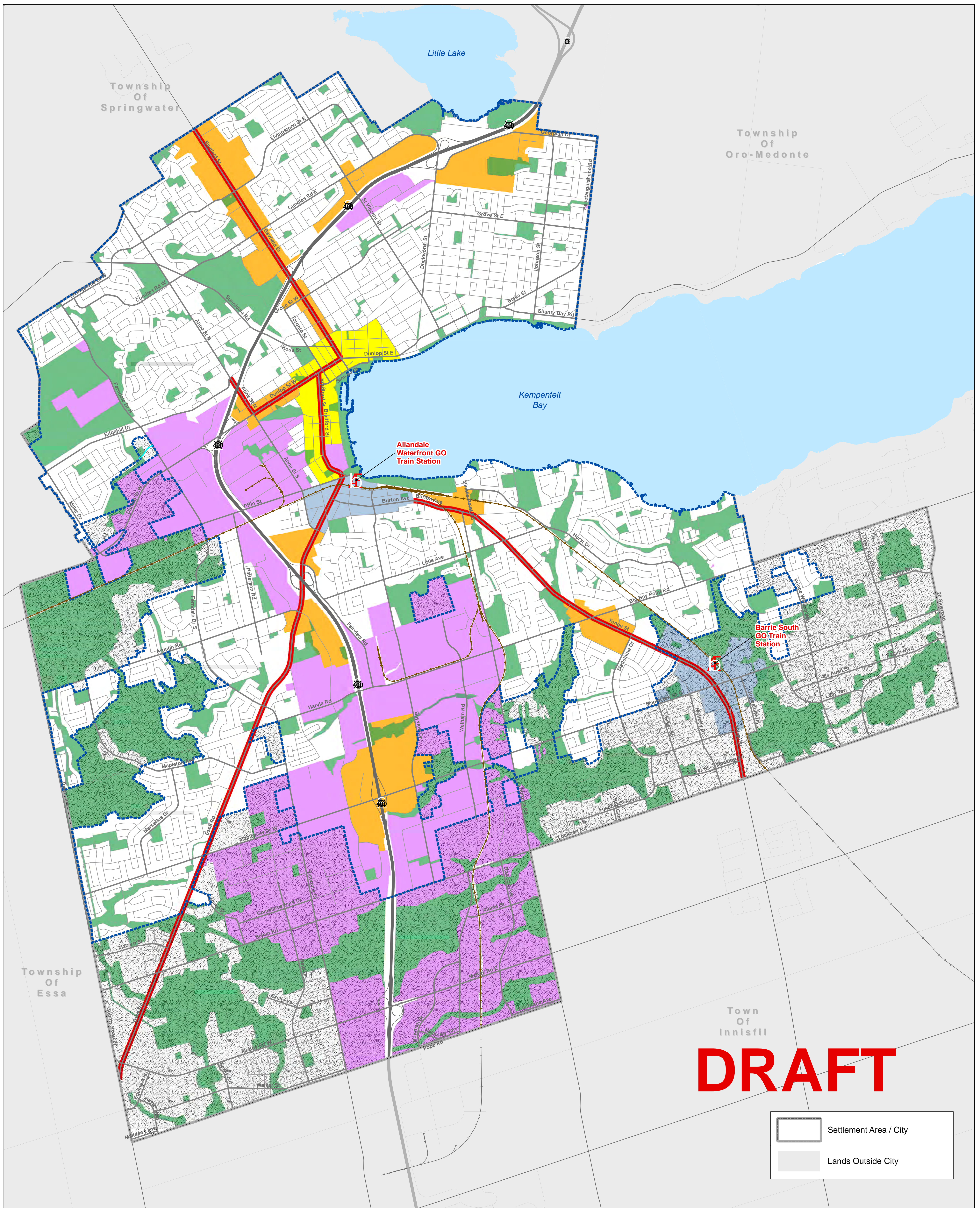
Wetland: Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs, and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildlife Habitat: Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2014)

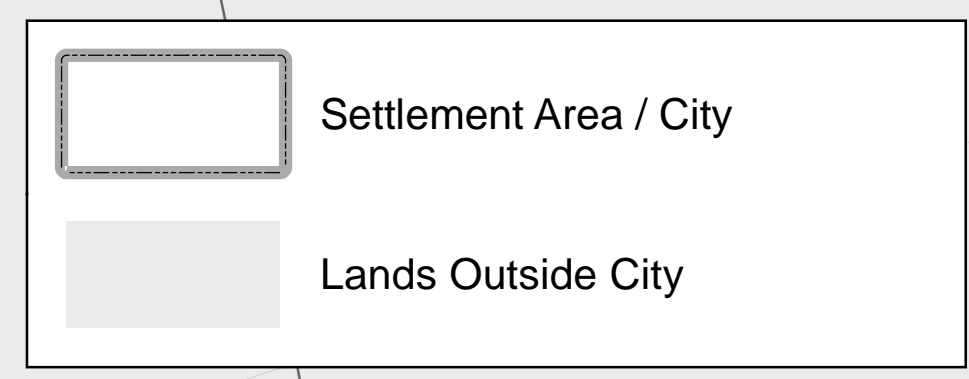
Woodlands: Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas, excluding cultivated fruit or nut orchards or Christmas tree plantations, and vary in their level of significance at the local, regional and provincial levels.

Maps and Appendices





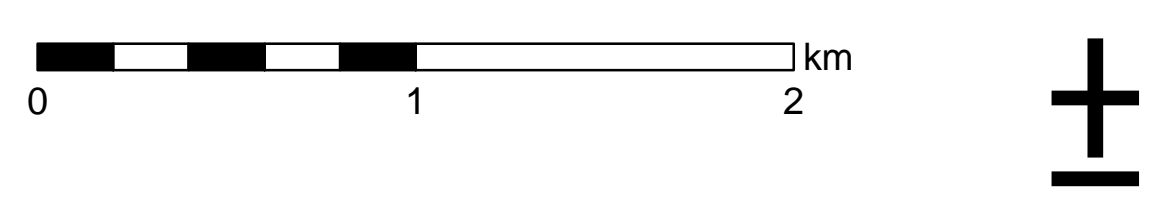
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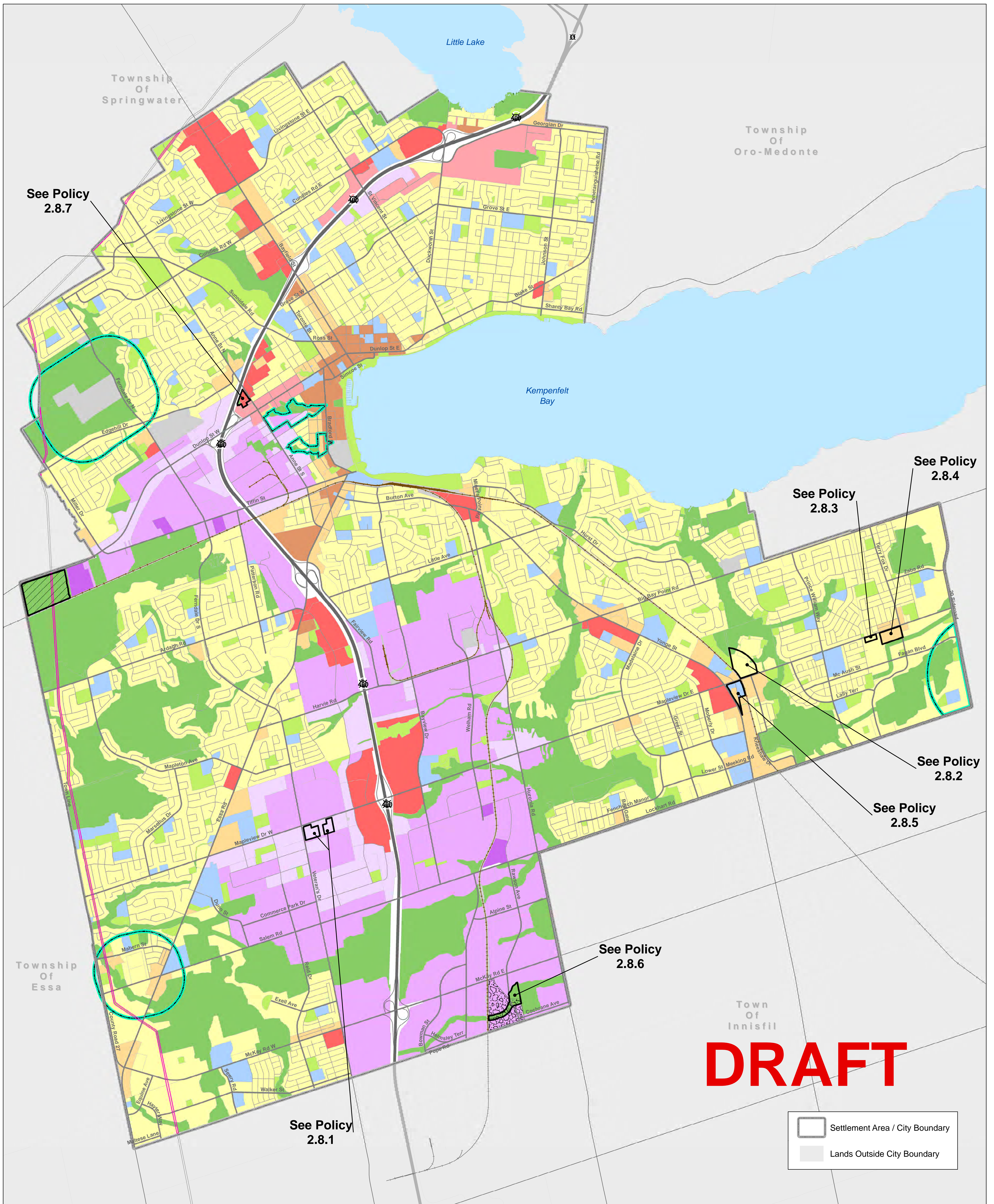
OFFICIAL PLAN
MAP 1
Community Structure
 January 2022

- A 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.



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MAP 2

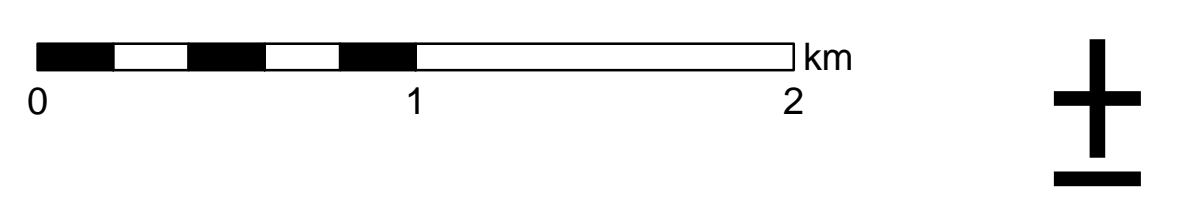
Land Use Designations

January 2022

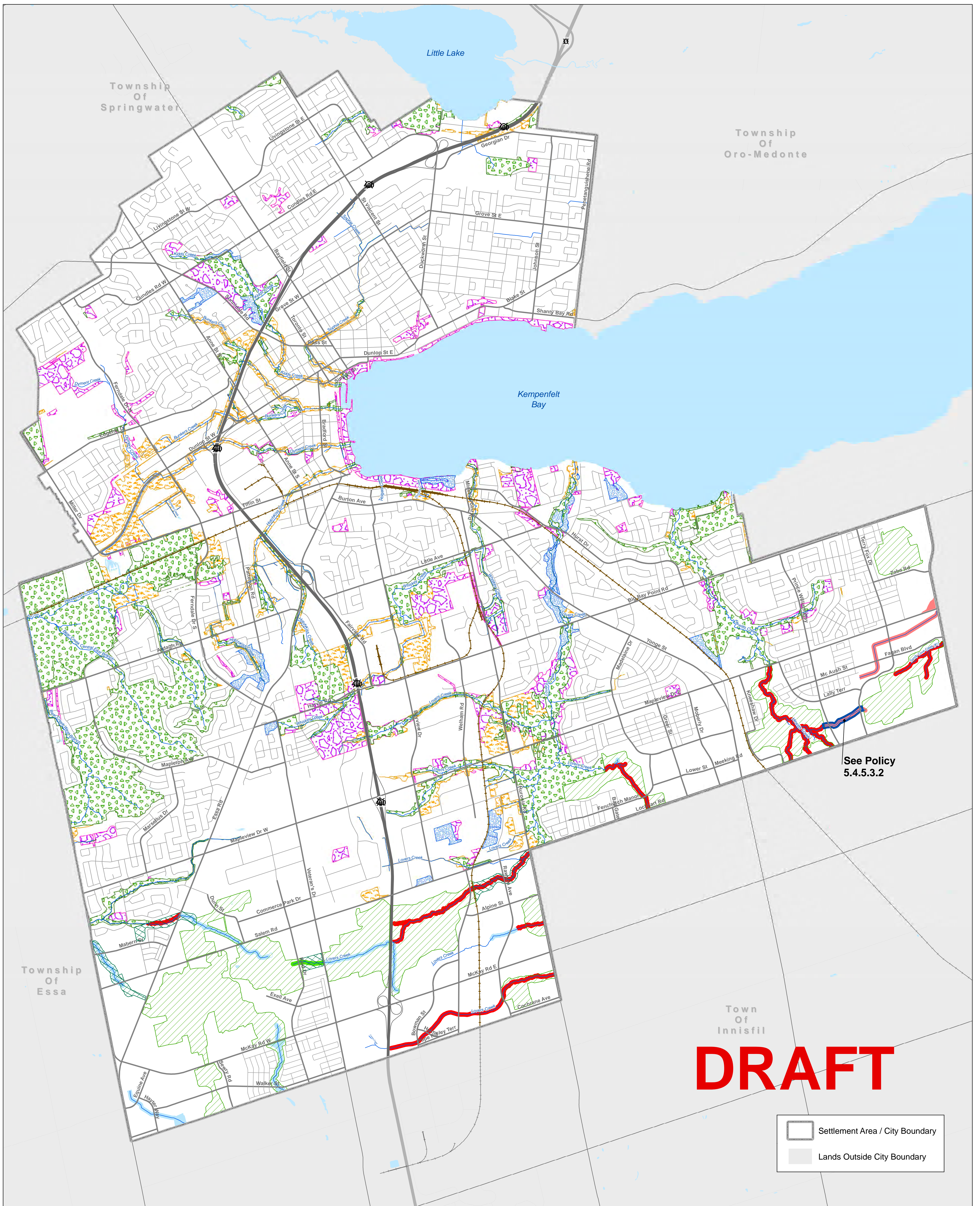
- | | | |
|---|--|--|
| Neighbourhood Area | Employment Area - Non Industrial | Waste Disposal Assessment Area |
| Medium Density | Employment Area - Industrial | Extractive Industrial |
| High Density | Employment Area - Restrictive Industrial | Defined Policy Area |
| Strategic Employment and Economic 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.


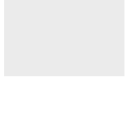


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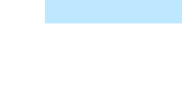
See Policy 5.4.5.3.2

-  Settlement Area / City Boundary
-  Lands Outside City Boundary

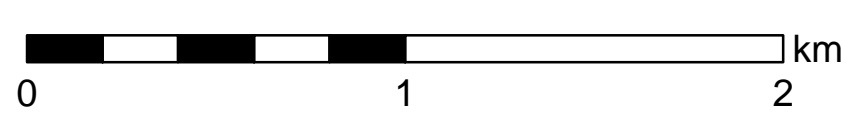
Environmental Protection Area Classification

-  EPA - Level 1
-  EPA - Level 1 with Existing Development Designation Subject to 5.4.2.1.d
-  EPA - Level 2
-  EPA - Level 3

-  High Constraint Stream Corridor Area
-  High (S) Constraint Stream Corridor Area - Special
-  Medium Constraint Stream Corridor Area
-  Low Constraint Stream Corridor Area

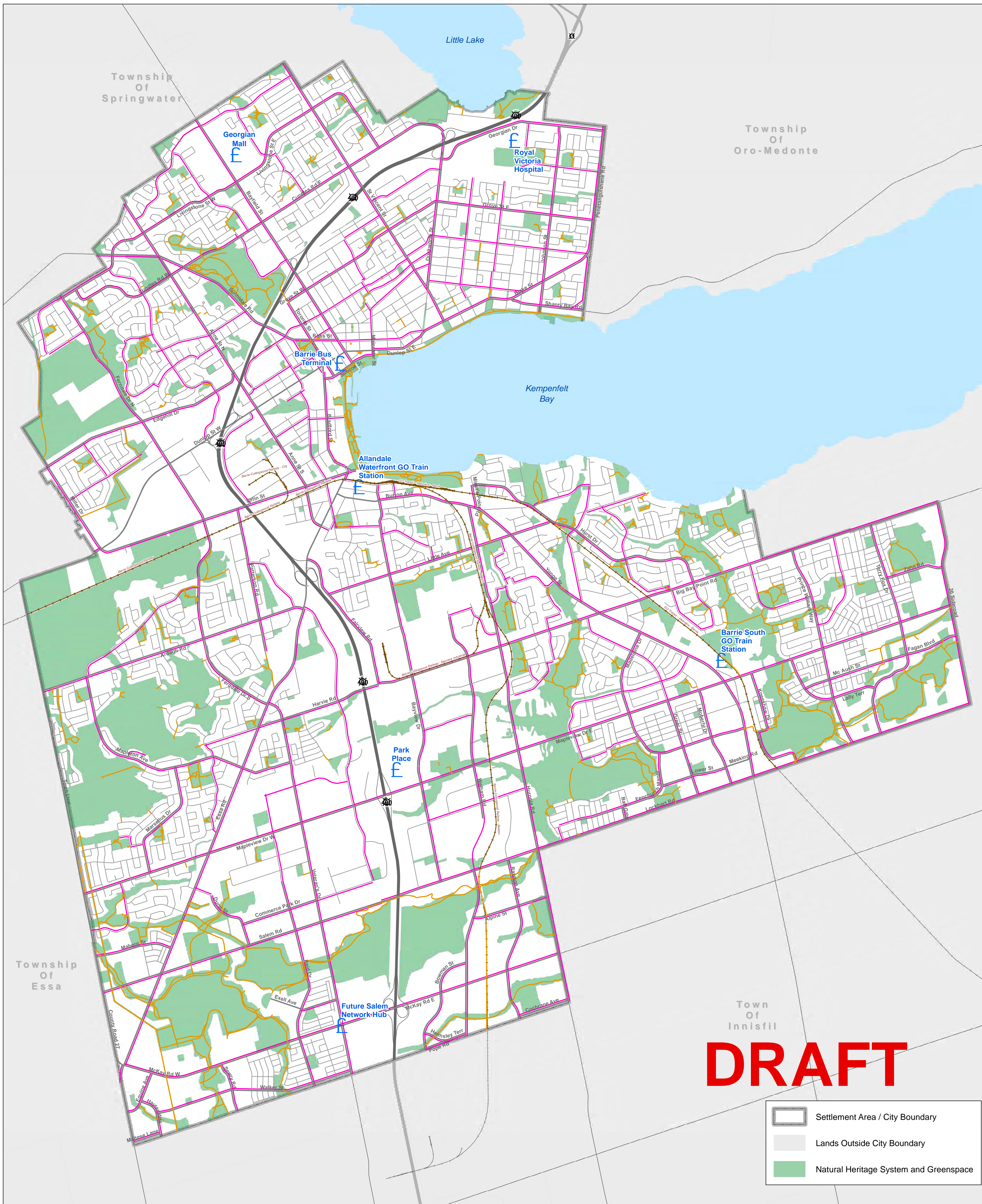
-  High (S) Constraint Stream Corridor - Special Policy Area
-  Natural Core Area
-  Natural Linkage Area
-  Waterbody
-  Watercourse

* Where natural heritage protection areas are shown, they are often interconnected and continue beyond the municipal boundary.
 ** Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.



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 MAP 3
 Natural Heritage
 Protection Overlays
 January 2022



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	Settlement Area / City Boundary
	Lands Outside City Boundary
	Natural Heritage System and Greenspace



OFFICIAL PLAN

**MAP 4a
Mobility Network**

January 2022

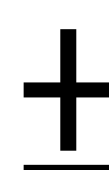
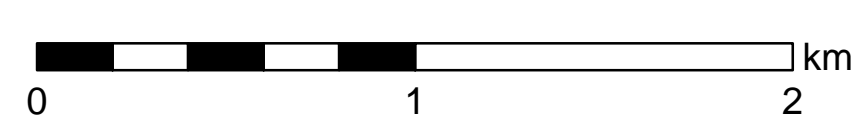
Road Network

- Highway
- Major Road
- Ramp
- Local Road

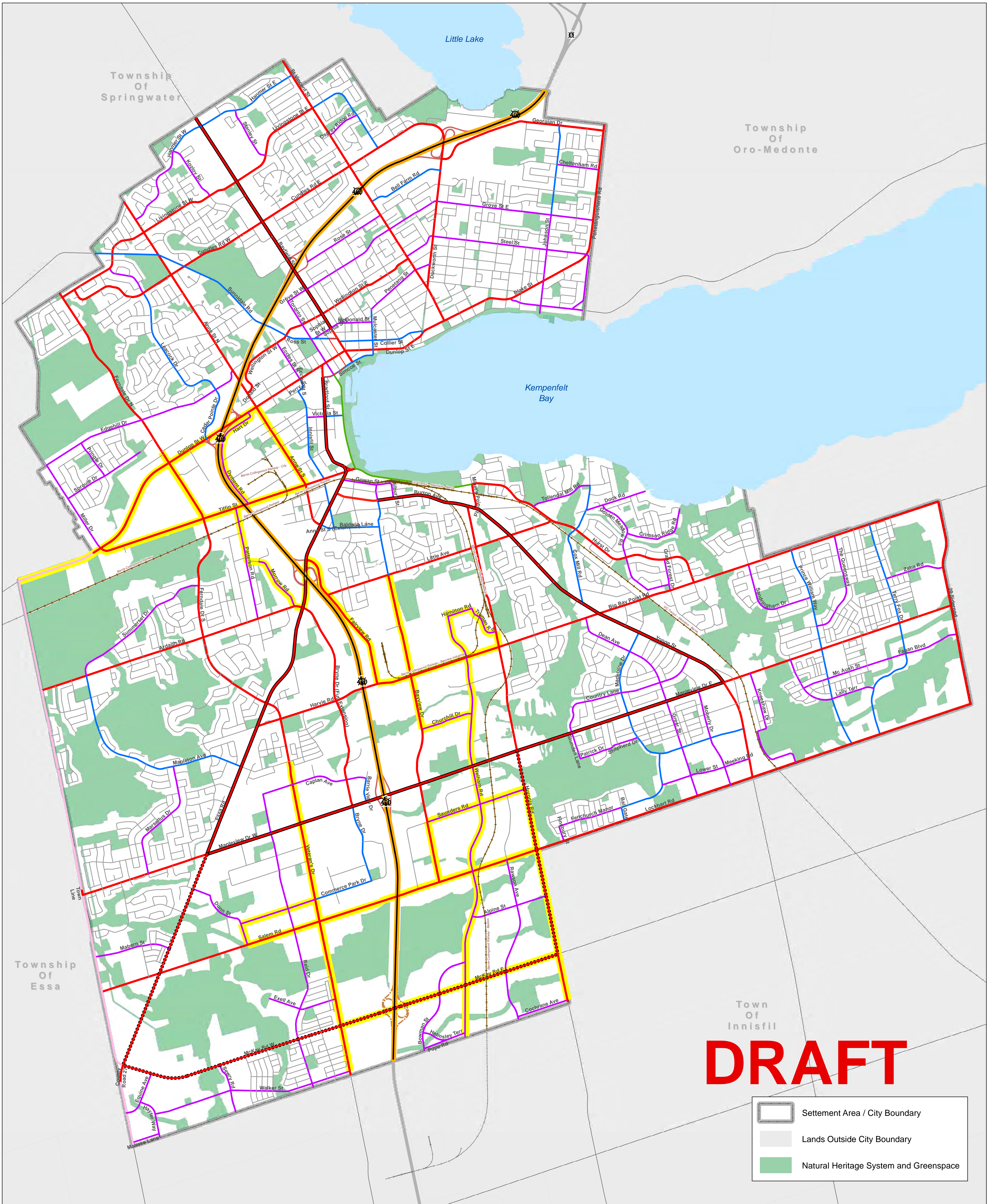
Alternative Transportation Networks

- Network Hub (approx. location)
- Cycling Network
- Multi-use Trail (within parks)
- Railway

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	Settlement Area / City Boundary
	Lands Outside City Boundary
	Natural Heritage System and Greenspace



OFFICIAL PLAN
MAP 4b
Mobility Network
 January 2022

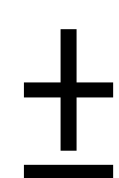
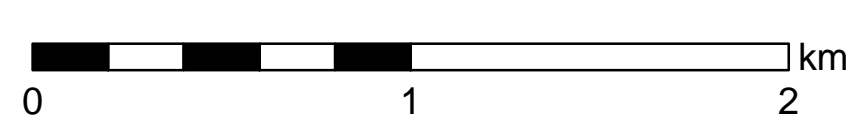
Road Classification

- Provincial Highway
- Existing Highway Interchange
- Proposed Highway Interchange
- County Road
- Arterial
- Major Collector
- Minor Collector
- Parkway
- Local Road
- Freight Supportive Corridor

Transportation Features HOV

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

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



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- Settlement Area / City Boundary
- Lands Outside City Boundary
- Natural Heritage System and Greenspace



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MAP 5
Right-of-Way Widths

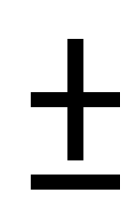
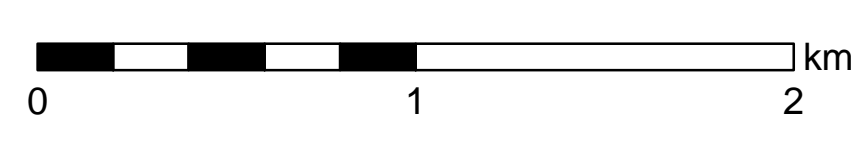
January 2022

Maximum Right-of-Way Width

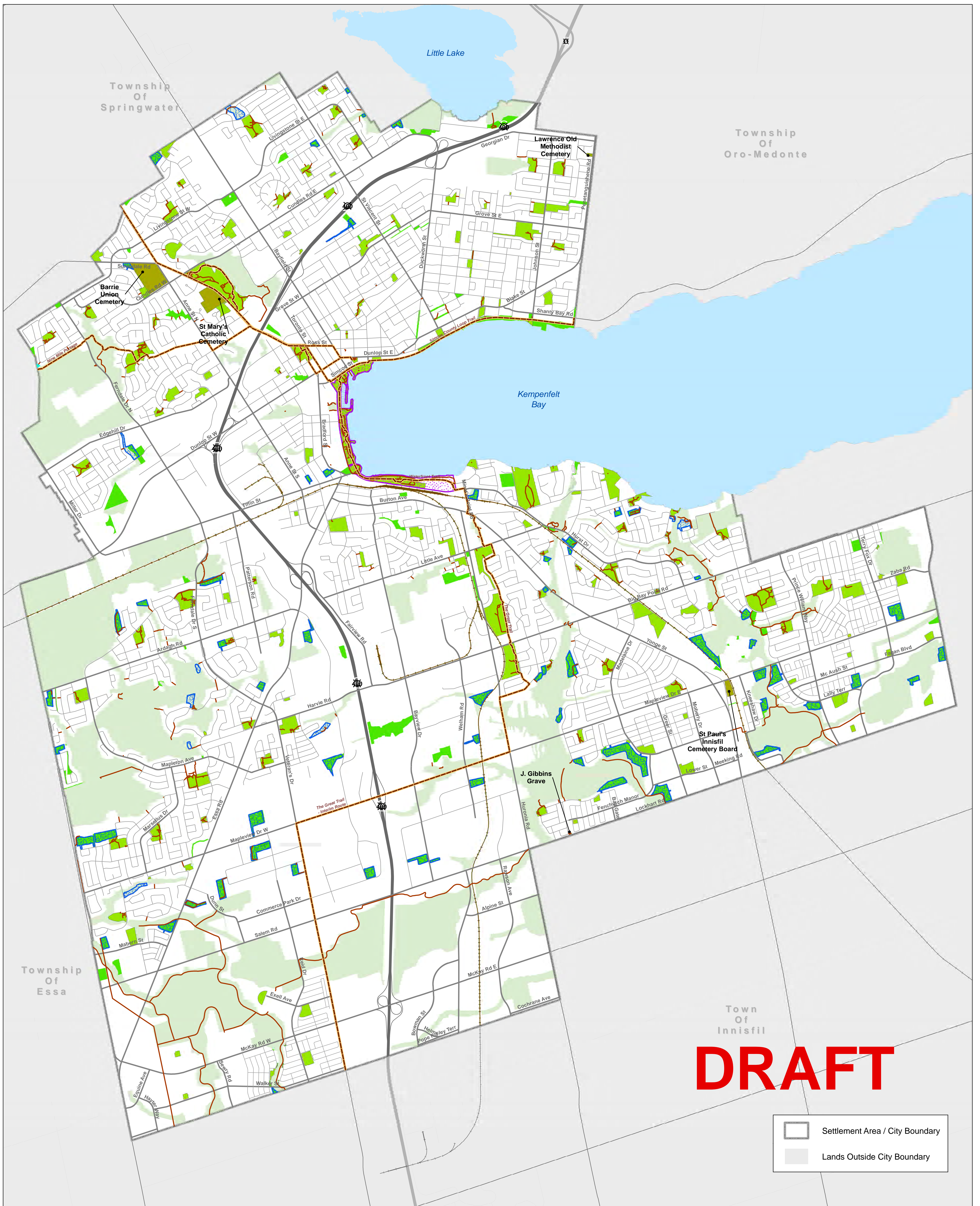
18 m	25 m	30 m	41 m	47 m	54 m
20 m	26 m	34 m	43 m	48 m	56 m
23 m	27 m	38 m	45 m	49 m	60 m
24 m	29 m	40 m	46 m	50 m	

* 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.




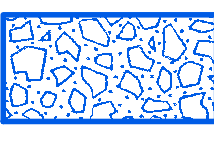



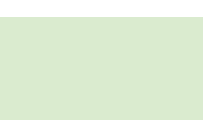
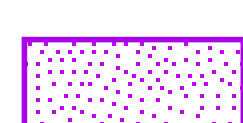

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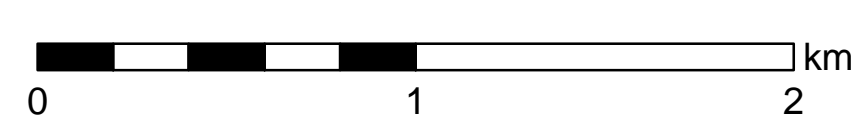
Settlement Area / City Boundary
 Lands Outside City Boundary



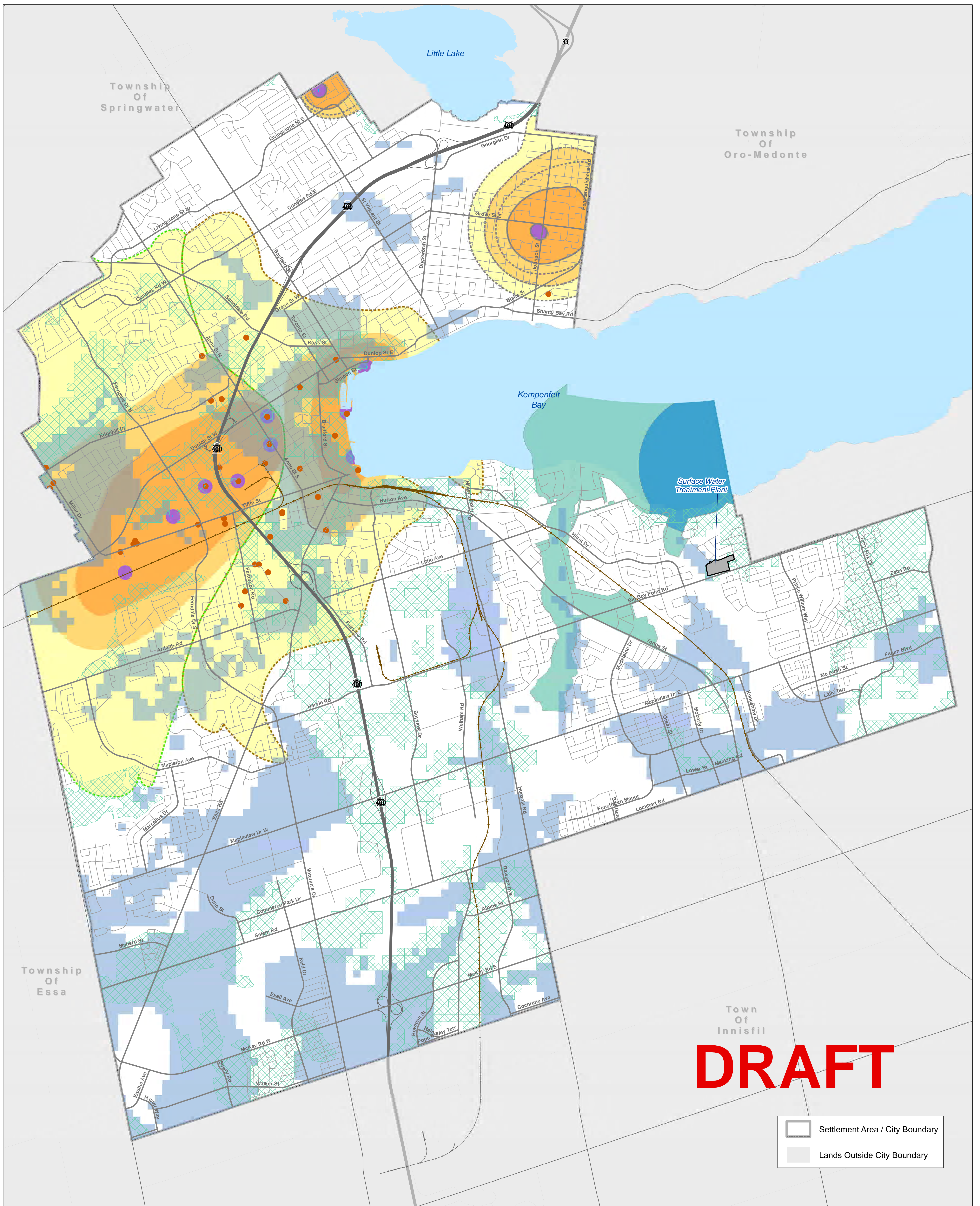
OFFICIAL PLAN
MAP 6
Greenspace Network
 January 2022

- | | | |
|---|--|---|
|  Cultural Trail |  Stormwater Management Pond |  Other Open Space |
|  Multi-use Trail |  Park |  Natural Heritage System |
|  Waterfront |  Cemetery | |


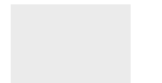
* Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.



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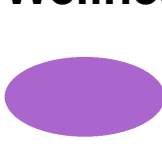
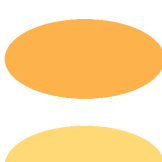
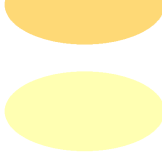

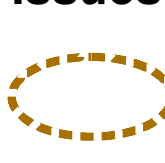
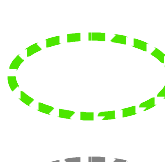
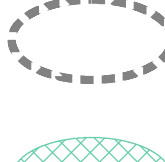
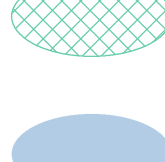
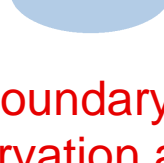


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-  Settlement Area / City Boundary
-  Lands Outside City Boundary

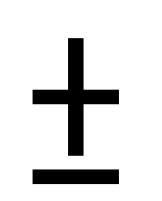
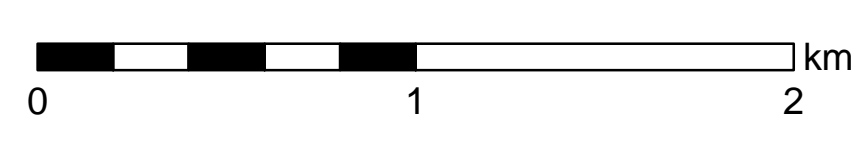
Barrie

OFFICIAL PLAN
MAP 7
Drinking Water System
Vulnerable Areas
 January 2022

-  Municipal Water Supply Well
-  Transportation Pathway
- Intake Protection Zones**
-  Intake Protection Zone 1
-  Intake Protection Zone 2
- Wellhead Protection Areas (WHPA)**
-  WHPA - A (100m Radius Offset from Operational Municipal Well)
-  WHPA - B (2 Year Capture Zone)
-  WHPA - C (5-10 Year Capture Zone)
-  WHPA - D (25 Year Capture Zone)
- Issues Contributing Areas**
-  Issue Contributing Area Well 11, 12, 14 Chloride and Sodium
-  Issue Contributing Area Well 3A Chloride
-  Adjacent Well Field WHPA
-  Significant Groundwater Recharge Areas (SGRAs)
-  Highly Vulnerable Aquifers

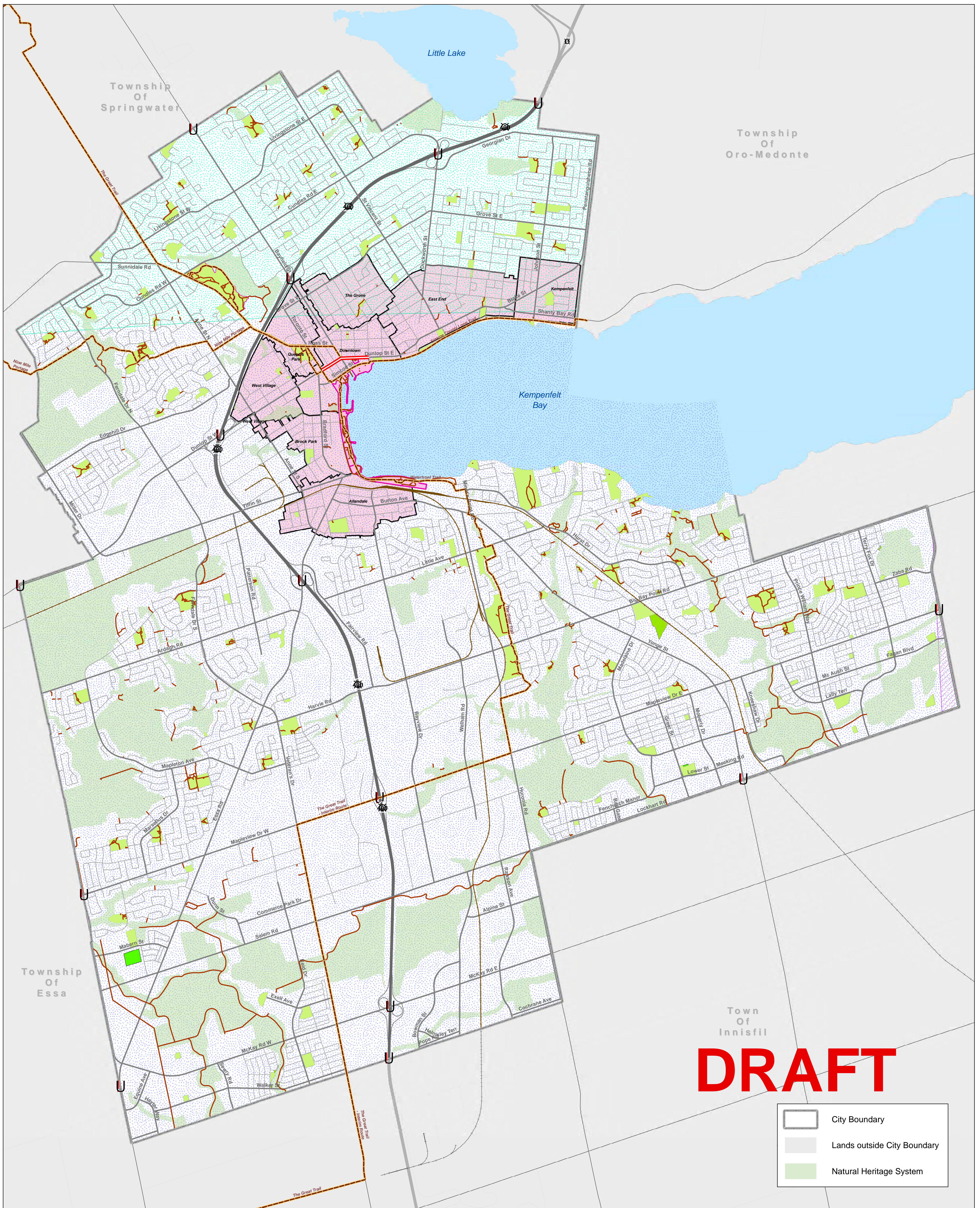
* Where vulnerable areas are shown, they are often interconnected and continue beyond the municipal boundary. The location of these policy areas should be confirmed with the appropriate municipality and / or conservation authority

** Roads, parks and other features within the undeveloped designated greenfield area are conceptual and subject to change.



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Development Services 1/6/2022



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	City Boundary
	Lands outside City Boundary
	Natural Heritage System

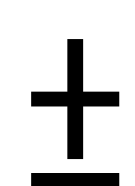
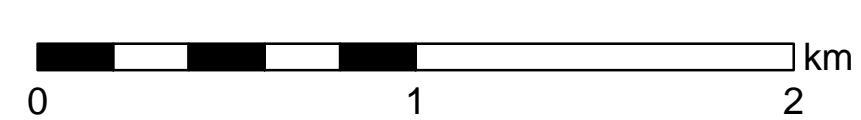


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MAP 8
Cultural City Features

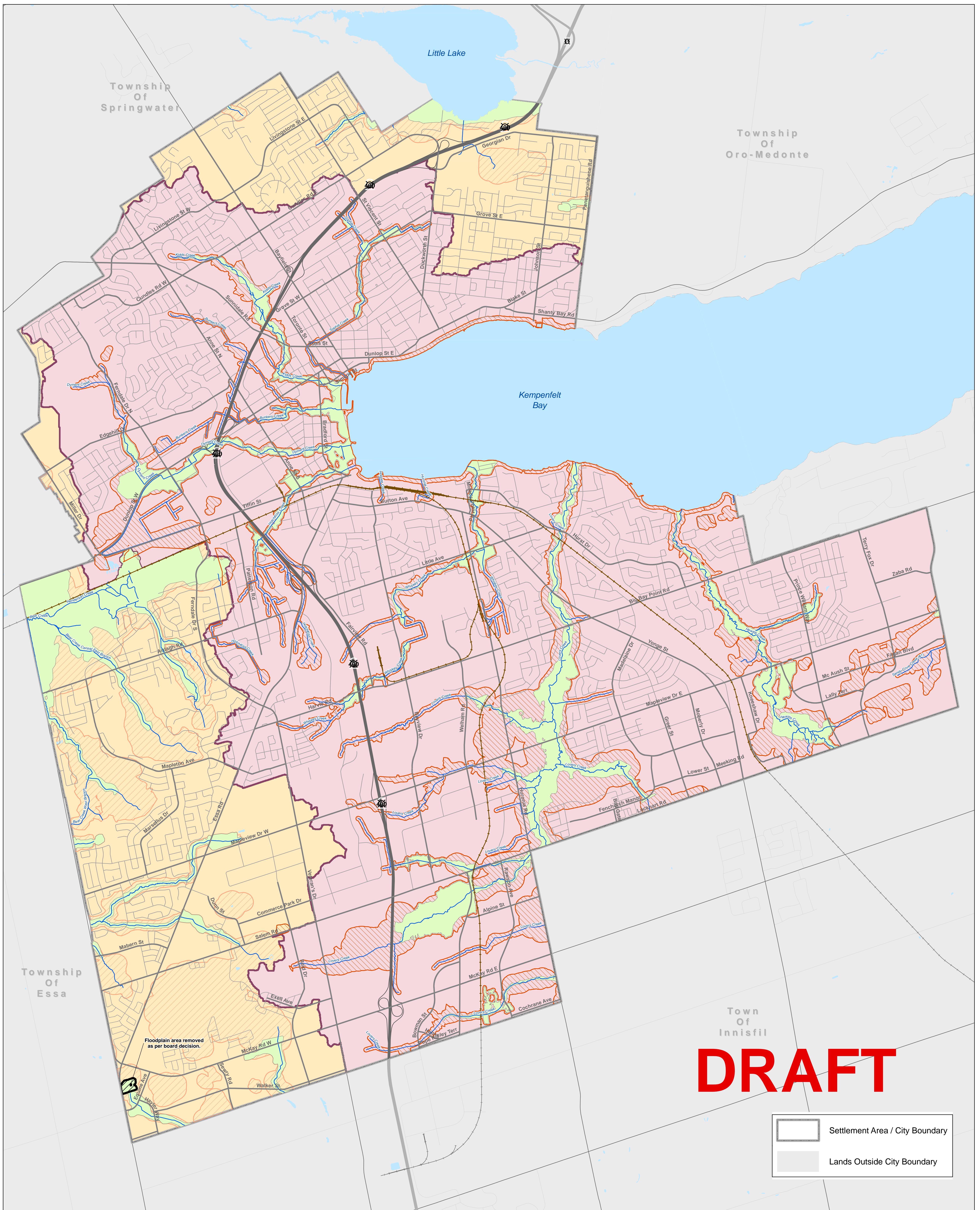
January 2022

	Major Gateway		Gathering Space	Native Land Treaties	
	Dunlop Historic Streetscape Corridor		Celebration Space		Treaty 16, 1815
	Multi-use Trail		Historic Neighbourhood Boundary		Treaty 18, 1818
	Cultural Trail				Williams Treaty, 1923

* Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.
 ** Treaty boundaries are approximate and need to be verified with those Indigenous nations recognized in these agreements. Moreover, each treaty territory extends beyond the municipal boundary.



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	Settlement Area / City Boundary
	Lands Outside City Boundary

Conservation Authority Boundary

- Lake Simcoe Regional Conservation Authority
- Nottawasaga Valley Conservation Authority

Regulated Areas

- LSRCA Regulation Limits
- NVCA Regulation Limits

- Watercourse
- Waterbody

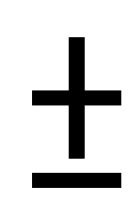
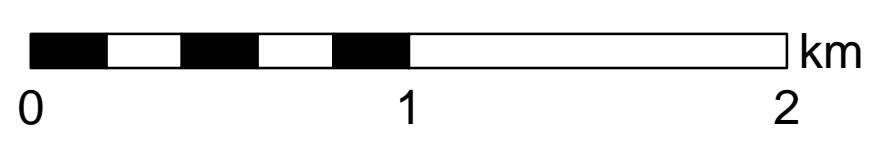
Regulatory Floodplain

- NVCA Floodplain
- LSRCA Floodplain

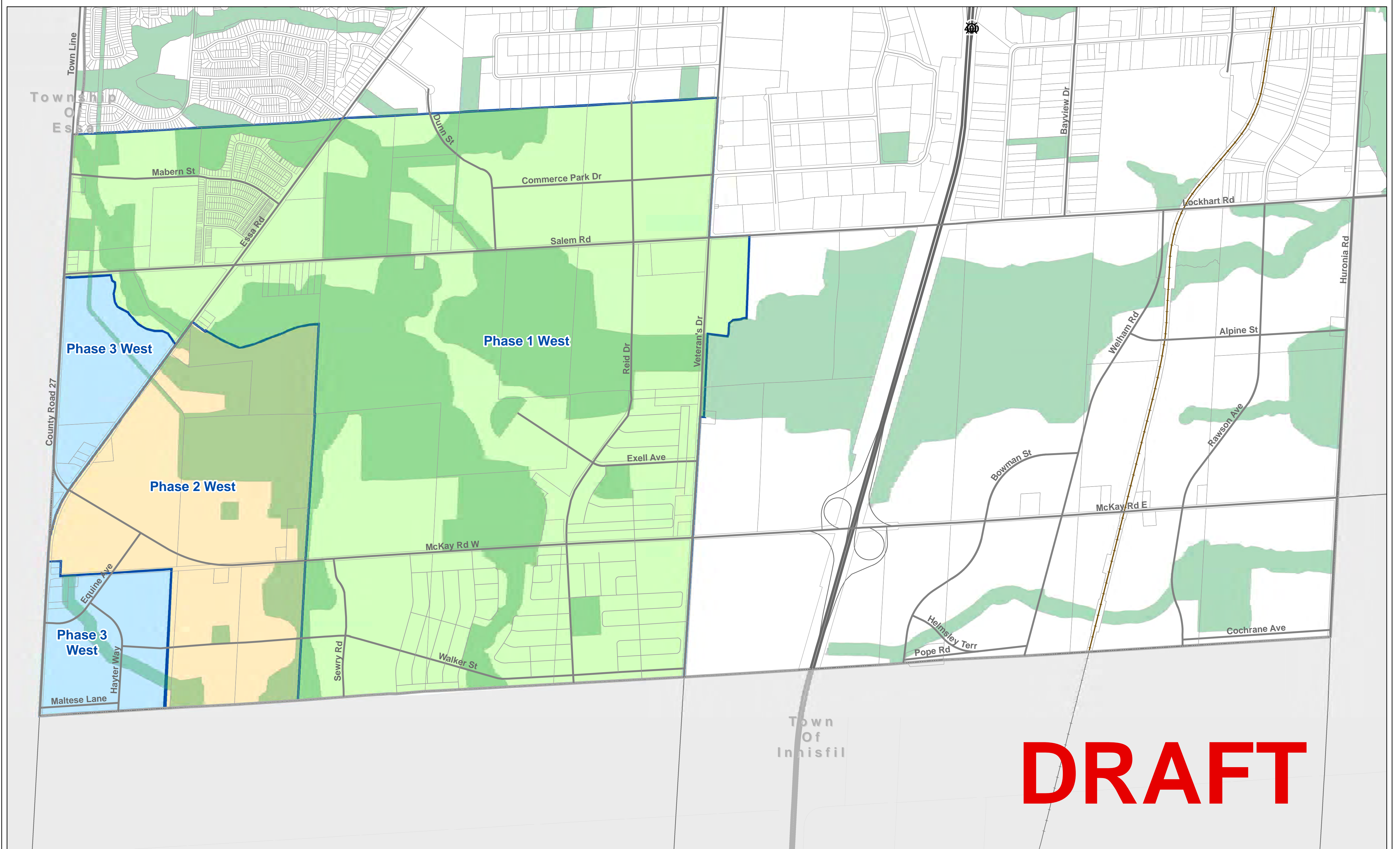
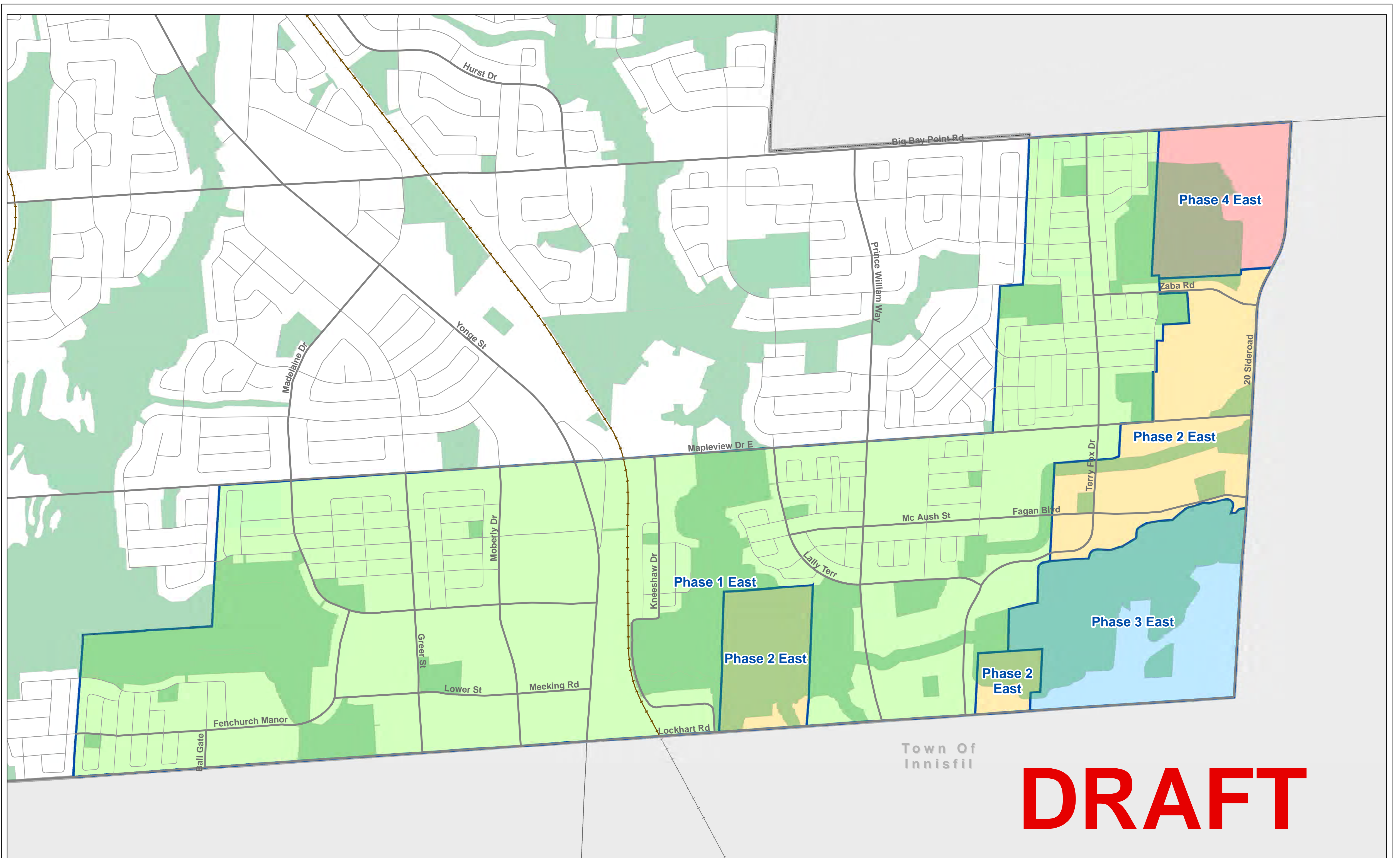
* As natural features are dynamic, what is shown on this map is approximate and needs to be confirmed with the appropriate conservation authority at the time of development. A study may be required.
 ** Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.



**OFFICIAL PLAN
 APPENDIX 1
 Conservation Authority
 Areas
 January 2022**



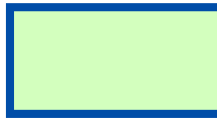
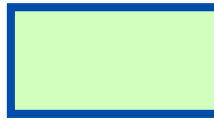




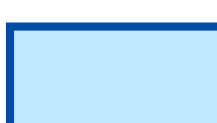
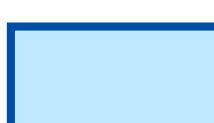
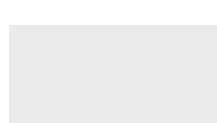

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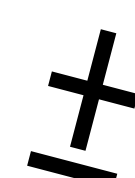
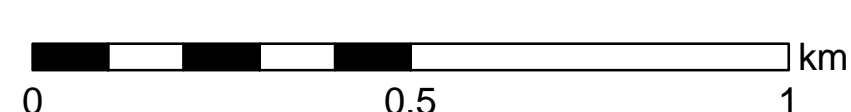
OFFICIAL PLAN
APPENDIX 2
Phasing Plan

January 2022

Development Phases

- | | | |
|--|--|--|
|  Phase 1 East |  Phase 1 West |  Settlement Area / City Boundary |
|  Phase 2 East |  Phase 2 West |  Natural Heritage System and Greenspace |
|  Phase 3 East |  Phase 3 West |  Lands Outside City Boundary |
|  Phase 4 East | | |

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