

Appendix C

Policy Conformity Chart – A Place to Grow: A Growth Plan for the Greater Golden Horseshoe ('Growth Plan')

This table provides information on how the draft new Official Plan and accompanying municipal comprehensive review (MCR) conform to or do not conflict with the Growth Plan. Policies which are not applicable at the time of the implementation of a draft new Official Plan and completion of an MCR, but nonetheless applicable to Barrie, are omitted from this table. These policies will be addressed through forthcoming work, such as the planning for new infrastructure and public service facilities, which will be done through the development of new master and strategic plans. In cases where a Growth Plan policy provides only context over direction, the related conformity evidence cell includes only grey fill; however, conformity evidence responses are given to the sub policies providing policy tests or direction that must be met.

Policy Number	Policy	Conformity Evidence
2.2.1.1	Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper-or single-tier municipality through its <i>municipal comprehensive review</i> will be used for planning and managing growth in the <i>GGH</i> to the horizon of this Plan in accordance with the policies in subsection 5.2.4.	The growth management strategy detailed in section 2.4 of the draft new Official Plan outlines is based on the 2051 planning horizon and the population and employment forecasts in Schedule 3 of the Growth Plan.
2.2.1.2.c), i)-iv)	Forecasted growth to the horizon of this Plan will be allocated based on the following: c) within <i>settlement areas</i> , growth will be focused in: i. <i>delineated built-up areas</i> ; ii. <i>strategic growth areas</i> ; iii. iii. locations with existing or planned transit, with a priority on <i>higher order transit</i> where it exists or is planned; and iv. iv. areas with existing or planned <i>public service facilities</i> ;	Map 1 of the adopted draft new Official Plan, along with the policies in section 2.3, outline a community structure that is to be Barrie’s road map for growth and change to 2051 and beyond. Specifically, as outlined in section 2.3, the Official Plan directs most of the growth within the <i>delineated built-up area</i> (DBUA) to intensification areas, being the <i>Urban Growth Centre</i> (UGC), <i>Major Transit Station Areas</i> (MTSA), <i>strategic growth areas</i> (SGA), and along intensification corridors. These areas are already serviced by transit and connected to <i>higher order transit</i> . Much of the growth directed to intensification areas is serviced by an existing or planned <i>public service facilities</i> . Existing public transit services give current and future residents access to these <i>public service facilities</i> .
2.2.1.3.a)-e)	Upper-and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:	
	a) establish a hierarchy of <i>settlement areas</i> , and of areas within <i>settlement areas</i> , in accordance with policy 2.2.1.2.	This policy has been satisfied by the response to Growth Plan policy 2.2.1.1. and 2.2.1.2.c).

	<p>b) be supported by planning for <i>infrastructure</i> and <i>public service facilities</i> by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</p>	<p>To support the implementation of the Adopted draft new Official Plan the City assessed its existing and planned <i>infrastructure</i> and <i>public services facilities</i> to determine if they are of sufficient capacity to service the forecast growth. This service capacity assessment is documented in report titled 'Municipal Comprehensive Review Report: Servicing Growth'. The report provides a comprehensive overview of the work completed to conduct the assessment along with an analysis of the results. The report examines the capacity of existing and planned <i>infrastructure</i> and <i>public service facilities</i> to determine if they can service the forecast growth, and if not, identifies what investments are needed to reconcile any service/capacity deficits and estimate how much these investments may cost. These service/capacity deficits are to be reconciled through new <i>infrastructure</i> and <i>public service facility</i> master and strategic plans. In sum, the report identifies service gaps that future comprehensive planning work must address. The completion of the service capacity assessment as part of this MCR demonstrates that the City has is and will continue to implement the growth management strategy proposed in the Adopted draft new Official Plan in a comprehensive manner.</p>
	<p>c) provide direction for an urban form that will optimize <i>infrastructure</i>, particularly along transit and transportation corridors, to support the achievement of <i>complete communities</i> through a more <i>compact built form</i>;</p>	<p>As outlined in Map 1 and section 2.3 of the Adopted draft new Official Plan, growth within the DBUA is being directed to intensification areas so that it can be effectively serviced and to facilitate the development of smaller <i>complete community</i> neighbourhoods and urbanized intensification nodes. This distribution of growth, as directed in the growth management strategy proposed in the adopted draft new Official Plan, is supported by a comprehensive service capacity assessment discussed in response to policy 2.21.3.b). This report confirms one that the distribution of growth, as proposed in the growth management strategy, can indeed be serviced with additional investment in <i>infrastructure</i> and <i>public service facilities</i>. To optimize on existing transit <i>infrastructure</i>, the adopted draft new Official Plan permits and encourages mid-rise built form along intensification corridors to support increased transit use and decrease automobile dependency. These intensification corridors all meet at the Allandale Waterfront GO Station, providing transit users with efficient connections to <i>higher order transit</i>. To further support and optimize existing rail infrastructure, the adopted draft new Official Plan delineates the Allandale Waterfront GO and Barrie South GO stations as MTSAs, provides high level density targets for both MTSAs (see section 2.3.4), and strategically designates lands within these MTSAs to support the achievement of those density targets.</p>

		<p>Lands outside intensification areas and within developing the DGA are also strategically planned to support <i>compact built form</i>. Specifically, a DGA density target of 79 persons and jobs per hectare will require that subdivision feature more compact built forms, such as stacked towns or low-rise apartments. Further, the predominant land use designation in the DGA, being the Neighbourhood Area designation, encourages and permits a broad range of housing types to support achievement of <i>compact built form</i>.</p>
	<p>d) support the environmental and agricultural protection and conservation objectives of this Plan; and</p>	<p>The City's Natural heritage system and its connections to the broader natural heritage system beyond the municipal boundary have been identified as a key element of Barrie's community structure (see section 2.3.1 of the adopted draft new Official Plan). Further, the Official Plan uses three land use designations (see sections 2.6.6 and 2.6.7 of the adopted draft new Official Plan) and several natural heritage protection overlays (see section 5.4 of the adopted draft new Official Plan) to protect significant natural heritage features and their ecological functions. Further, the City, through consultation with the appropriate Conservation Authorises in the development of the adopted draft new Official Plan, also implements, and supports land use policy direction provided by the Lake Simcoe Protection Plan.</p> <p>As recommended in the land needs assessment reports prepared as part of the MCR, all lands within the City of Barrie – specifically those currently outside the <i>settlement area</i> boundary – are required to accommodate the Schedule 3 growth forecasts. The adopted draft new Official Plan therefore proposes that any remaining agricultural lands outside the current <i>settlement area</i> boundary be redesignated to accommodate the forecast growth. The redesignation of these agricultural lands to facilitate development means there is no need for policies protect and conserve agricultural lands for agricultural uses over the long term. However, the in-effect and forthcoming Comprehensive Zoning By-Law will continue to permit agricultural uses until they are rezoned for urban uses/development.</p>
	<p>e) be implemented through a <i>municipal comprehensive review</i> and, where applicable, include direction to lower-tier municipalities.</p>	<p>The City has undertaken a MCR to implement the Schedule 3 forecasts in an integrated manner. The MCR consists of a land needs assessment report (attached to the adoption staff report) and a service capacity assessment report (attached to the adoption staff report). Together, these reports determine that Barrie can accommodate the forecast growth by extending the <i>settlement area</i> boundary to the municipal boundary, establishing a higher intensification and DGA density target, and by investing in additional <i>infrastructure</i> and <i>public service facilities</i>.</p>

2.2.1.5	The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.	As outlined in the adoption staff report, and further in the Municipal Comprehensive Review Report: Servicing Growth, the City completed a Land Needs Assessment Report as part of the MCR in October 2019. The results of this land needs report were presented to Council along with a request for direction . This land needs assessment was prepared in accordance with the then in-effect LNAM, being the LNAM from Growth Plan 2019. This 2019 Land Need Assessment report was amended in June 2020 to account for employment land conversions. In August 2020 a revised Growth Plan, being Growth Plan 2020, was issued. This new growth plan extended the planning horizon to 2051 and significantly revised the land need assessment methodology. However, as the City had already completed a significant amount of land needs assessment work before Growth Plan 2020 was released, it was determined that only a scoped land needs assessment was required to accommodate the 2041-2051 growth. A detailed review of the land needs assessment process is provided in Chapter 1 of <i>Municipal Comprehensive Review Report: Servicing Growth</i> , which forms part of the MCR and is attached to the adoption staff report.
2.2.2.1.a)	By the time the next <i>municipal comprehensive review</i> is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the <i>delineated built-up area</i> ; and	As demonstrated in the Watson Land Needs Assessment Report, as well as Addendums 1 and 2, Barrie can accommodate a 50% intensification target. To reflect these findings, and conform to Growth Plan policy 2.2.2.1.a), the adopted draft new Official Plan sets an intensification target of 50%. Further, the adopted draft new Official Plan requires that growth within the BUA be directed to intensification areas such as the UGC, MTSAs, SGAs, and lands fronting onto intensification corridors. This further implements Growth Plan policy 2.2.1.2.c)
2.2.2.3.a)-f)	All municipalities will develop a strategy to achieve the minimum intensification target and <i>intensification</i> throughout <i>delineated built-up areas</i> , which will: a) identify <i>strategic growth areas</i> to support achievement of the intensification target and recognize them as a key focus for development;	The growth management strategy in the adopted draft new Official Plan (see section 2.4.2) supports the achievement of the minimum intensification target by designating intensification areas within the DBUA, establishing density targets for the UGC and MTSA, as well as permitting a broad range of housing and built form types within the Neighbourhood Area land use designation, which is the predominant designation for lands outside of intensification areas. Map 1 of the adopted draft new Official Plan, along with the policies in section 2.3, outline a community structure that is to be Barrie’s road map for growth and change to 2051 and beyond. Specifically, as outlined in section 2.3, the adopted draft new Official Plan directs most of the growth within the DBUA to intensification areas.

	b) identify the appropriate type and scale of development in <i>strategic growth areas</i> and transition of built form to adjacent areas;	As per policy 2.4.2.2.a)ii), the land use designations in the adopted draft new Official Plan are used as the primary tool to identify the appropriate type of development in intensification areas such as the UGC, MTSAs, and SGAs. Chapter 3 of the adopted draft new Official Plan contains urban design policies that are intended to ensure appropriate transition between development occurring within intensification areas and <i>adjacent lands</i> .
	c) encourage <i>intensification</i> generally throughout the <i>delineated built-up area</i> ;	As stated in policies 2.4.2.2.a)ii) & iii), the adopted draft new Official Plan supports intensification within neighbourhood areas outside of intensification areas. Direction on what is considered appropriate intensification and development outside of intensification areas is provided through the land use designation policies of the adopted draft new Official Plan, particularly the Neighbourhood Area land use designation. Further, a mix of land uses within the DBUA is encouraged, and direction on which uses are appropriate outside of intensification areas is provided through the land use designation policies of the adopted draft new Official Plan. Further direction will be provided by the forthcoming new comprehensive Zoning By-Law (ZBL).
	d) ensure lands are zoned and development is designed in a manner that supports the achievement of <i>complete communities</i> ;	A new ZBL is currently in development and will be proposed to Council for approval shortly after the anticipated Notice of Decision approving the adopted draft new Official Plan is issued by the Minister. The ZBL is considered key to the implementation of the vision for Barrie as proposed in the adopted draft new Official Plan and will support complete communities.
	e) prioritize planning and investment in <i>infrastructure</i> and <i>public service facilities</i> that will support <i>intensification</i> ; and	Policy 2.4.2.1.i) of the adopted draft new Official Plan states that asset management planning shall be integrated and aligned with land use planning so that the required <i>infrastructure</i> and <i>public service facilities</i> are available to support the continued growth of Barrie as a complete community. The need for coordinated and comprehensive planning for infrastructure is echoed in section 9.1 of the adopted draft new Official Plan
	f) be implemented through official plan policies and designations, updated zoning and other supporting documents.	The growth management strategy proposed in the adopted draft new Official Plan provides overall direction on how growth is to be accommodated within the DBUA. The DBUA policies of the growth management strategy specifically reference that the land use designation policies of the adopted draft new Official Plan will provide direction on how growth within the DBUA will be accommodated; this direction is further supported through supplementary documents, such as the City-wide Urban Design Guidelines.
2.2.3.1 a)-d)	<i>Urban growth centres</i> will be planned:	The adopted draft new Official Plan recognizes the UGC as strategically significant to the City, the region, and the Outer Ring. As such, it a critical

		<p>component of Barrie’s community structure (see section 2.3.2 of the adopted draft new Official Plan).</p>
	<p>a) as focal areas for investment in regional <i>public service facilities</i>, as well as commercial, recreational, cultural, and entertainment uses;</p>	<p>Policies 2.3.2.b) & c) of the adopted draft new Official Plan recognize the regional importance of the UGC and indicate that the UGC will be planned to permit the widest mix of uses in the City. This policy is supported by Map 2, which recognizes existing and emerging public service facilities through the Community Hub land use designation. Other uses, such as commercial or entertainment uses, are permitted through other land use designations within the UGC; see permitted uses listed in the Medium Density and High Density designations in sections 2.6.2. and 2.6.3 of the adopted draft new Official Plan.</p>
	<p>b) to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;</p>	<p>The Barrie Transit hub, which is located at the intersection of Maple Avenue and Simcoe Street, is currently the City’s main transit hub. Due to locational constraints, this location is no longer feasible, and the transit hub will be moved adjacent to the Allandale Waterfront GO station, which is proximal to the revised UGC boundary and within the Allandale MTSA. This new transit hub, referred to as the Allandale Mobility Hub, will have the capacity to function in a manner that supports a transit network at a regional scale and will therefore implement this Growth Plan policy. Despite the relocation of the Barrie Transit hub, a smaller scale mobility network hub will remain on site at the at the current location.</p> <p>The location of the Allandale Mobility Hub outside of, but adjacent to the UGC, is due to boundaries of the UGC being revised due to limited development potential east of Essa Road.</p> <p>In addition to having limited development potential, Allandale is recognized as a historic neighbourhood with many built cultural heritage resources, some of which are currently under evaluation as per O. Reg 9/06 of the <i>Ontario Heritage Act</i>. Further, the Barrie Heritage Committee recently passed a motion recommending that staff investigate the feasibility of conducting a study to establish Heritage Conservation Districts under Part V of the <i>Ontario Heritage Act</i>. Allandale is envisioned to be one such district. Therefore, long term and higher density intensification on lands east of Essa Road in Allandale will be limited.</p> <p>The combination of lack of development potential within Allandale and presence of built cultural heritage resource it was determined that Allandale should be excluded from the UGC, but included as part of Allandale MTSA. As</p>

		<p>per section 2.3 of the adopted draft new Official Plan, MTSAs are still key intensification areas, but not at the same scale as the UGC. Map 2 of the adopted draft new Official Plan shows how the UGC and MTSA are intended to support different levels of intensification, with the majority of the UGC being designed High Density while the majority of the Allandale MTSA is Medium Density, with only a few High Density sites.</p> <p>Despite the location of the Allandale Mobility Hub outside of the UGC, it is expected that that it will function as part of the UGC due to its proximity, location, and direct link into the heart of the UGC via Bradford Street.</p>
	c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and	<p>As per policy 2.3.2.d) the UGC is to be planned to achieve a Growth Plan density target of 150 persons and jobs per hectare by 2031. This is to be achieved by attracting and facilitating a significant amount of population and employment growth. This is done by designating a significant amount of the UGC as High Density with a wide range of uses, including <i>Major Office</i>. To further facilitate employment growth within the UGC, lands along Dunlop street, between the boundary of the UGC and Highway 400, have been designated Strategic Employment and Economic District (SEED). The SEED designation is intended to facilitate, or at the very least permit, the clustering of (non-industrial) uses outside the UGC, such as knowledge-based start-ups. This demonstrates that the draft new Official Plan will support the clustering of strategically significant employment uses in and around the UGC.</p>
	d) to accommodate significant population and employment growth.	<p>See response to Growth Plan policy 2.2.3.a) & c) above.</p>
2.2.3.2.c)	<p><i>Urban growth centres</i> will be planned to achieve, by 2031 or earlier, a minimum density target of:</p> <p>c) 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.</p>	<p>As demonstrated in the Land Needs Assessment report prepared by Watson (see page 4-38 of appendix B), the UGC is anticipated to reach the prescribed density Of 150 persons and jobs per hectare by 2031. While this analysis was completed using the in-effect vs. revised UGC boundaries, staff have conducted an in-depth population distribution exercise to determine whether the UGC density target can be reached within the revised boundary. Following this analysis, which took into consideration the intensification supply in the UGC as proposed by Watson, it was determined that an additional 1,475 persons can be accommodated within the revised UGC boundary, bringing the growth forecast for the UCG to 13,495 vs. the 12,020 proposed in the Land Needs Assessment proposed by Watson. Using a ratio of one job per two people, an additional 737 jobs can be added to the UGC as well. Due to the revised UGC boundary, which now excludes the Allandale MTSA, the land area of the UGC</p>

		was reduced from 156 ha to 117 ha, with the lands removed from the in-effect UGC being made part of the Allandale MTSA. The increase in population and decrease in land area means that the UGC will still meet and likely exceed the Growth Plan density target of 150 persons and jobs per hectare by 2031.
2.2.4.5	Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper-and single-tier municipalities may delineate the boundaries of <i>major transit station areas</i> and identify minimum density targets for <i>major transit station areas</i> in advance of the next <i>municipal comprehensive review</i> , provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.	<p>The boundaries of the Allandale Waterfront GO MTSA and Barrie South GO MTSA are identified on Map 1 of the draft new Official Plan.</p> <p>The Allandale MTSA is anchored by a Allandale Waterfront GO train station and GO bus terminal. As indicated above, the Barrie Bus terminal will be relocated to lands adjacent to the GO Station, creating the Allandale Mobility Hub. The relocation of the Barrie Bus terminal to the Allandale Mobility Hub, and the location of the Allandale Mobility Hub adjacent the UGC – with a direct link to the heart of the UGC via Bradford Street – will facilitate the use of the MTSA by both local and regional transit users. Further, due to the significant amount of non-motorized routes linking lands designated Medium and High Density within the MTSA and the UGC to the Allandale Mobility Hub, it is anticipated that a significant amount of transit users will be able to walk to access transit. To support its role as an intensification area, the draft new Official Plan establishes a density target for 130 persons and jobs per hectare for the Allandale MTSA.</p> <p>The Barrie South GO MTSA has been planned to capture a significant amount of growth. While a large amount of the vacant land within walking distance to the GO station has been already developed, Watson determined that approximately 8,000 people can be accommodated within 800 m of the GO station (see page 4-30 of the Land Needs Assessment Report in Appendix B), with a total of 20,790 persons being planned for within the MTSA by 2051. To facilitate this, development lands within the MSTTA have been primarily designated Medium Density and Commercial district, both of which permit up buildings of up to 12 storeys. The density target for the Barrie South MTSA is 145 persons and jobs per hectare.</p>
2.2.4.8.a)-c)	All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate:	Both the Allandale Waterfront GO and Barrie South GO train stations have been designed and constructed at the time the draft new Official Plan was written. Therefore, there is no opportunity for the draft new Official Plan to provide direction on design of the stations. However, the Official Plan does identified lands in the vicinity of both GO stations as being within an MTSA and provides direction on development within these MTSAs.

	a) connections to local and regional transit services to support <i>transit service integration</i> ;	<p>As mentioned above, the City is currently in the design phase for a new Allandale Mobility Hub, which will be located adjacent to the Allandale Waterfront GO station. The Allandale Mobility Hub will function as the new (relocated) Barrie Transit Terminal. The Allandale MTSA is also serviced by two intensification corridors, providing commuters and transit users with convenient access to <i>higher order transit</i>.</p> <p>The Barrie South GO station is currently serviced by Barrie Transit and will function as a key destination as it is located along an intensification corridor, being Yonge Street. The co-location of the Allandale Mobility Hub adjacent to the Allandale Waterfront GO station, and the identification of Yonge Street and Essa Road as an intensification corridors, demonstrates that the City is planning MTSA's in a manner that supports <i>transit service integration</i>.</p>
	b) <i>infrastructure</i> to support <i>active transportation</i> , including sidewalks, bicycle lanes, and secure bicycle parking; and	<p>The Allandale MTSA is located within an urbanized setting and is serviced by existing active transportation infrastructure, with direct connections to a regional trail network. Further, the proposed Allandale Mobility Hub, which is located within the Allandale MTSA, is being planned to provide AT facilities, such as bicycle parking/storage.</p> <p>The Barrie South GO Train station, and Barrie South MTSA, are located within a suburban setting and surrounded by lands which are largely vacant. As per the MTSA policies in the draft new Official Plan (section 2.3.4), the MTSA shall be planned to support AT and non-vehicular modes of transit. This has been already achieved, in part, by the identification of cycling network facilities on Yonge Street (see Map 4a of the draft new Official Plan). Planning these facilities will occur at the time of the next Transportation Master Plan (TMP). In addition, the draft new Official Plan calls for the implementation of a complete streets approach to street and cross-section designs. This work will identify best practices to accommodate AT connections to the Barrie South GO station and the MTSA, as well as improve existing connections.</p>
	c) commuter pick-up/drop-off areas.	These facilities are already in place at both GO stations and service both <i>higher order transit, regional transit</i> , and local transit.
2.2.4.9.a)-d)	Within all <i>major transit station areas</i> , development will be supported, where appropriate, by:	
	a) planning for a diverse mix of uses, including additional residential units and <i>affordable</i> housing, to support existing and planned transit service levels;	As mentioned earlier, the draft new Official Plan strategically uses land use designations on lands within both MTSA's to facilitate a mix of uses. Further, the MTSA policies of the draft new Official Plan prescribe density targets for

		both MTSAs. The achievement of these densities is supported by strategically designating lands within MTSAs and establishing land use designation policies which delineate minimum densities and heights for development. To support <i>affordable</i> housing the Official Plan identifies MTSAs as appropriate locations for such uses (section 2.3.4a.ii)). Further, the draft new Official Plan (section 2.3.4.f)) requires that the MTSAs be identified as Protected MTSAs. This will allow the city to provide more discreet direction on development within MTSAs as well as create the opportunity for the implementation of Inclusionary Zoning (IZ).
	b) fostering collaboration between public and private sectors, such as <i>joint development</i> projects;	Lands within both MTSAs have been strategically designated. The policies of these land use designations permit <i>public service facilities</i> or institutional-type uses such as social housing.
	c) providing alternative development standards, such as reduced parking standards; and	See policy 2.3.4.b) of the draft new Official Plan. Also, policy 2.3.5.a) of the draft new Official Plan gives the City the discretion to permit development to vary from development standards. Such consideration may be given to development within MTSAs.
	d) prohibiting land uses and built form that would adversely affect the achievement of <i>transit-supportive</i> densities.	As stated earlier, the MTSA density target, paired with land use designation policies which prescribe heights and density minimums for development, work together to ensure transit supportive densities within MTSAs.
2.2.10	Lands adjacent to or near to existing and planned <i>frequent transit</i> should be planned to be <i>transit-supportive</i> and supportive of <i>active transportation</i> and a range and mix of uses and activities.	Map 1 of the draft new Official Plan identifies intensification corridors which are currently serviced by transit. To support these intensification corridors, the draft new Official Plan provides special development permissions for development on lands adjacent to intensification corridors. Further, the Neighbourhood Area land use designation permits more intensification along higher-order streets, such as collector and arterial streets, which not only support intensification in general, but also supports transit service with may be provided along these streets.
2.2.5.1.a)-d)	Economic development and competitiveness in the GGH will be promoted by:	
	a) making more efficient use of existing <i>employment areas</i> and vacant and underutilized employment lands and increasing employment densities;	The draft new Official Plan proposes new policies that are intended to provide clear direction for land uses in <i>employment areas</i> . Specifically, Map 1 of the draft new Official Plan clearly delineates <i>employment areas</i> . To support their function and economic competitiveness, section 2.3.5 of the draft new Official Plan clearly indicates that <i>employment areas</i> are intended for employment area employment uses, with limited population related employment uses, protects lands within <i>employment areas</i> by encroachment by <i>sensitive land uses</i> , establishes employment densities for new development within

		<i>employment areas</i> , and provides direction to ensure <i>employment areas</i> are serviced by <i>freights-supportive corridors</i> and are connected to Provincial highways to ensure the efficient goods movement.
	b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;	As determined through the MCR, the settlement area boundary must be expanded to the municipal boundary to create new DGA land which will accommodate both employment area and community area uses. As shown in Map 1 of the draft new Official Plan, new employment area lands have been created south of Lockhart Road and east of Highway 400 as well as South of Salem Road and west of Highway 400. These new employment area lands will not only have good exposure but will also have access to Highway 400 via the proposed McKay/Highway 400 interchange. The lands in this new employment area are all proposed to be designated for industrial type uses, with non-industrial type uses and development requiring an Official Plan amendment. The designation of these new employment area lands for industrial type uses indicates their planned use and function.
	c) planning to better connect areas with high employment densities to transit; and	See polices 2.3.5.j) & k) in the draft new Official Plan.
	d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.	The development of the draft new Official Plan included consultation with internal stakeholders, such as the City's economic development office. Comments received as part of this consultation initiative informed the policies of the Strategic Employment & Economic District (SEED) land use designation as well as the Employment Area – Industrial land use designation. Further, Chapter 7 of the draft new Official Plan provides supplementary direction to support established and emerging industries in Barrie.
2.2.5.2.	<i>Major office</i> and appropriate major institutional development will be directed to <i>urban growth centres, major transit station areas</i> or other <i>strategic growth areas</i> with existing or planned <i>frequent transit</i> service.	As per the MCR, Barrie will attract just over 400 <i>Major Office</i> jobs by 2051. Despite the low forecast, <i>Major Office</i> uses are permitted within the Employment Area – Non-Industrial land use designation, which is exclusively used within employment areas. Further, <i>Major Office</i> uses are permitted within land use designations – such as Community Hub, High Density, Medium Density, & Commercial District – that are primarily used within intensification areas. Further, as per the community structure policies of the draft new Official Plan (see section 2.3), Barrie's intensification areas, such as the UGC and MTSAs, are strategically planned to permit non-industrial employment uses as to optimize close proximity transit, services, as well as recreational opportunities.

2.2.5.3.	Retail and office uses will be directed to locations that support <i>active transportation</i> and have existing or planned transit.	With <i>employment areas</i> , retail uses, including <i>Major Retail</i> , and office uses are permitted on lands designated Employment Area – Non-Industrial. This land use designation is used strategically, and typically on the fringe of <i>employment areas</i> to protect employment areas from encroachment. The Employment Area – Non-Industrial land use designation is also used to recognize existing uses. Outside of employment areas, retail uses, including <i>Major Retail</i> , and office uses are permitted in almost all land use designations. However, the development policies of the land use designation in which these uses are permitted provide direction on built form criteria. This built form criteria directs retail and office uses to higher-order streets, such as collector and arterial streets, which may be supported by transit and <i>active transportation</i> facilitates.
2.2.5.4	In planning for employment, surface parking will be minimized, and the development of <i>active transportation</i> networks and <i>transit-supportive</i> built form will be facilitated.	See policies 2.3.5.j)-k). Additional direction is provided in section 3.3.5 of the draft new Official Plan, with further direction to be provided in the forthcoming City-Wide Urban Design Guidelines and new comprehensive Zoning By-Law.
2.2.5.5	Municipalities should designate and preserve lands within <i>settlement areas</i> located adjacent to or near <i>major goods movement facilities and corridors</i> , including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.	See response to Growth Plan policy 2.2.5.1.b)
2.2.5.6	Upper-and single-tier municipalities, in consultation with lower-tier municipalities, will designate all <i>employment areas</i> in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, <i>employment area</i> designations may be incorporated into upper-and single-tier official plans by amendment at any time in advance of the next <i>municipal comprehensive review</i> .	Map 1 of the draft new Official Plan designates <i>employment areas</i> . Further, section 2.3.5 works in association with <i>employment area</i> land use designations (section 2.6.9-11) to protect lands for employment uses over the long term.
2.2.5.7.a)-c)	Municipalities will plan for all <i>employment areas</i> within <i>settlement areas</i> by:	
	a) prohibiting residential uses and prohibiting or limiting other <i>sensitive land uses</i> that are not ancillary to the primary employment use;	See policies 2.3.5.c), i) in the draft new Official Plan.
	b) prohibiting <i>major retail</i> uses or establishing a size or scale threshold for any <i>major retail</i> uses that are permitted and prohibiting any <i>major retail</i> uses that would exceed that threshold; and	<i>The draft new Official Plan permits major retail within employment areas, but exclusively on lands designated Employment Area – Non-Industrial. See policies 2.6.9.2.d)-g).</i>

	c) providing an appropriate interface between employment <i>areas</i> and adjacent non-employment areas to maintain land use compatibility.	See policy 2.3.5.c) in the draft new Official Plan. The draft new Official Plan also provided urban design direction for development within <i>employment areas</i> (see section 3.3.5).
2.2.5.8	The development of <i>sensitive land uses</i> , <i>major retail uses</i> or <i>major office uses</i> will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.	This policy is reflected in policy 2.3.5.i) of the draft new Official Plan.
2.2.5.9.a)-e)	The conversion of lands within <i>employment areas</i> to non-employment uses may be permitted only through a <i>municipal comprehensive review</i> where it is demonstrated that:	As discussed in the Adoption Staff report, Council directed staff to explore the conversion of employment area lands to permit non-employment uses as part of the preferred growth option for Barrie.
	a) there is a need for the conversion;	<p>The original Land Needs Assessment Report (see Section 5.8), prepared by Watson and Associates LTD. ('Watson'), identified four sites as appropriate for conversion from <i>employment areas</i> to non-employment uses. The report identifies that there is a need for the conversion. In addition to these four properties, staff initiated an employment area land conversion process, as directed by Council.</p> <p>The principal driver behind the employment land conversion process was need for additional community area land and the need to use Barrie's limited community area land supply more efficiently. As demonstrated in the original Land Need Report, additional community area land was required to accommodate the Schedule 3 population and employment growth forecast to the year 2041. This triggered the need for a Settlement Area expansion. In the interest of increasing the supply of community area land, supporting intensification, and provide an opportunity for long standing vacant land to develop, Council directed staff to identify employment lands that would be suitable for conversion. Further, Council, as well as staff, were aware of employment area lands within the city that were constrained or not suitable for employment area uses. The conversion of these ill-suited and constrained employment lands would increase supply of community area land as well as allow for more efficient use of Barrie's limited land supply. To guide the employment area land conversion process, criteria were developed to evaluate conversion proposals. These criteria were developed to help staff evaluate the</p>

		<p>appropriateness of conversion proposals. If a proposal was deemed to have met the criteria – meaning it has been demonstrated that the lands are not suitable for employment uses or constrained – it was deemed that there was a need for the employment area land conversion.</p> <p>Details on the employment area land conversion process completed as part of the MCR conducted the support the implementation of the draft new Official Plan are provided in the Employment Area Land Conversion memo.</p>
	<p>b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;</p>	<p>As indicated in the original Land Need Assessment Report, additional employment area land was needed to accommodate the Schedule 3 employment growth forecasts. Thus, a Settlement Area boundary was required. As such, and based purely on a quantitative exercise, all employment lands proposed to be converted through this MCR were needed to meet the Schedule 3 employment forecasts. However, as demonstrated in the Employment Area Land Conversion memo, the employment lands proposed to be converted through this MCR are constrained or not suitable for employment uses, and as such could not feasibly accommodate ELE/industrial-type jobs. Therefore, it was deemed that the lands proposed to be converted are not required for the employment uses for which they were originally designated, and as such their conversion was appropriate.</p>
	<p>c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;</p>	<p>As outlined in Land Needs Assessment Report (LNAR) Addendums 1 and 2, the expansion of the settlement area boundary will make available sufficient new employment area land to accommodate the employment growth forecast for Barrie to the year 2051.</p>
	<p>d) the proposed uses would not adversely affect the overall viability of the <i>employment area</i> or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and</p>	<p>The impact of a conversion on the overall viability of an employment area was a key consideration in the employment land conversion process. As outlined in the Employment Area Land Conversion memo, only those conversion proposals which had little to no impact on the overall viability of an employment area were considered.</p> <p>The cumulative impact of the employment land conversions accepted by staff were considered in Addendum 1 to the original Land Needs Assessment Report. As outlined in Addendum 1, the employment land conversions proposed through this MCR would not have a negative impact on the achievement of the 50% intensification target. Further, Addendum 1 indicates</p>

		that the DGA density target proposed at that time, being 62 persons and jobs per hectare, remained appropriate should the proposed employment area lands be converted to permit for non-employment uses. In other words, the conversion of the employment area lands, which resulted in the creation of more community area lands, did not lead to a decrease in the DGA density target. The DGA density target only increased to 79 persons and jobs per hectare, as recommended in LNAR Addendum 2, was a result of the extended planning horizon and growth forecasts in Growth Plan 2020 and not the employment area land conversion.
	e) there are existing or planned <i>infrastructure</i> and <i>public service facilities</i> to accommodate the proposed uses.	<p>As described in the Employment Area Land Conversion memo, employment area land conversion proposals were required to demonstrate that there is sufficient planned infrastructure to support the proposed change in land use as well as the anticipated form of development.</p> <p>Despite this requirement being satisfied through the employment conversion process, the servicing of lands converted from employment area to non-employment uses was considered comprehensively as part of this MCR. Specifically, the population and employment growth distribution changes resulting from the conversions were included in a broader exercise, referred to as the capacity assessment, in which staff evaluate if there are sufficient existing and planned <i>infrastructure</i> and <i>public service facilities</i> to service the growth forecast to 2051. In this sense, staff evaluated the impact of the employment conversions on a site-specific basis, through the employment conversion process, as well as comprehensively, through the service capacity assessment. The service capacity assessment is the focus of <i>Municipal Comprehensive Review Report: Servicing Growth</i>, which is Appendix “E” to adoption staff report DEV001-22.</p>
2.2.5.13.a)-d)	Upper-and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all <i>employment areas</i> within <i>settlement areas</i> that:	
	a) are measured in jobs per hectare;	Through the MCR completed in supported of the implementation of the draft new Official Plan, a new <i>employment area</i> minimum density target is established. This density target is measured in jobs per hectare, as recommended in LNAR and LNAR Addendum 1 and 2.
	b) reflect the current and anticipated type and scale of employment that characterizes the <i>employment area</i> to which the target applies;	The LNAR completed as part of the MCR includes an in-depth assessment of the type and scale of employment uses that currently characterize and occupy lands within Barrie’s <i>employment areas</i> as well as those uses which will drive

		demand for <i>employment area</i> land in Barrie; see section 5.4 of the original LNAR prepared by Watson.
	c) reflects opportunities for the <i>intensification</i> of <i>employment areas</i> on sites that support <i>active transportation</i> and are served by existing or planned transit; and	The original LNAR as well as Addendums 1 & 2 estimate that Barrie’s existing and new/developing employment areas will intensify by 8% over the forecast period. The intensification of Barrie’s <i>employment areas</i> is driven, in part, by an increase in planned <i>active transportation</i> mobility options that will connect people to their place of work, by increase transit options, as well as the maturing of Barrie’s industrial sector.
	d) will be implemented through official plan policies and designations and zoning by-laws.	See section 2.5.3.g) of the draft new Official Plan. This policy will be implemented through a new forthcoming comprehensive Zoning By-Law.
2.2.5.15	The retail sector will be supported by promoting <i>compact built form</i> and <i>intensification</i> of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of <i>complete communities</i> .	Retail uses are permitted in a broad range of land use designations. Commercial and mixed-use buildings are also permitted within the Neighbourhood Area land use designation. A land use designation, being the Commercial District, was strategically developed to permit and support the co-location of retail uses, including <i>Major Retail</i> , to support intensification, <i>compact built form</i> , and the development of <i>complete communities</i> . Finally, criteria were developed to permit <i>major retail</i> uses on lands designated Employment Area – Non-Industrial.
2.2.6.1.a)-e)	Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:	The development of the draft new Official Plan was supported by a comprehensive public engagement and consultation strategy. Through the implementation of this strategy, key stakeholders, such as the County of Simcoe, the region’s affordable housing service provider/manager, as well as other housing advocacy and equity seeking groups, had the opportunity to provide input on the draft new Official Plan. Their input, as documented in the public comments tracking table attached to the Staff report to which this memo is an Appendix, were critical to the development of the housing policies in the draft new Official Plan.
	a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:	
	i. identifying a diverse range and mix of housing options and densities, including additional <i>residential</i> units and <i>affordable</i>	The LNAR and associated addendums propose a unique unit mix for the BUA and DGA. The unit mix proposed by Watson for Barrie signals a shift to more <i>compact built form</i> , one that will provide a more diverse range of housing

	housing to meet projected needs of current and future residents; and	options at different densities. To implement the recommendations of the LNAR the draft new Official Plan permits, supports, and encourages a wide range of built form types. In particular, the Neighbourhood Area designation supports context sensitive intensification to allow for the gradual intensification of Barrie’s housing stock, particularly in existing neighbourhoods.
	ii. establishing targets for <i>affordable</i> ownership housing and rental housing;	As per policy 2.5.1), the draft new Official Plan proposes that 10% of all housing units built each year are to be affordable. Further, policy 2.3.2.d) of the draft new Official Plan proposes that 20% of the housing units developed within the Urban Growth Centre be <i>affordable</i> . A target of 20% is also established for MSTAs as per policy 2.3.4.a)iii) of the draft new Official Plan.
	b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1.a);	As described above, the primary mechanism to achieving a diverse range of housing options and densities, as well as the affordable housing targets proposed in the draft new Official Plan, are the policies referenced in response to 2.2.6.1.a)i). Further, the land use designation policies contain built form and density policies which will facilitate the development of built form housing types which may be affordable. In addition, policy 2.3.4.e) of the draft new Official Plan speaks to conducting the work required to designate the city’s two MTSAAs as <i>Protected Major Transit Station Areas</i> . The purpose of this policy is to trigger a land planning exercise that will plan the PMTSAAs more comprehensively than possible through an Official Plan and, perhaps more importantly, to permit the implementation of <i>Inclusionary Zoning (IZ)</i> .
	c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;	The County of Simcoe, being the housing service manager for the region, was consulted throughout the development of the draft new Official Plan. The County expressed support for the City’s affordable housing target and land use policies regarding the permissions of a broad range of housing types.
	d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and	Simcoe County is the designated affordable housing service manager for the City of Barrie under the <i>Housing Services Act</i> . Nonetheless, the City works closely with the County of Simcoe on issues such as homelessness and have co-developed an affordable housing strategy that complies with the policy direction in the “Service Manager Housing and Homelessness Plans.” Additionally, the City of Barrie’s draft new Official Plan contains affordable housing policies which support joint initiatives on housing and homelessness prevention.
	e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.	As demonstrated in responses to policies 2.2.6.1a)-c), and other response related to the provision of housing, the draft new Official Plan satisfies this policy by facilitating a shift to a more <i>compact built form</i> , one that increases the diversity of housing types. The primary mechanism for achieving this shift is

		the growth management strategy, the land use policies, and the resilient city policies of the draft new Official Plan.
2.2.6.2.a)-d)	Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of <i>complete communities</i> by:	
	a) planning to accommodate forecasted growth to the horizon of this Plan;	As stated in section 2.3, the draft new Official Plan is based on the population and employment growth forecasts in Schedule 3, being 298,000 people and 150,000 jobs by the year 2051.
	b) planning to achieve the minimum intensification and density targets in this Plan;	The growth management strategy proposed in the draft new Official Plan contains density targets for the BUA (section 2.4.2.2) and DGA (section 2.4.2.3) specific policies. As directed by Council, the draft new Official Plan proposes a 50% intensification target to the year 2051, meeting the minimum intensification target for Barrie as prescribed in the Growth Plan. Further, as directed by Council, the minimum density target for the DGA is set at 79 persons and jobs per hectare, exceeding the minimum DGA density target prescribed for Barrie in the Growth Plan.
	c) considering the range and mix of housing options and densities of the existing housing stock; and	See responses to growth plan policies 2.2.3.1 and 2.2.6.1.
	d) planning to diversify their overall housing stock across the municipality.	As indicated in the response to 2.2.3.1 & 2.2.6.1, Barrie's housing stock is now largely low density and high density, with medium density housing options – those which are recognized to be more affordable – being conspicuously missing. The land use policies of the draft new Official Plan permit a broad range of housing types and support the intensification of Barrie's neighbourhoods to diversify the housing stock.
2.2.6.3	To support the achievement of <i>complete communities</i> , municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.	The land use designation policies of the draft new Official Plan are the primary tools for implementing the growth management strategy. Specifically, the land use designations prescribe density targets and built form standards that will facilitate multi-unit residential and mixed-use developments. Further, the draft new Official Plan establishes intensification corridors that support and encourage multi-story development. In intensification areas, such as the UGC or MTSAs, land use designations are strategically used to require multi-unit developments which provide affordable housing.
2.2.6.4	Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of	At the time of the Adoption of the draft new Official Plan Barrie will have enough land and servicing capacity to accommodate growth to 2031. The implementation of the draft new Official Plan, and the subsequent

	residential units. This supply will include, and may exclusively consist of, lands suitably zoned for <i>intensification</i> and <i>redevelopment</i> .	development of new infrastructure master plans, will facilitate development to the year 2051 on lands in the BUA and the DGA.
2.2.6.5	When a <i>settlement area</i> boundary has been expanded in accordance with the policies in subsection 2.2.8, the new <i>designated greenfield area</i> will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.	See responses to Growth Plan policies 2.2.6.1 & 2.2.6.2.
2.2.7.2.a)	The minimum density target applicable to the <i>designated greenfield area</i> of each upper-and single-tier municipality is as follows: a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;	The Land Needs Assessment Report Addendum 2, prepared by Dillon, recommends a minimum DGA density target of 79 persons and jobs per hectare to accommodate the Schedule 3 growth forecasts. This density is reflected in DGA section (see policy 2.4.2.3.e)) of the growth management strategy proposed in the draft new Official Plan.
2.2.7.3	The minimum density target will be measured over the entire <i>designated greenfield area</i> of each upper- or single-tier municipality, excluding the following: a) <i>natural heritage features and areas, natural heritage systems</i> and floodplains, provided <i>development</i> is prohibited in these areas; b) rights-of-way for: i. electricity transmission lines; ii. <i>energy transmission pipelines</i> ; iii. freeways, as defined by and mapped as part of the Ontario Road Network; and, iv. railways; c) <i>employment areas</i> ; and d) cemeteries.	See policy 2.5.c) of the draft new Official Plan.

2.2.8.1	<i>Settlement area</i> boundaries will be delineated in official plans.	The <i>settlement area</i> boundary is delineated on Map 1 of the draft new Official Plan.
2.2.8.2.a).i)-c)	A <i>settlement area</i> boundary expansion may only occur through a <i>municipal comprehensive review</i> where it is demonstrated that:	The draft new Official Plan proposes to expand Barrie’s <i>settlement area</i> boundary in accordance with the Growth Plan. To this end a land needs assessment was conducted. The results of the assessment are available in the LNAR and its associated addendums. The original LNAR and Addendum 1 were completed ahead of the release of Growth Plan 2020, and as such are based on the 2041 population and growth forecast in the then in-effect Growth Plan 2019. The original LNAR recommended a <i>settlement area</i> boundary expansion of 304 hectares, with the remaining land between the 2041 <i>settlement area</i> boundary and the municipal boundary excess land. Addendum 1, which considered the impact of an increased intensification target of 50% and the conversion of employment area land to non-employment uses, revised the 2041 land need of 304 hectares to 281 hectares. The remaining post-2041 land, approximately 33 hectares, was to be identified as excess lands. Following the release of Growth Plan 2020, along with the extended 2051 planning horizon and its associated growth forecast, the LNAR was revised with Addendum 2. Building on the findings of Addendum 1, and on scoped application of the land needs assessment methodology, Addendum 2 recommends that all remaining land be used to accommodate the updated 2051 growth forecasts in Schedule 3. A complete overview of the land needs assessment completed as part of the MCR are provided in Chapter 1 of <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22).
	a) based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through <i>intensification</i> and in the <i>designated greenfield area</i> : i) within the upper-or single-tier municipality,	As described in LNAR and associated addendums, a <i>settlement area</i> boundary expansion is required. The need for an expansion is based on a 50% intensification target and a DGA density target of 79 persons and jobs per hectare. While the LNAR demonstrates that there is sufficient supply in the BUA to exceed the 50% <i>intensification</i> target prescribed for Barrie in the Growth Plan, implementing an <i>intensification</i> target over 50% was deemed not appropriate as it would require a housing shift that could not be supported by the market. Further, Council preferred a balanced approach to growth management, meaning 50% of the forecast growth is to be directed to the BUA with the remaining 50% being directed to the DGA.
	b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy	The proposed <i>settlement area</i> boundary expansion will create only enough new DGA land to accommodate growth to 2051. Further, the DGA density target of 79 persons and jobs per hectare, which exceeds Barrie’s DGA density

	2.2.8.2 a), while minimizing land consumption; and	target prescribed in the Growth Plan, will minimize consumption of land by accommodating more growth in the municipal boundary than forecast in previously completed growth management work.
	c) the timing of the proposed expansion and the phasing of development within the <i>designated greenfield area</i> will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.	As demonstrated in LNAR Addendum 2, the proposed expansion will not adversely affect the achievement of the minimum intensification and density target of the Growth Plan.
2.2.8.3.a)-i)	Where the need for a <i>settlement area</i> boundary expansion has been justified in accordance with 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of the policies in this Plan, including the following:	
	a) There is sufficient capacity in existing or planned <i>infrastructure and public service facilities</i> ;	A service capacity assessment of Barrie’s existing and planned <i>infrastructure & public service facilities</i> was completed as part of the MCR and in support of the implementation of the draft new Official Plan. The results of this assessment are available in <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22). The report demonstrates that there is currently insufficient capacity in existing and planned <i>infrastructure & public service facilities</i> to accommodate growth to 2051, including growth directed to newly created DGA lands. This result, however, was expected as the in-effect master and strategic plans for <i>infrastructure & public service facilities</i> have a planning horizon of 2041 and are based on different growth management practices and targets than what is proposed in the draft new Official Plan, as explained in <i>Municipal Comprehensive Review Report: Servicing Growth</i> . To ensure Barrie can accommodate the forecast growth, and therefore support the expansion of the <i>settlement area</i> boundary, a series of delta assessments are completed. These delta assessments quantify how much additional <i>infrastructure & public service facilities</i> are required to service growth to 2051, including growth directed to new DGA lands. Staff have determined that the additional <i>infrastructure & public service facilities</i> required to service the forecast growth – which will be confirmed through new master and strategic plans – is reasonable and can be delivered over the forecast

		period to service the forecast growth, include the portion directed to new DGA lands.
b)	The <i>infrastructure</i> and <i>public service facilities</i> needed would be financially viable over the full life cycle of these assets;	As discussed in Chapter 4 of <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22), there are financial planning tools in place to ensure that the <i>infrastructure</i> and <i>public service facilities</i> needed to service the forecast growth will be financially viable over their fill life cycle.
c)	The proposed expansion would be informed by applicable water and wastewater master plans or equivalent and <i>stormwater master plans</i> or equivalent, as appropriate;	As discussed in the <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22), the draft new Official Plan is required as it will provide direction to the forthcoming new master and strategic plans for <i>infrastructure</i> and <i>public service facilities</i> . Further, work completed as part of this MCR, as detailed in <i>Municipal Comprehensive Review Report: Servicing Growth</i> , identify service gaps which will need to be addressed through new master or strategic plans.
d)	The proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and <i>the water resource system</i> , including <i>quality and quantity of water</i> ;	New master and strategic plans for <i>infrastructure</i> and <i>public service facilities</i> are to be developed following the implementation of the draft new Official Plan. These new plans will demonstrate how Barrie will accommodate the forecast growth in a manner that avoids, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and <i>the water resource system</i> , including <i>quality and quantity of water</i> ;
e)	<i>Key hydrologic areas</i> and the <i>Natural Heritage System for the Growth Plan</i> should be avoided where possible;	The development of the Salem and Hewitt’s Secondary Plans, which includes lands that will be subject <i>settlement area</i> boundary expansion proposed in the draft new Official Plan, was supported by a natural heritage system study. The results of this natural heritage system study inform the extent of the Natural Heritage System identified on Map 1 of the draft new Official Plan. This Natural Heritage System includes lands which contain <i>key hydrologic areas</i> . As development is not permitted on lands within the Natural Heritage System, any <i>key hydrologic</i> on these lands will not be affected by the proposed <i>settlement area</i> boundary expansion.
f)	<i>Prime agricultural areas</i> should be avoided where possible. To support the Agricultural System, alternative locations across the upper – or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the <i>Agricultural System</i> and in accordance with the following:	There are <i>prime agricultural areas</i> on land subject to the proposed <i>settlement area</i> boundary expansion. The avoidance of these <i>prime agricultural areas</i> is not possible as Barrie’s land supply is fixed. Further, the direction of any and all <i>settlement area</i> expansions was pre-determined in 2010 when Barrie annexed land from the Town of Innisfil. Finally, as <i>all</i> the land between the current <i>settlement area</i> boundary and the municipal boundary are required to accommodate the forecast growth, there is no possibility of avoiding the

	<ul style="list-style-type: none"> i. Expansion into <i>specialty crop areas</i> is prohibited; ii. Reasonable alternatives that avoid <i>prime agricultural areas</i> are evaluated; and iii. Where <i>prime agricultural areas</i> cannot be avoided, lower priority agricultural lands are used; 	<p>inclusion of <i>prime agricultural areas</i> within the <i>settlement area</i>. There are no <i>specialty crop areas</i> in the <i>prime agricultural area</i></p> <p>The only option to avoid the small <i>prime agricultural area</i> within the municipal boundary is to annex lands from an adjacent municipality and direct growth to those newly annexed lands. Staff have deemed this option to be unreasonable for several reasons. Firstly, the expansion of the <i>settlement area</i> boundary onto these <i>prime agricultural areas</i> was known in 2010 when the lands were annexed by Barrie from the Town of Innisfil. Therefore, the development of <i>prime agricultural areas</i> within the annexed lands was planned. Secondly, as an urbanizing municipality, land in Barrie’s existing municipal boundary – of which there is enough to accommodate growth to 2051 – is best used to accommodate growth as doing so will preserve <i>prime agricultural areas</i> in adjacent municipalities. Secondly, it is likely that the lands adjacent to the existing municipal boundary and surrounding the City of Barrie are also part of a <i>prime agricultural area</i>. Therefore, any annexation or expansion of the municipal boundary to avoid <i>prime agricultural areas</i> currently within the municipal boundary will likely encounter the same challenge, being the presence of <i>prime agricultural areas</i>. Lastly, long term <i>infrastructure</i> planning has been completed on the basis that the <i>settlement area</i> would expand south onto lands annexed from the Town of Innisfil in 2010. Deviation from this plan will result in a significant amount of infrastructure being underutilized as well as significant capital investment, both public and private, being jeopardized.</p> <p>As all lands within the municipal boundary are required to accommodate the forecast growth, there is no opportunity to direct growth to lower priority agricultural lands.</p>
	<p>g) The <i>settlement area</i> to be expanded is in compliance with the <i>minimum distance separation formulae</i>;</p>	<p>As stated above, all lands within the municipal boundary are required to accommodate the forecast growth to 2051. As an urban municipality, lands added to the <i>settlement area</i> are planned exclusively for future urban uses. The application of the MDS therefore proposes a unique challenge, being the establishment of minimum separation distances or setbacks from existing livestock and agricultural operations that would render lands added to the settlement area boundary as not developable. Should this occur, the City would not have sufficient land to accommodate the Schedule 3 forecast, and the draft new Official Plan would not be in conformity with the Growth Plan.</p>
	<p>h) Any adverse impacts on the <i>agri-food network</i>, including agricultural operations, from expanding</p>	<p>Staff are of the opinion that as Barrie is an urban municipality, which requires all lands within the municipality to accommodate growth, lands to be included</p>

	<p><i>settlement areas</i> would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an <i>agricultural impact assessment</i>;</p>	<p>within the settlement area boundary expansion are not functionally part of the <i>agricultural system</i>. As such, the proposed settlement area boundary expansion will not have an impact on the <i>agri-food network</i>.</p>
	<p>i) The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;</p>	<p>The direction provided by the PPS is reflected in various policies in the draft new Official Plan. For example, the draft new Official Plan identifies Barrie’s natural heritage system and policies to protect it over the long term. Further, section 5.3.2 of the draft new Official Plan provides direction on protecting the public from natural hazards and hazard land by prohibit development on hazard lands.</p>
3.2.1.1	<p><i>Infrastructure</i> planning, land use planning, and <i>infrastructure</i> investment will be co-ordinated to implement this Plan.</p>	<p>As discussed in <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22), being Appendix ‘E’ of the adoption staff report, the implementation of the draft new Official Plan will trigger the development of new <i>infrastructure</i> master plans. These new plans will be informed and guided by the land use policy direction provided by the draft new Official Plan. Policy 2.4.2.1.i) of the draft new Official Plan provides direction for co-ordinated planning to ensure compliance with the Growth Plan.</p>
3.2.2.1	<p><i>Transportation system</i> planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.</p>	<p>As per the response to Growth Plan policy 3.2.1.1., <i>infrastructure</i> planning, which includes transportation, will be informed and guided by the draft new Official Plan.</p>
3.2.2.3	<p>In the design, refurbishment, or reconstruction of the existing and planned street network, a <i>complete streets</i> approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.</p>	<p>Section 4.2 of the draft new Official Plan provides direction on the adoption of a <i>complete street</i> approach to the design of the City’s transportation network.</p>
3.2.2.4	<p>Municipalities will develop and implement <i>transportation demand management</i> policies in official plans or other planning documents or programs to:</p> <p>a) reduce trip distance and time;</p> <p>b) increase the <i>modal share</i> of alternatives to the automobile, which may include setting <i>modal share</i> targets;</p> <p>c) prioritize <i>active transportation</i>, transit, and goods movement over single-occupant automobiles;</p>	<p>See section 4.6 of the draft new Official Plan.</p>

	d) expand <i>infrastructure</i> to support <i>active transportation</i> ; and	
	e) consider the needs of <i>major trip generators</i> .	
3.2.3.1	Public transit will be the first priority for transportation <i>infrastructure</i> planning and major transportation investments.	See land use policy direction under section 4.1 and objectives outlined in section 4.1.1., particularly 4.1.1.a).
3.2.3.3	Municipalities will work with transit operators, the Province, Metrolinx where applicable, and each other to support <i>transit service integration</i> within and across municipal boundaries.	See policy 4.6.1.b) of the draft new Official Plan.
3.2.3.4	Municipalities will ensure that <i>active transportation</i> networks are comprehensive and integrated into transportation planning to provide: a) safe, comfortable travel for pedestrians, bicyclists, and other users of <i>active transportation</i> ; and b) continuous linkages between <i>strategic growth areas</i> , adjacent neighbourhoods, <i>major trip generators</i> , and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.	The draft new Official Plan provides direction on the design of the City's transportation network and the adoption of a <i>complete street</i> design to transportation network elements – see section 4.2 of the draft new Official Plan. <i>Active transportation</i> is an important component of <i>complete street</i> design, and as reflected in the streetscape design policies (see section 4.2.1.2 of the draft new Official Plan) with dedicated cycling zones. Further, policy 4.3.1.7.4. of the draft new Official Plan outlines the City's responsibilities in planning and providing <i>active transportation infrastructure</i> , in conformity with the Growth Plan.
3.2.4.3	Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of <i>employment areas</i> and other areas of significant commercial activity and to provide alternate routes connecting to the provincial network.	The draft new Official Plan identifies freight supportive corridors on Map 4b. Section 4.5 of the draft new Official Plan provides direction on how freight supportive corridors are to support <i>employment areas</i> in conformity with the Growth Plan.
3.2.7.1	Municipalities will develop <i>stormwater master plans</i> or equivalent for serviced <i>settlement areas</i> that:	As per the response to Growth Plan policy 3.2.1.1., <i>infrastructure</i> planning, which includes stormwater, will be informed and guided by the draft new Official Plan.
3.2.8.1	Planning for <i>public service facilities</i> , land use planning and investment in <i>public service facilities</i> will be co-ordinated to implement this Plan.	As with <i>infrastructure</i> , planning for <i>public service facilities</i> will be informed by the Draft new Official Plan. Policy 2.4.2.1.i) of the draft new Official Plan provides direction on this regard to ensure conformity with the Growth Plan.

3.2.8.2	<i>Public service facilities</i> and public services should be co-located in community hubs and integrated to promote cost-effectiveness.	<i>Public service facilities</i> are permitted within specific land use designations, such as Community Hub, Commercial District, and High Density, to ensure they are co-located with or located in close proximity to intensification areas, population centres, trip generators, and adjacent to existing or planned transit. This will ensure cost-effective delivery of services.
3.2.8.4	Existing <i>public service facilities</i> that are located in or near <i>strategic growth areas</i> and are easily accessible by <i>active transportation</i> and transit, where that service is available, should be the preferred location for community hubs.	The draft new Official Plan strategically uses the Community Hub designation – lands designated Community Hub are identified on Map 2 of the draft new Official Plan – to permit and locate <i>public service facilities</i> within intensification areas such as <i>strategic growth areas</i> , MTSAs, and intensification corridors.
4.2.1.1	Upper-and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that <i>watershed planning</i> is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the <i>quality and quantity of water</i> within a <i>watershed</i> .	The development of the draft new Official Plan involved consultation with the Nottawasaga Valley Conservation Authority (NVCA) & the Lake Simcoe Region Conservation Authority (LSRCA). This resulted in the development of a comprehensive policy framework aimed at protecting the watershed. This is reflected in the direction provided by the community structure policies (see section 2.3.1) Natural Heritage System land use policies (see section 5.4), overlay policies (see section 2.7.4) as well as the resilient city policies (see section 6.5) of the draft new Official Plan.
4.2.1.2	<i>Water resource systems</i> will be identified to provide for the long-term protection of <i>key hydrologic features, key hydrologic areas</i> , and their functions.	<i>Water resource systems</i> have been planned comprehensively as part of the broader watershed. Therefore, the response to 4.2.1.1 applies to Growth Plan policy 4.2.1.2.
4.2.2.6	Beyond the <i>Natural Heritage System for the Growth Plan</i> , including within <i>settlement areas</i> , the municipality: a) will continue to protect any other <i>natural heritage features and areas</i> in a manner that is consistent with the PPS; and b) may continue to protect any other <i>natural heritage system</i> or identify new systems in a manner that is consistent with the PPS.	Map 1 of the draft new Official Plan identifies Barrie’s Natural Heritage System. Further, the components that make up the natural heritage system are identified on Map 3 of the draft new Official Plan. This mapping is supported by policies outlined in response to Growth Plan policy 4.2.1.1.
4.2.7.1	<i>Cultural heritage resources</i> will be <i>conserved</i> in order to foster a sense of place and benefit communities, particularly in <i>strategic growth areas</i> .	Map 8 and Section 8 of the draft new Official Plan provide direction on the protection of Barrie’s cultural heritage resources. Specifically, the draft new Official Plan revised the boundary for the UGC as to exclude the Allandale Historic Neighbourhood, which contains a significant amount of Barrie’s built <i>cultural heritage resources</i> . While the Allandale Historic Neighbourhood is still within the Allandale MTSA, the scale of growth planned for the area is significantly less than the UGC. This shows how the draft new Official Plan

		provided direction for protecting cultural heritage resources, particularly with a <i>strategic growth area</i> .
4.2.7.2	Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of <i>cultural heritage resources</i> .	As detailed in <i>Appendix 'B' - Official Plan Public Consultation and Engagement to Adoption staff report DEV001-22</i> , the City of Barrie undertook an extensive consultation with indigenous and Metis communities to seek input on the development of policies related to identification, wise use and management of <i>cultural heritage resources</i> , as well as any other land use planning matters which may be of interest. Input received from indigenous and Metis stakeholders has been incorporated into the draft new Official Plan.
4.2.8.1	Municipalities will develop and implement official plan policies and other strategies to conserve <i>mineral aggregate resources</i> , including:	
	a) the recovery and recycling of manufactured materials derived from <i>mineral aggregate resources</i> for reuse in construction, manufacturing, industrial, or maintenance projects as a substitute for new <i>mineral aggregate resources</i> ; and	The City is currently developing a circular economy strategy, one which will address the recycling and reuse of materials, including by-products of aggregate operations.
	b) the wise use of <i>mineral aggregate resources</i> , including utilization or extraction of on-site <i>mineral aggregate resources</i> prior to development occurring.	See section 2.8.6 of the draft new Official Plan.
4.2.9.1.a)-d)	Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:	The City is currently developing three plans/strategies which are intended to address climate change. These are: <ul style="list-style-type: none"> • A Circular Economy Strategy • A Community Energy and Greenhouse Gas Reduction Plan • A Climate Change Adaptation Strategy These initiatives complement the policies of the draft new Official Plan.
	a) water conservation, including through: <ol style="list-style-type: none"> water demand management for the efficient use of water; and water recycling to maximize the reuse and recycling of water; 	See section 6.5.2 of the draft new Official Plan.
	b) energy conservation for existing buildings and planned developments, including municipally owned facilities, including through: <ol style="list-style-type: none"> identification of opportunities for conservation, energy efficiency and demand management, as well as district energy 	See objective in section 3.1.1.d), policies in section 3.2.3, green development policies in section 3.2.3.1, objective .6.2.d), policies under section 6.3.1 of the draft new Official Plan.

	<p>generation, <i>renewable energy systems</i> and <i>alternative energy systems</i> and distribution through community, municipal, and regional energy planning processes, and in the development of conservation and demand management plans;</p> <p>ii. land use patterns and urban design standards that support energy efficiency and demand reductions, and opportunities for <i>alternative energy systems</i>, including district energy systems; and</p> <p>iii. other conservation, energy efficiency and demand management techniques to use energy wisely as well as reduce consumption;</p>	
	<p>c) air quality improvement and protection, including through reduction in emissions from municipal, commercial, industrial, and residential sources; and</p>	<p>See policies 3.2.3.1.v), 6.3.1.a)iii), and 6.3.2 of the draft new Official Plan.</p>
	<p>d) integrated waste management, including through:</p> <p>i. enhanced waste reduction, composting, and recycling initiatives, and the identification of new opportunities for energy from waste, source reduction, reuse, and diversion, where appropriate;</p> <p>ii. a comprehensive plan with integrated approaches to waste management, including reduction, reuse, recycling, composting, diversion, and disposal of residual waste;</p> <p>iii. promotion of building conservation and adaptive reuse, as well as the reuse and recycling of construction materials; and</p> <p>iv. consideration of waste management initiatives within the context of long-term regional planning, and in collaboration with neighbouring municipalities.</p>	<p>See policies in section 6.6.3 of the draft new Official Plan.</p>
<p>4.2.10.a)-e), & f)-g)</p>	<p>Upper-and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other</p>	

	provincial plans and policies for environmental protection, that will include:	
	a) supporting the achievement of <i>complete communities</i> as well as the minimum intensification and density targets in this Plan;	See section 2.3 and 2.4.2 of the draft new Official Plan.
	b) reducing dependence on the automobile and <i>supporting</i> existing and planned transit and <i>active transportation</i> ;	See description under section 4.1 and objectives under section 4.1.1, and policies under 4.3.1.2.4. Further, see community structure policies, particularly intensification corridor policies under section 2.3. Also, see Neighbourhood Area policy 2.6.1.3.g), which encourages transit supportive densities in suburban contexts.
	c) assessing <i>infrastructure</i> risks and vulnerabilities and identifying actions and investments to address these challenges;	This work was completed as part of the MCR, particularly the <i>Municipal Comprehensive Review Report: Servicing Growth</i> (Appendix “E” of adoption staff report DEV001-22).
	d) undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate <i>green infrastructure</i> and <i>low impact development</i> ;	See objectives under section 6.2, and policies under sections 6.6.4 & 6.5.5 of the draft new Official Plan.
	e) recognizing the importance of <i>watershed planning</i> for the protection of the <i>quality and quantity of water</i> and the identification and protection of hydrologic features and areas;	See response to Growth Plan policy 4.2.1.1.
	f) providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and	See response to Growth Plan policy 4.2.9.a)-d)
	g) any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.	The City is currently developing three plans/strategies which are intended to address climate change. These are: <ul style="list-style-type: none"> • A Circular Economy Strategy • A Community Energy and Greenhouse Gas Reduction Plan • A Climate Change Adaptation Strategy These initiatives complement the policies of the draft new Official Plan.
5.2.3.3	Municipalities are encouraged to engage the public and stakeholders in local efforts to implement this Plan, and to provide the necessary information to ensure the informed involvement of local citizens.	The development of the draft new Official Plan was supported by a comprehensive and extensive public engagement strategy that is summarised in <i>Appendix ‘B’ - Official Plan Public Consultation and Engagement</i> to Adoption staff report DEV001-22
5.2.3.4	Municipalities shall engage Indigenous communities in local efforts to implement this Plan, and to provide	See response to Growth Plan policy 4.2.7.2.

	the necessary information to ensure the informed involvement of these communities.	
5.2.3.6	Single-tier municipalities in the <i>outer ring</i> and adjacent municipalities should ensure a co-ordinated approach to implement the policies of this Plan.	As detailed in <i>Appendix 'B' - Official Plan Public Consultation and Engagement</i> to adoption staff report DEV001-22, the City of Barrie undertook an extensive consultation with local municipalities and stakeholders. Any relevant input received has been incorporated into the draft new Official Plan.
5.2.4.2	All upper-and single-tier municipalities will, at a minimum, through a <i>municipal comprehensive review</i> , apply the forecasts in Schedule 3 or such higher forecasts as are established by the applicable upper-or single-tier municipality through its <i>municipal comprehensive review</i> for planning and managing growth to the horizon of this Plan.	Work completed as part of this MCR, as detailed Appendix 'E' – <i>Municipal Comprehensive Review Report: Servicing Growth</i> to the Adoption staff report DEV001-22, applies the forecasts for Barrie in Schedule 3 of the Growth Plan.
5.2.5.2	The minimum intensification and density targets in this Plan or established pursuant to this Plan will be identified in upper-and single-tier official plans. Any changes to the targets established pursuant to this Plan may only be implemented through a <i>municipal comprehensive review</i> .	The minimum intensification and density targets proposed in the draft new Official Plan meet or exceed what is prescribed for Barrie in the Growth Plan. These targets are discussed in the growth management strategy (section 2.4) of the draft new Official Plan.
5.2.5.3.a)-e)	For the purposes of implementing the minimum intensification and density targets in this Plan, upper-and single-tier municipalities will, through a <i>municipal comprehensive review</i> , delineate the following in their official plans, where applicable:	
	a) <i>delineated built-up areas</i> ;	See Map 1 of the draft new Official Plan.
	b) <i>urban growth centres</i> ;	
	c) <i>major transit station areas</i> ;	
	d) other <i>strategic growth areas</i> for which a minimum density target will be established; and	
	e) <i>excess lands</i> .	
		As all lands within the municipal boundary are needed to accommodate the 2051 Schedule 3 growth forecasts, there are no <i>excess lands</i> .

5.2.5.5.b)-d)	For each applicable delineated area, the minimum density targets in this Plan are to be implemented through:	
	b) <i>single</i> -tier official plan policies that identify the minimum density targets and, through secondary planning or other initiatives, establish permitted uses within the delineated area and identify densities, heights, and other elements of site design;	Applicable minimum density and other targets are outlined in sections 2.3 and 2.4 of the draft new Official Plan. Further, section 2.3 focuses on community structure elements, outlining the function of lands within on a city-wide scale. This is further supported by the land use designation policies, which are found in section 2.6 of the draft new Official Plan. These policies provide direction on matters such as densities, heights, and other elements of site design.
	c) zoning all lands in a manner that would implement the official plan policies; and	A new comprehensive Zoning By-Law that will implement the draft new Official Plan is currently in development.
	d) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design.	Section 2.8 of the draft new Official Plan provides direction on defined policy areas. These defined policy areas, which are identified on Map 2 of the draft new Official Plan, are the only location where site-specific policies apply. However, the draft new Official Plan does call for the use of other regulatory tools, such as the establishment of PMTSAs, to address issues such as lack of <i>affordable</i> housing. In this sense the draft new Official Plan treats the city as a whole, with direction being provided that outstanding site-specific matters be addressed through other regulatory or legislative mechanisms.
5.2.5.6	In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality <i>public realm</i> and <i>compact built form</i> .	The draft new Official Plan includes site-specific development design policies in each land use designation (see section 2.6). Further, chapter 3 of the draft new Official Plan provides direction on urban design at a city-wide level, and will be complimented by forthcoming urban design guidelines. The land use designation and urban designs policies of the draft new Official Plan work together to provide clear direction on the design of new development in Barrie.
6.3.2.b)-d)	<i>Municipalities with primary settlement areas</i> will, in their official plans and other supporting documents:	
	b) identify and plan for <i>strategic growth areas</i> within <i>primary settlement areas</i> ;	See section 2.3 of the draft new Official Plan.
	c) plan to support the achievement of <i>complete</i> communities within <i>primary settlement areas</i> ; and	See response to Growth Plan policy 2.2.1.3.c)
	d) <i>ensure</i> the development of high quality urban form and public open spaces within <i>primary settlement areas</i> through site design and urban design standards <i>that</i> create attractive and	See response to Growth Plan policy 5.2.5.6.

	vibrant places that support walking and cycling for everyday activities and are <i>transit-supportive</i> .	
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