

---

**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATION FOR ZONING BY-LAW AMENDMENT WATERSAND CONSTRUCTION LIMITED 45 MCKAY ROAD WEST

**WARD:** WARD 7

**PREPARED BY AND KEY CONTACT:** BAILEY CHABOT, PLANNER  
EXT. #4434

**SUBMITTED BY:** S. FORFAR, MANAGER OF GROWTH PLANNING

**GENERAL MANAGER APPROVAL:** R. FORWARD, MBA, M.Sc., P. ENG.  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER

---

### **RECOMMENDED MOTION**

1. That the Zoning By-law Amendment application submitted by KLM Planning Incorporated on behalf of Watersand Construction Limited for lands known municipally as 45 McKay Road West, be approved.
2. That Zoning By-law 2009-141 be amended as identified in Appendix "A" to Staff Report PLN015-17.
3. That written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to approval of the application as amended, including the matters raised in those submissions and identified within Staff Report PLN015-17.
4. That in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law.

### **PURPOSE & BACKGROUND**

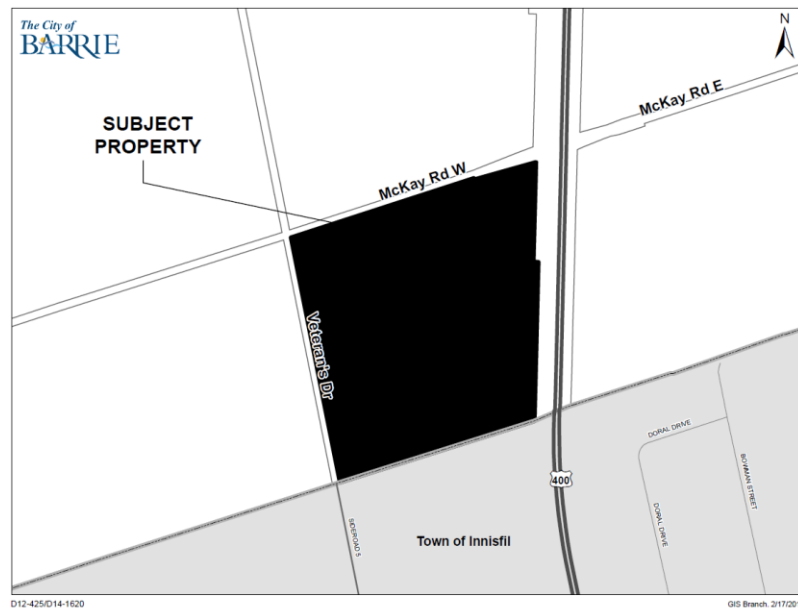
#### Report Overview

5. The following is a comprehensive report recommending approval for a rezoning application that if approved, will provide the framework for the future approval and implementation of a 16 employment block Draft Plan of Subdivision on this site in the Salem Secondary Plan area (Appendix B: Proposed Development Concept).
6. The overall development plan for this site has been designed to accommodate employment uses such as research and development and large office spaces. Overall, there are 16 employment blocks ranging in size from 1.6 hectares to 2.2 hectares to support the attraction and retention of business park employment opportunities here in the City of Barrie.

7. In terms of supporting infrastructure, this application will facilitate the eventual transfer of the one hectare stormwater management block at the southwest of the subject lands as well as the eventual creation of approximately 1.24 km of new public streets to service the employment land (Appendix C: Proposed Draft Plan of Subdivision).
8. At this time, staff are recommending approval of the subject rezoning application as the proposal is consistent with the Provincial Policy Statement (PPS) and the Salem Secondary Plan.
9. With the conclusion of the zoning-related technical review and community consultation processes, which included a formal Public Meeting on March 20, 2017, there are no outstanding zoning related matters, such as the developable area, density, permitted land uses, or proposed standards, to resolve. As such, this application is being recommended for approval which will facilitate the future approval of the implementing Draft Plan of Subdivision application (D12-425) that is being processed concurrently.

Subject Site Location

10. The subject site is located generally southeast of the intersection of McKay Road West and Veteran's Drive. The subject land is known municipally as 45 McKay Road West and is legally described as Part of Lots 6 and 7, Concession 9, Geographic Township of Innisfil, City of Barrie. The property has a total area of 40.84 hectares (100.9 acres) (Appendix D: Salem Secondary Plan – Land Use Schedule).



Surrounding Land Uses

11. North: Agricultural lands; the Salem Secondary Plan designates these lands as Highway 400 Industrial/Business Park with the intent for these lands to develop as employment blocks.
- South: The boundary of the Town of Innisfil forms the southern border of this parcel. Uses south of this parcel are within the Town of Innisfil and encompass a mix of uses including agricultural and commercial/industrial development.
- East: The subject site abuts Highway 400 immediately to the east. Beyond there is a mix of uses including agricultural and pockets of environmentally protected lands.
- West: Agricultural lands.

#### Existing Policy

12. Development of the subject site is guided by the vision within the Salem Secondary Plan, specifically, the Highway 400 Industrial/Business Park land use designation. Together, this land use designation and the policy that describes its intended uses provide the framework for the implementing development standards found in the zoning by-law.
13. Given the subject site is currently zoned Agriculture (AG) under the Innisfil Zoning By-law 054-04, the site must be rezoned in accordance with the expectations for development in order to permit the eventual Draft Plan of Subdivision (Appendix A: Draft Zoning By-law Amendment).

#### Growth Management

14. The subject site was annexed as part of the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) that was enacted on January 1, 2010. Since this time, an extensive growth management program has taken place that involved the integration of land use, infrastructure, and financial planning to ensure the 2,293 hectares (5,666 acres) of new greenfield lands in the Salem and Hewitt's Secondary Plan areas would be built-out in accordance with Provincial and local expectations for efficient development in the community.
15. With the Secondary Plans approved and in place, applications for rezoning and Draft Plan of Subdivision in Phase 1 lands, such as this one, are now moving ahead in tandem with infrastructure investments guided by the Infrastructure Implementation Plan (IIP). For additional information about the growth management program that has led to moving forward with active planning applications today, please see the [Growth Management](#) website.

#### Submitted Reports and Studies

16. In support of this rezoning application and the Draft Plan of Subdivision application being processed concurrently, the following list of reports and studies were submitted. For additional information with respect to each one, please see the descriptions in Appendix E: Technical Study Descriptions.
  - Subwatershed Impact Study (SIS) (September 2016)
  - Stage 1-2 Archeological Assessment (January 2015)
  - Functional Servicing Report (October 2016)
  - Traffic Study (November 2016)

#### Neighbourhood and Public Meetings

17. A Neighbourhood (Ward) Meeting was not held as the lands are surrounded mostly by land owned by the applicants themselves and large parcels of agricultural land. The Neighbourhood (Ward) Meeting is not a statutory requirement and all *Planning Act* requirements have been adhered to.
18. A formal Public Meeting was held on March 20, 2017 which saw two residents speak to General Committee. The concerns expressed by residents included the increase in traffic and the impact of noise from Highway 400 on the proposed development. Please see Appendix F: Public Input and Staff Responses for specific question and answers with respect to resident inquiries through the public engagement process.

---

Rezoning Application: Department and Agency Comments

19. This rezoning application has been circulated and reviewed concurrently with the implementing Draft Plan of Subdivision application. The rezoning application defines the developable footprint and sets the development standards for private property. The Draft Plan of Subdivision application is still under review and will ultimately implement the framework for development that is defined through the rezoning application.
20. Given there are no outstanding issues with the developable area, development standards, or the layout of this subdivision, the rezoning application can proceed ahead of the Draft Plan of Subdivision application. To provide clarity with respect to the development related items that these two applications address, please see Appendix G: Rezoning & Draft Plan of Subdivision Applications: The Functional Issues that are Addressed.

Department & Agency Comments

21. For information purposes, there are a number of technical items that are being worked through with staff, external agencies and the applicant to move forward with the Draft Plan of Subdivision application. These include the technical requirements to address stormwater management and utilizing low impact development standards where possible, hydrogeology, phosphorus loading pre and post-development. All of these issues and more will be addressed in detail through the conditions that will be issued as part of the Draft Plan of Subdivision approval process (File Number D12-425).
22. In response to the technical nature of the Draft Plan of Subdivision process, City Council has delegated approval authority to the Director of Planning & Building Services and their department planning managers (Council Motion 10-G-346). In this regard, should Council approve the subject Zoning By-law Amendment application, the technical details of the proposed development will continue to be evaluated and addressed through the implementation of the Draft Plan of Subdivision application by staff and supporting agencies, until the Draft Plan of Subdivision conditions are ready to be issued; this is expected by the fall of 2017.
23. Draft Plan of Subdivision conditions are extensive and include the requirement for all of the detailed design standards for all site servicing including the construction of the required infrastructure to support the proposed development, the extension of municipal water and sanitary services, tree compensation plantings, the design and extension of municipal sidewalks and trails, and the design and construction of municipal roadways, including the installation of traffic calming measures where needed.

**ANALYSIS**

Provincial Policy

24. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The Places to Grow Growth Plan for the Greater Golden Horseshoe (The Growth Plan) provides direction for municipalities in areas related to greenfield development with a focus on compact communities that reduce the rate at which land is consumed and to encourage densities that are transit supportive. This application is consistent with provincial growth requirements and a detailed planning analysis is available in Appendix H: Overview of the Provincial Policy Review.

City of Barrie Official Plan & the Salem Secondary Plan (OPA 38)

25. The subject site contains a range of land use designations that implement the vision set out in the Official Plan and the Salem Secondary Plan area for this site. The policy requires that the area develops primarily for industrial, research and development, and office uses with some supporting commercial uses. The site's proximity to Highway 400 allows for excellent visibility and site access for employment users. A detailed planning analysis of the Official Plan and Secondary Plan can be found in Appendix I: Overview of the Official Plan Review.

Zoning By-law

26. The subject lands are currently zoned Agriculture (AG) and Environmental Protection (EP) pursuant to Zoning By-law 054-04 Innisfil. The applicant has applied to amend the current zoning of the property, in accordance with the schedule found in Appendix A: Draft Zoning By-law Amendment, to a mix of the following zones that will implement the land use designations found in the Salem Secondary Plan area:

- a) Highway Industrial with site specific special provisions; and,
- b) Open Space (OS).

27. The Highway Industrial (HI) zone will allow for the development of the 16 employment blocks with frontages ranging in size from 43.9 metres to 126.4 metres and lot sizes ranging in size from 1.56 hectares to 2.18 hectares.

28. The special provisions that have been requested are to allow for the following:

- a) Additional permitted uses:
  - i) Bank<sup>(3)</sup>;
  - ii) Fitness or Health Club<sup>(3)</sup>;
  - iii) Outdoor Display and Sales Area;
  - iv) Automotive Repair and Sales<sup>(3)</sup>;
  - v) Funeral Home;
  - vi) Recreation Establishment; and,
  - vii) Service Store<sup>(3)</sup>.

- b) Amendments to development standards:

Standard	Existing	Proposed
Front Yard (min.)	15 m <sup>(2)</sup>	7 m <sup>(2)</sup>
Side Yard (min.)	4 m	3 m
Rear Yard (min.)	8 m	7 m
Rear Yard adjoining a Street (min.)	15 m	7 m
Lot Coverage (max.)	50%	60%
Building Height (max.)	14 m <sup>(3)</sup>	-- <sup>(3)</sup>

29. The additional permitted uses are considered appropriate as they are consistent with the policies of the Salem Secondary Plan that allow for commercial uses so long as they are clearly ancillary to the primary use and located on the ground floor.

30. The amendments to the development standards are desirable as they aid in implementing the vision found in the Urban Design and Sustainable Development Guidelines – Salem and Hewitt's Secondary Plan Areas to locate built form closer to the street, promote interaction with the street and orient buildings toward major intersections. Additionally, they are supported by Salem

Secondary Plan policy that supports the maximization of the use of these lands. A detailed planning analysis can be found in Appendix J: Special Provision Analysis.

31. The Open Space (OS) block proposed at the southwest corner of the subject property is to allow for stormwater management infrastructure and will also be eventually dedicated to the City through the future subdivision process.

#### Summary

32. Planning staff are of the opinion that the proposed zoning and lot configuration is consistent and compatible with the Salem Secondary Plan and is considered to be in an appropriate and suitable location. Further, staff are satisfied that the proposed development is considered appropriate and in keeping with the policies established for development in the Salem Secondary Plan area. At this time, there are no further matters that impact the processing of the Zoning Amendment application and as such, this application is being recommended for approval.
33. Following this, staff will continue to process the implementing Draft Plan of Subdivision application and will provide notification of its approval through a memo to Council. This is expected by the fall of 2017.

#### ENVIRONMENTAL MATTERS

34. There are no environmental matters related to the recommendation as the majority of the parcel is currently an agricultural operation.

#### ALTERNATIVES

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

**Alternative #1** General Committee could refuse the subject Zoning By-law Amendment application and maintain the existing Agricultural (AG) zoning over the subject lands.

This alternative is not recommended as this proposal is part of the lands that were annexed on January 1, 2010. The intent of these lands was to allow the City of Barrie to grow in a compact and sustainable manner. The proposed development is consistent with all Provincial and Municipal policies.

#### FINANCIAL

36. The proposed Zoning By-law Amendment, if approved, would result in the future development of 16 employment blocks. The City would collect Development Charges at the time of building permit. There is currently a discounted rate being offered to employment development of \$11.85 per square foot. This discount is applied city wide and is for a maximum combined total of 1.2 million square feet of development.
37. At the time of this report, there is approximately 200,000 square feet remaining prior to the exhaustion of the discounted rate. After the discounted rate expires, the standard rate of \$20.08 comes in effect. As the development charge rate is collected at the time of building permit it is not possible to estimate the amount of development charges the City will collect as a result of this development.

38. Through the Plan of Subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City that includes the payment of fees and securities for site development.
39. The developer will also be responsible for the initial capital cost for the new infrastructure required for the development, however following assumption the infrastructure would be transferred to the City. Costs associated with asset ownership include ongoing maintenance and operational needs, lifecycle intervention expenses to ensure that assets reach their maximum potential useful lives as well as the cost to ultimately replace (and possibly dispose) of the assets.
40. Following assumption the City would also incur additional operating costs associated with extending municipal services to the area such as fire protection, policing, snow clearing, boulevard landscaping maintenance, and increased contributions to reserves to plan for the eventual replacement of the assets.

**LINKAGE TO 2014-2018 STRATEGIC PLAN**

41. The recommendation included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:

<b>Pillar</b>	<b>Goal</b>	<b>How It's Achieved</b>
Vibrant Business Community	Attract and Retain Talented Workforce	The proposal allows for business to grow and flourish in the City and to attract and retain a talented workforce.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, the greatest extent possible.
Well Planned Transportation	Improve options to get around	The proposal provides choice in routes and is adjacent to Highway 400 to allow for the movement of goods.

**APPENDICES:**

- Appendix A – Draft Zoning By-law Amendment
- Appendix B – Proposed Development Concept
- Appendix C – Proposed Draft Plan of Subdivision
- Appendix D – Salem Secondary Plan: Land Use Schedule
- Appendix E – Technical Study Descriptions
- Appendix F – Public Input and Staff Responses
- Appendix G – Rezoning & Draft Plan of Subdivision Application Descriptions
- Appendix H – Overview of the Provincial Policy Review
- Appendix I – Overview of the Official Plan Review
- Appendix J - Special Provision Analysis

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2017-XX

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

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to establish zones and provisions that will apply to lands legally described as Part Lots 6 & 7, Concession 9, (formerly Town of Innisfil) designated as Parts 3 to 9 on Plan 51R-24826, except Parts 1 to 4 on Expropriation Plan SC1228160 & Parts 1 to 5 on Expropriation Plan SC1228170; Subject to Easements as in SC554620, IN30630, IN30661; Subject to interests in IN30630 and IN30661, located in the Salem Secondary Plan (Official Plan Amendment No. 38), in the City of Barrie, County of Simcoe being all of PIN: 58098-0256 (LT).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 17-G-xxx.

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

1. **THAT** the zoning map is amended to change the zoning of Part Lots 6 & 7, Concession 9, (formerly Town of Innisfil) designated as Parts 3 to 9 on Plan 51R-24826, except Parts 1 to 4 on Expropriation Plan SC1228160 & Parts 1 to 5 on Expropriation Plan SC1228170; Subject to Easements as in SC554620, IN30630, IN30661; Subject to interests in IN30630 and IN30661, located in the Salem Secondary Plan (Official Plan Amendment No. 38), in the City of Barrie, County of Simcoe being all of PIN: 58098-0256 (LT), from Agriculture (AG) to Highway Industrial with Site Specific exceptions (HI(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
  
2. **THAT** notwithstanding Section 7.2.1 and Table 7.2, the following additional uses shall also be permitted on the lands designated HI(SP-XXX):
  - i. Self Storage;
  - ii. Bank;
  - iii. Fitness or Health Club;
  - iv. Outdoor Display and Sales Area;
  - v. Recreational Establishment; and,
  - vi. Service Store.



3. **THAT** notwithstanding Section 7.3.1 and Table 7.3, the following development standards shall apply to lands zoned HI (SP-xxx):

i.	Lot Area (Min.):	1300m <sup>2</sup>
ii.	Lot Frontage (Min.):	30m
iii.	Front Yard (Min.):	7m <sup>(2)</sup>
iv.	Side Yard (Min.):	3m
v.	Side Yard Adjoining:	
	a. Residential Zone(Min.):	10m
	b. Street(Min.):	7m
vi.	Rear Yard (Min.):	7m
vii.	Rear Yard Adjoining:	
	a. Residential Zone(Min.):	15m
	b. Street(Min.):	7m
viii.	Lot Coverage (Max.):	60%
ix.	Building Height (Max.):	-- <sup>(3)</sup>

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

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

**READ** a first and second time this            day of            , 2017.

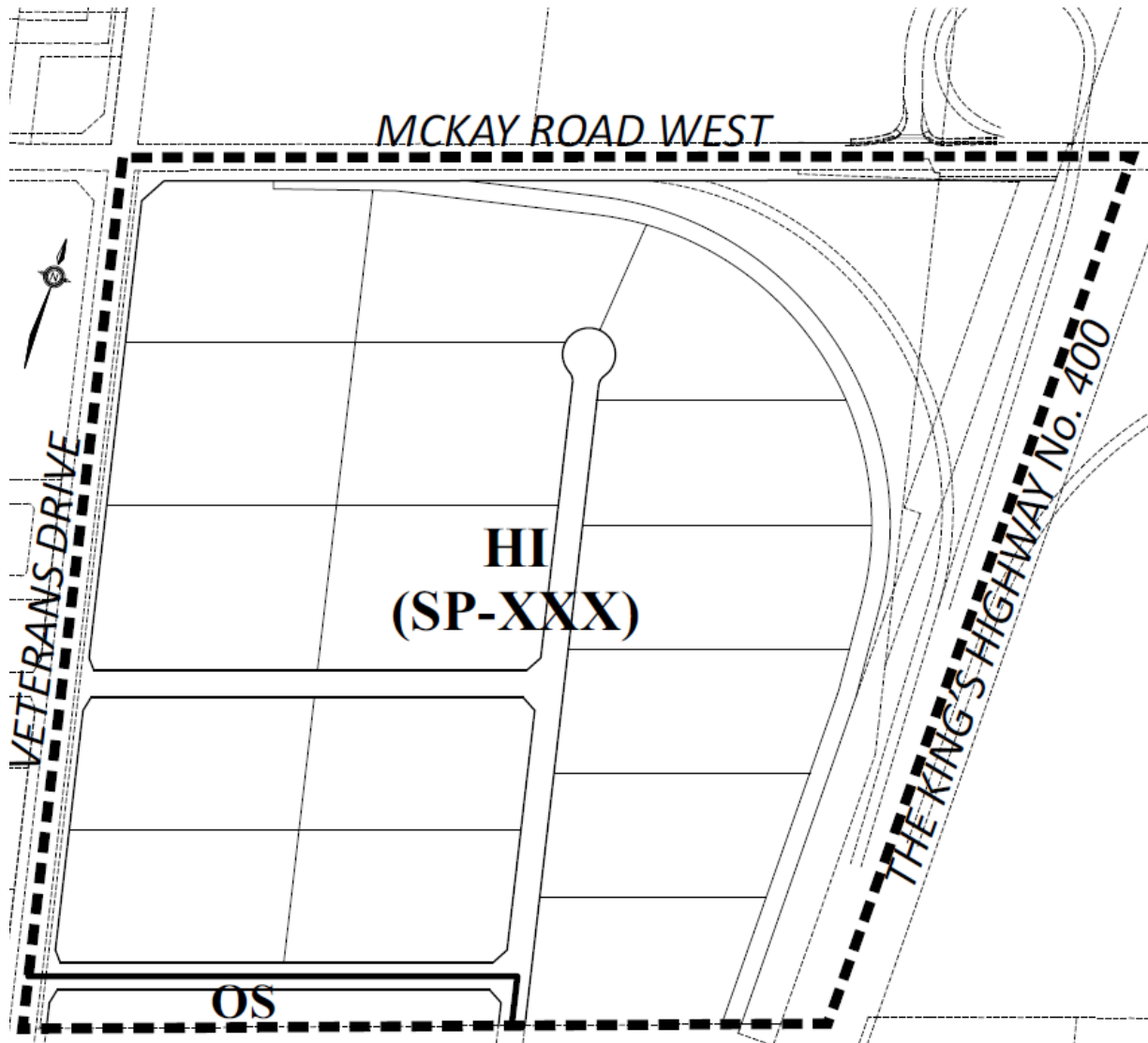
**READ** a third time and finally passed this            day of            , 2017.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – J.R. LEHMAN**

\_\_\_\_\_  
**CITY CLERK – DAWN A. MCALPINE**

Schedule "A"



Schedule "A" to attached By-law 2016-105

\_\_\_\_\_  
MAYOR – J.R. LEHMAN

\_\_\_\_\_  
CITY CLERK - DAWN A. MCALPINE

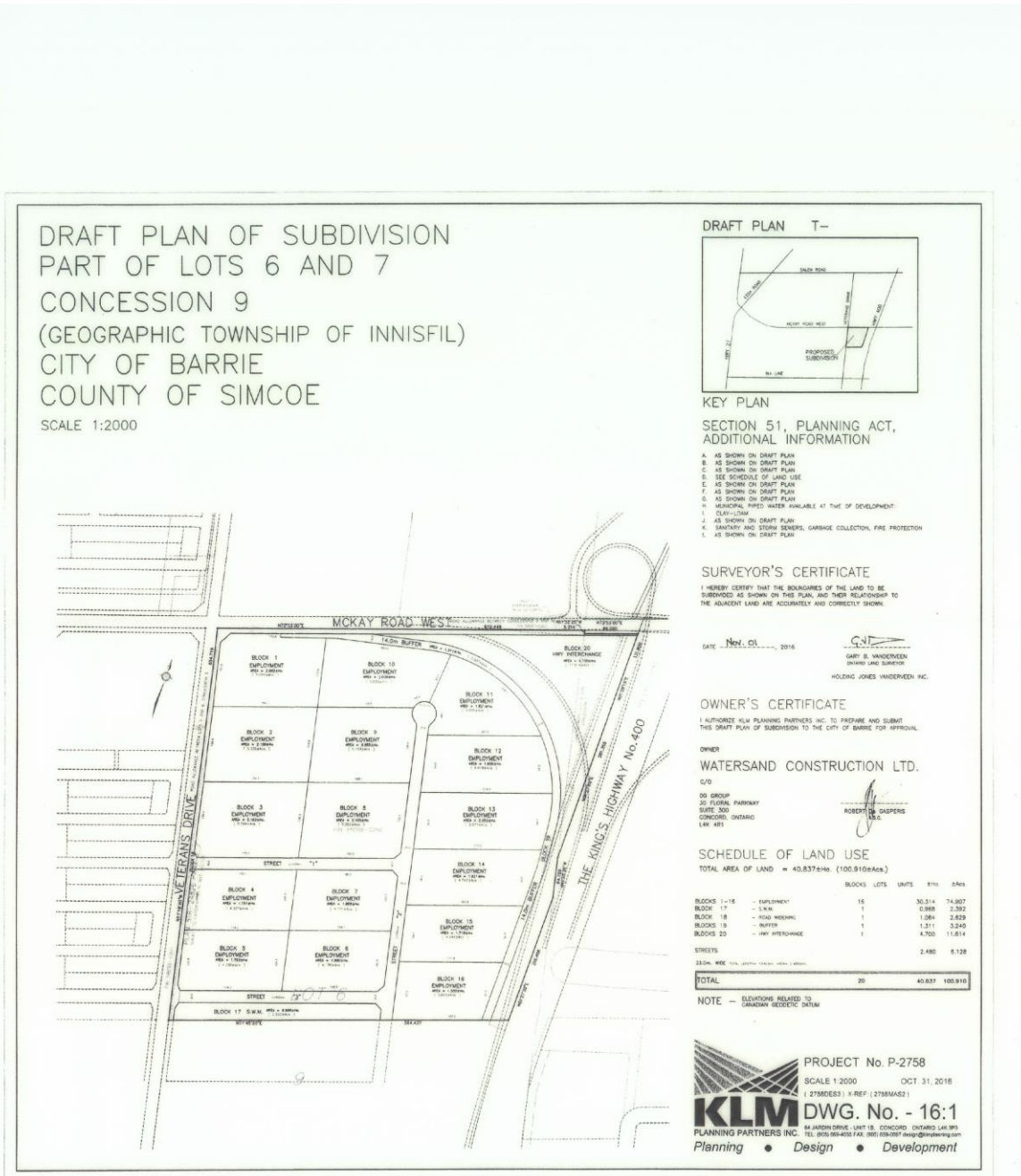
APPENDIX "B"

Proposed Development Concept



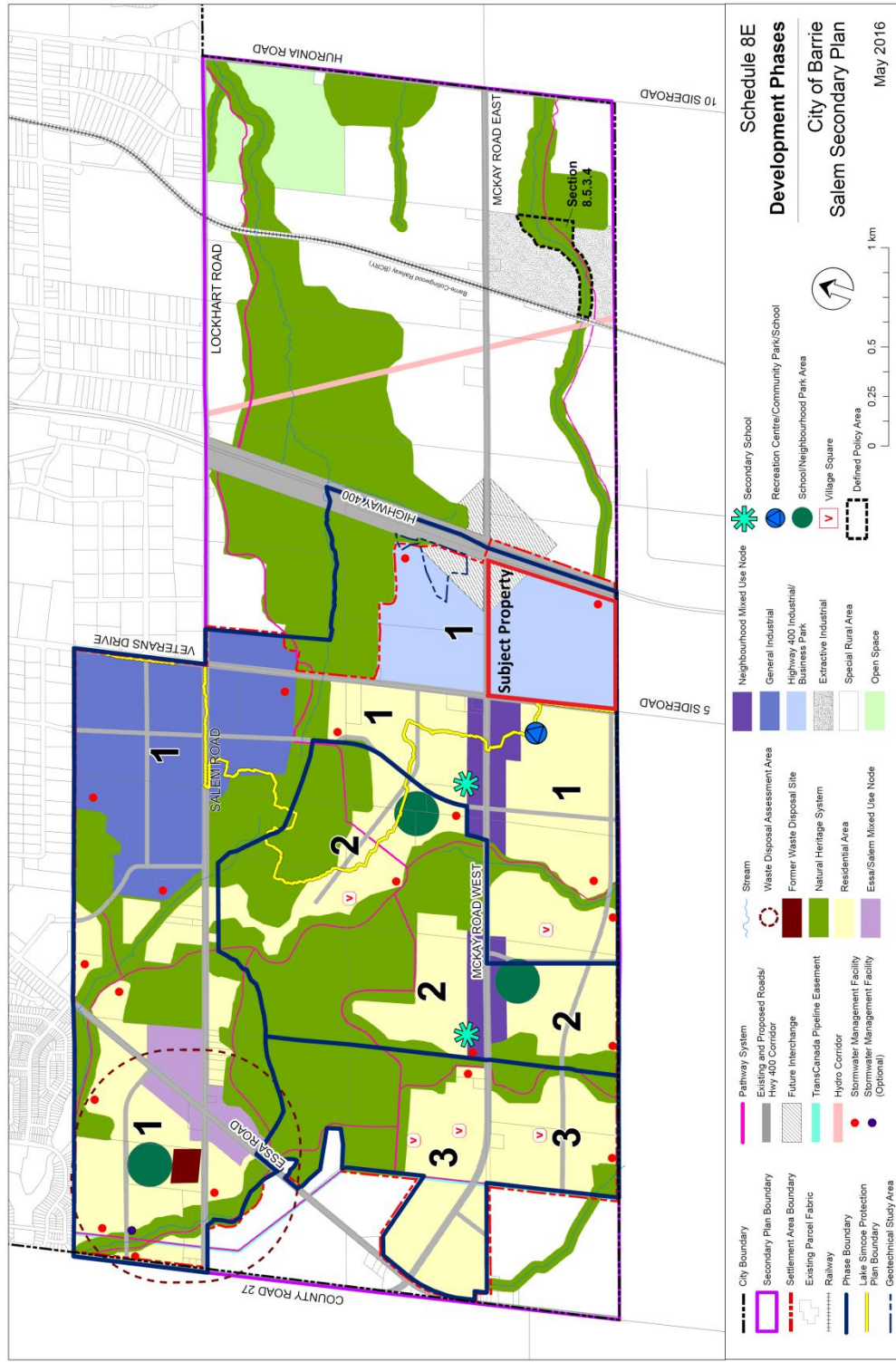
APPENDIX "C"

Proposed Draft Plan of Subdivision



APPENDIX "D"

**Salem Secondary Plan: Land Use Schedule**



## APPENDIX "E"

### Technical Study Description

**Subwatershed Impact Study (SIS)** (September 2016): This study identifies site specific constraints and preferred servicing solutions within the limits of the Salem Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial resources, general aquatic resources, the Natural Heritage System, natural heritage constraints, hydrogeological and geological conditions, surface and groundwater conditions, and includes recommendations for stormwater management and low impact development (LID) measures, erosion and sediment control, grading and earth works, road design, and the storm sewer network.

**Functional Servicing Report** (October 2016): This study provides a review of the proposed site servicing and stormwater management associated with the proposed Draft Plan of Subdivision consistent with the Subwatershed Impact Study. It reviews the existing conditions, proposed stormwater drainage, phosphorus budget loading, wastewater servicing, water distribution, site grading, and, erosion and sediment control during construction. The report concludes that the stormwater management measures can be implemented to meet all required runoff and surface water criteria.

**Traffic Study** (November 2016) provides an overview of the traffic impacts of the proposed development on the proposed infrastructure and the existing infrastructure near the subject property. The report author, the BA Group, concludes that the planned infrastructure in the Salem Secondary Plan area will provide an adequate level of service for the proposed development.

**Stage 1-2 Archeological Assessment** (January 2015): This study provides an overview of the survey of the land, including where test pits were taken and where a visual survey was completed. A total of 146 artifacts were found, however, no further investigative studies are recommended. It includes a letter of acceptance from the approval authority, the Ministry of Tourism, Culture and Sport.

---

**APPENDIX "F"**

**Public Input and Staff Responses**

**Neighbourhood Meeting**

A Neighbourhood (Ward) Meeting was not held as the lands are surrounded mostly by land owned by the applicant themselves and large parcels of agricultural land. The Neighbourhood (Ward) Meeting is not a statutory requirement and all *Planning Act* requirements have been adhered to.

**Public Meeting**

A Public Meeting was held on March 20, 2017 in accordance with the *Planning Act*. A number of comments were received at this public consultation meeting. Three questions posed by area residents have been identified and addressed below:

1. Increased Traffic on Veteran's Drive

The applicant has provided a Traffic Impact Study that concluded the additional traffic from the development along with proposed improvements to the road network in the vicinity will provide an adequate level of service for traffic in the area. The Traffic Impact Study is also being reviewed as part of the Draft Plan of Subdivision application and any required traffic management items will be addressed through the conditions for Draft Plan of Subdivision.

2. Noise Impact of Highway 400 on Development

Industrial and commercial developments are not required to submit noise studies as part of their development application submissions as they are compatible with noise producing uses such as other industrial sites or major transportation routes. Development proposing residential uses, or industrial uses adjacent to residential uses, do require noise studies as part of their development applications to ensure the quality of life of residents is not impacted by ambient noise. In this instance there is a major collector road (Veteran's Drive) separating the employment uses from the residential uses proposed in the subdivision to the west of this site. As such, no noise study was required.

3. Industrial Traffic Mixing with Residential Traffic

The traffic studies submitted for the subject development and the adjacent Watersand Construction Ltd. residential development at the southwest corner of McKay Road West and Veteran's Drive both consider the proposed land uses along with surrounding land uses. Neither traffic study identified concern with industrial and residential traffic along Veteran's Drive or McKay Road West.

**APPENDIX "G"**

**Rezoning & Draft Plan of Subdivision Applications:**

**The Functional Issues that are Addressed**

Application Type and Explanation	Development Related Matters that are Addressed
<p><b>Zoning By-law Amendment</b></p> <p>This planning application is required when a proposal for development does not conform to the standards defined in a municipal zoning by-law for the use of land, the erecting, locating, or using of buildings or structures.</p>	<p><b>Limits of Development</b>  <b>Size and Massing of Buildings</b>  <b>Density of the Development</b>  <b>Permitted Uses</b>  <b>Standards for Development Including:</b>            Setbacks            Height            Frontage            Lot Area            Parking            Landscaping</p>
<p><b>Draft Plan of Subdivision</b></p> <p>This planning application creates new municipal infrastructure such as roads and parks through the subdivision of lands, and facilitates new private development such as homes, commercial centres, and places for employment.</p>	<p><b>New Block and Lot Creation:</b>            Housing            Streets and Parks            Infrastructure</p> <p><b>New Municipal Infrastructure Locations:</b>            Streets, Sidewalks and Trails            Parks, Natural Areas and Open Spaces            Street Plantings and Landscaping            Fencing            Servicing (Water / Sanitary / Stormwater)            Utilities (Hydro / Gas / Telecommunications)</p> <p><b>Details of the Development Build-Out:</b>            Traffic Management Planning for Streets            Environmental Matters            Detailed Design for Infrastructure            Conveyance of Land or Easements            Decommissioning of Existing Wells/Septic Systems            Edge Management Planning for NHS areas            Financial Contributions / Security Details            Street Naming / Final Layout / Design            Compliance with Provincial &amp; Federal Agencies            Signage / Utility Locations / Street Layout            Clauses for Purchase &amp; Sale Agreements            Municipal Roadway Improvements</p>



**APPENDIX "H"**

**Overview of the Provincial Policy Review**

**Provincial Policy**

1. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes efficient development and land use patterns by accommodating an appropriate range and mix of employment and institutional uses. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate a compact built form.
2. Places to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to greenfield development with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The primary focus of The Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a range of employment lands to support jobs and easy access to services to meet daily needs. In addition, The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
3. Specifically relating to employment lands, the Growth Plan provides direction for municipalities to provide an adequate supply of lands for a diverse mix of employment uses with the necessary infrastructure provided to support employment needs.
4. In staffs' opinion, the proposed development is consistent with the Provincial Policy Statement and The Growth Plan. The application will result in the creation of employment blocks to support a variety of employment uses, adjacent to Highway 400 and a proposed McKay Road West/Highway 400 interchange. The proposal is adjacent to a proposed residential development (west of Veteran's Drive) to allow the opportunity for future employees to walk to work.

---

**APPENDIX "I"**

**Overview of the Official Plan Review**

**City of Barrie Official Plan**

1. The application is subject to the policies of section 6.5.2.2 General Design Guidelines save and except subsections 6.5.2.2 (c) and (d) iii), v), and vi) in the Official Plan. The policies of section 6.5.2.2 speak to a number of design principles including buildings and siting, parking areas, environmental features, signage, utilities, and energy efficient urban design. These policies will be dealt with through the draft plan of subdivision or subsequent site plan application and do not relate to the zoning by-law amendment application under review.

**Salem Secondary Plan (OPA 38)**

2. In accordance with the designations, the applicant is proposing 16 employment blocks ranging in size from 1.56 ha to 2.18 ha. The northeast corner of the subject property is proposed to remain undeveloped as it is designated for the future McKay Road West/Highway 400 interchange. There is a 0.97 ha partial stormwater management block with the remainder contained on lands owned by the applicant within the Town of Innisfil.
3. Policy 8.5.4 of the Secondary Plan provides that Highway 400 Industrial/Business Park areas should ensure that the area develops primarily for industrial, research and development, and office uses which can maximize the benefits of the proximity to Highway 400. Policy 8.5.4.3 speaks to the limitation of commercial uses within this area to ensure that it is clearly ancillary or accessory to the primary use of the site in function and floor space occupancy. Finally, policy 8.5.4.5 (d) states that no minimum or maximum density or height is required for these lands, but that the objective is to maximize the use of the lands for employment purposes.
4. The subject property is adjacent to McKay Road West and Veteran's Drive, both of which are identified as arterial roads on Schedule 8D-1 of the Salem Secondary Plan. Additionally, McKay Road West has an identified future interchange with Highway 400. The current lot layout with proposed roads (which will be determined through the draft plan of subdivision) shows 16 blocks that will allow for a number of industrial, research and development, and office uses. As there are no proposed uses at this time, the eventual built form has not been proposed. Future development here will be subject to site plan control.
5. Stormwater management blocks are allowed in any designation within the Secondary Plan (save and except within the Natural Heritage System). The partial stormwater management block at the southwest corner of the subject property is subject to the policies 8.6.5 which require that it complies with the recommendations of the Drainage and Stormwater Management Master Plan.
6. Staff are satisfied that the proposed development is consistent with the Salem Secondary Plan (OPA 38) and therefore an amendment to the Secondary Plan is not required.

---

**APPENDIX "J"**

**Special Provision Analysis**

**Salem Secondary Plan (OPA 38)**

1. The applicant is proposing additional permitted uses as part of the development. Policy 8.5.4.3 allows for accessory retail sales of products so long as they are produced or otherwise associated with an industrial use that forms the principle use of the subject property. It also allows for service establishments, financial institutions, and personal service establishments so long as they are located on the ground floor of an industrial, office, or research and development building at a key intersection, and the use is clearly ancillary to the primary industrial use. The additional uses have been crafted to comply with these policies.
2. Policy 8.5.4.5(a)iii) prohibits outdoor storage in any yard facing Highway 400. As such, regulations have been added to the proposed Draft Zoning Amendment By-law to prohibit storage yards adjacent to Highway 400 and require screening for any outdoor storage use from Highway 400.
3. The applicant is proposing to amend the development standards as identified in table 7.3 of Comprehensive Zoning By-law 2009-141 that are currently in effect. The amended development standards include reduced front, side, and rear yard setbacks, and increased lot coverage and building height. These amended development standards are consistent with policy 8.5.4.4(b)i) that requires buildings to be oriented to the street and designed to foster an urban character with placement contributing to the pedestrian orientation of the street. Policy 8.5.4.5(d) establishes that there is no minimum or maximum development density or height but that the object is to maximize the use of the employment lands. The amendments to the development standards will allow for a more efficient use of land and lends itself to a more pedestrian character.

**Urban Design and Sustainable Development Guidelines – Salem and Hewitt's**

4. The proposed amendments to the development standards aid in implementing the vision of the Urban Design and Sustainable Development Guidelines – Salem and Hewitt's. Policy 8.5.1 state that buildings should generally have a minimum height of 6 metres and shall be encouraged to exceed one storey in height. Policy 8.5.4 states that all building elevations facing a street should ensure a strong relationship to that street. Decreasing the front and side yard setbacks and removing maximum height provisions will allow for these urban design goals to be achieved.