
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (H&H CAPITAL GROUP LTD.) – 124, 180, AND 228 MCKAY ROAD WEST

WARD: 7

PREPARED BY AND KEY CONTACT: B. CHABOT, PLANNER, EXT. 4434

SUBMITTED BY: A. MILLER, RPP, DIRECTOR OF PLANNING AND BUILDING SERVICES

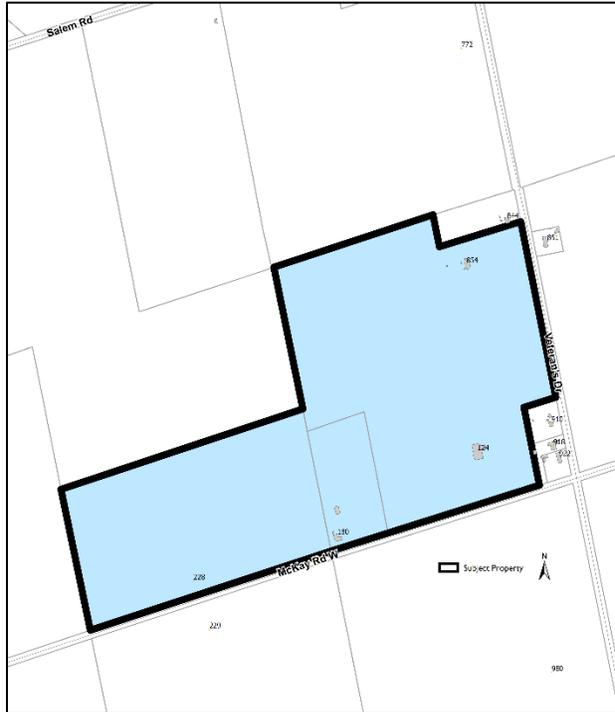
GENERAL MANAGER APPROVAL: A. MILLER, RPP, ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of H&H Capital Group Ltd. to rezone the lands known municipally as 124, 180, and 228 McKay Road West, Barrie (Ward 7) from Agricultural General (AG) and Rural Residential (RR) to Neighbourhood Residential (R5), Neighbourhood Residential with Holding Provision (R5 [H-XXX]), Neighbourhood Residential with Holding Provision (R5 [H-YYY]), Neighbourhood Mixed Use (NMU), Neighbourhood Mixed Use with Special Provisions (NMU[SP-XXX]), Neighbourhood Mixed Use with Special Provisions (NMU[SP-YYY]), Institutional-Education with Special Provisions (I-E [SP-XXX]), and Open Space (OS), be approved.
2. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Institutional-Education with Special Provisions (I-E [SP-XXX]):
 - a) Neighbourhood Residential (R5) zone permitted uses and development standards as established in Sections 14.5.2 and 14.5.6 be permitted; and
 - b) Relief from section 8.3.5.2 be granted.
3. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Mixed Use with Special Provisions (NMU[SP-XXX]):
 - a) Street townhouses shall be in accordance with the Residential Neighbourhood (R5) standards in Section 14.5.6.
 - b) The minimum height of a street townhouse shall be 3 storeys.
4. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Mixed Use with Special Provisions (NMU[SP-YYY]):

- a) Street townhouses shall be in accordance with the Residential Neighbourhood (R5) standards in Section 14.5.6.
 - b) The minimum height of a street townhouse shall be 2 storeys.
5. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the matters raised in the submissions and identified within Staff Report PLN008-19.
6. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (PLN008-19) (D14-1646)



PURPOSE & BACKGROUND

Report Overview

7. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for the portion of Phase 1 lands within parcels known municipally as 124, 180, and 228 McKay Road West, Barrie (see Appendix “A” – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 327 single detached residential units, 359 townhouse units, one elementary school, one neighbourhood park, and one mixed use block that includes 100 high density residential units (see Appendix “B” – Proposed Draft Plan of Subdivision).
8. With the conclusion of the technical review and community consultation processes, which included a Public Meeting on June 11, 2018, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the City of Barrie Official Plan (2010), and the Salem Secondary Plan. As such, this application is being recommended for approval.



Site and Location

9. The subject site is comprised of three adjacent parcels known municipally as 124, 180, and 224 McKay Road West, Barrie and form part of the Salem Secondary Plan Area. The site totals approximately 61.1 hectares of land (151 acres), while only 34.7 hectares (85.7 acres) are within Phase 1 of the Salem Secondary Plan and are the subject of this application. The balance of the lands are within Phase 2 of the Salem Secondary Plan and will be considered at a later date, through separate application. The site is generally flat, contains one existing homestead on the southwestern portion of the subject lands (located at 180 McKay Road West), a barn and horse track on the southern portion of the subject lands (located at 124 McKay Road West), a treed area to the west, and is mostly farmed fields. The site is located west of Veteran's Drive, north of McKay Road West, within Phase 1 of the Salem Secondary Plan (see Appendix "C" – Salem Secondary Plan Phasing). It is anticipated that the proposed development will be serviced by double and single sidewalks (see Appendix "D" – Proposed Pedestrian Circulation Plan). The design of the subdivision integrates with surrounding draft approved plans of subdivision.

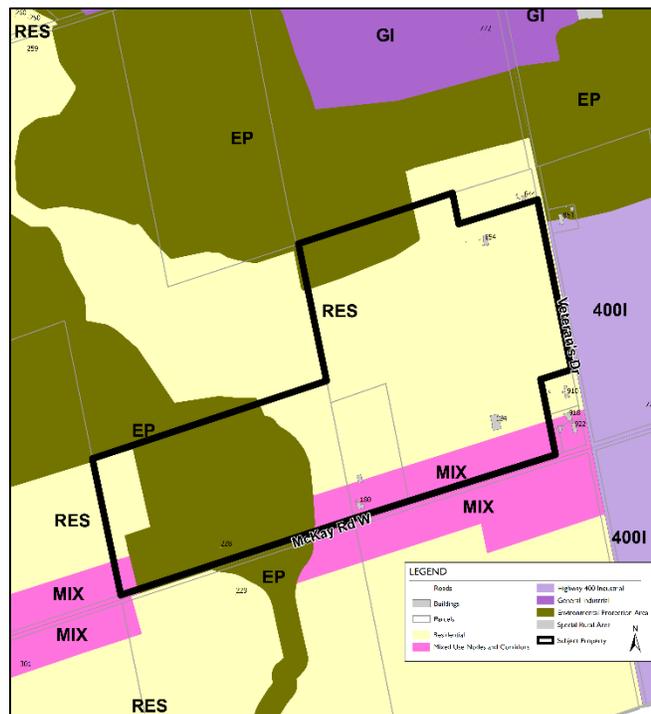
10. The existing land uses surrounding the subject property are as follows:

North: Treed area within Phase 1 of the Salem Secondary Plan, designated Residential.

South: Draft approved plan of subdivision (D12-423) that includes a mixed use block, townhouse units, single detached units, an elementary school, and neighbourhood park.

East: Farmed fields within Phase 1 of the Salem Secondary Plan, designated Industrial/Business Park.

West: Treed area and farmed fields within Phase 2 of the Salem Secondary Plan and designated Residential, Neighbourhood Mixed Use Node, and Natural Heritage System.



Existing Policy

11. The Official Plan includes the Salem Secondary Plan and designates the lands as Residential Area and Neighbourhood Mixed Use Node. The subject parcels are currently zoned Agricultural General (AG) and Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil). While the proposed development is consistent with the designations of the Salem Secondary Plan, the existing AG and RR zoning would not permit the development as proposed. Therefore the applicant has requested a Zoning By-law Amendment.

Supporting Information

12. In support of the subject application, the following reports and studies were submitted. For additional information on all materials, please refer to Appendix “E” – Technical Study Descriptions.
- Subwatershed Impact Study (SIS) (Schaeffers & Associates Ltd., September 2016)
 - Tree Inventory and Preservation Plan (Dillon Consulting, January 2018, addendum November 2018)
 - Functional Servicing and Stormwater Management Report (Crozier Consulting Engineers, February 2018)
 - Environmental Noise Feasibility Study (Valcoustics Canada Ltd., February 2018)
 - Planning Justification Report (Innovative Planning Solutions, February 2018, amended February 2019)
 - Traffic Impact Study (Crozier Consulting Engineers, February 2018)
 - Geotechnical Investigation (Golder Associates Ltd., September 2016)
 - Phase 2 Environmental Site Assessment (Golder Associates Ltd., April 2018)
 - Floodplain Cut and Fill Analysis (Schaeffers & Associates Ltd., February 2019)

Public Engagement

13. A statutory Public Meeting was held on June 11, 2018. No members of the public spoke.
14. No written comments have been received from the public.

Department & Agency Comments

15. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The following comments were received:
- i. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied, from a watershed management perspective that the proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan of the Greater Golden Horseshoe, the Lake Simcoe Protection Plan, Ontario Regulation 179/06 under the *Conservation Authorities Act*, and the Natural Heritage policies of the City of Barrie Official Plan and as such, they have no objection to the approval of the subject application.
 - ii. The Nottawasaga Valley Conservation Authority (NVCA) provided comments indicating that they are satisfied that their concerns have been sufficiently addressed at this time and that outstanding items can be addressed at the detailed design stage.
 - iii. The Simcoe County District School Board provided comments indicating that they are satisfied that their concerns have been sufficiently addressed at this time and that outstanding items can be addressed through conditions of draft plan approval.
 - iv. The Simcoe Muskoka Catholic District School Board provided comments indicating that they had no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. Nicholas Catholic Elementary School and St. Joan of Arc Catholic Secondary School.
 - v. Based on a review of the documents submitted in support of the subject application, the City’s Engineering Department provided comments indicating that the proposed development can be accommodated by the anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie master plans and standards.

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- vi. The Department of Roads, Parks, and Fleet provided comments indicating that their concerns have been satisfactorily addressed at this time and any outstanding items can be addressed through the conditions of draft plan approval and detailed design.
 - vii. The Ministry of Transportation of Ontario (MTO) identified that the proposed development is outside of their permit control area and therefore had no comments.
 - viii. Development Approvals (Parks), Enbridge Gas, Hydro One, County of Simcoe, Bell, and Barrie Fire and Emergency Services provided comments indicating that they have no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters can be adequately addressed through the Draft Plan of Subdivision process.

ANALYSIS

- 16. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

Ontario Planning Act, R.S.O. 1990

- 17. Section 2 of the *Planning Act* requires that the Council of a municipality have regard to, among other matters, matters of Provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate.

- 18. The proposed development has regard for these matters as it is located within the settlement area of Barrie; its limits of development have been established with regard to the adjacent Natural Heritage System; it will utilize planned and available infrastructure (sewage, water, and waste management systems) and public service facilities such as transit and schools; provides for a more compact style of residential development which helps to minimize impacts to climate change compared to traditional single detached housing; and, is designed with a pedestrian oriented built form.

Provincial Policy Statement (2014)

- 19. The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
- 20. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
 - a) The use of land surrounded by developed or approved parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (policy 1.1.1.a.);

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- b) The provision of single detached, townhouse, and high density units, along with second suites in single detached units, aids in achieving a range and mix of residential units (policy 1.1.1.b.);
- c) The proposal is adjacent to the Natural Heritage System. However, the limits of development have been established in conjunction with the Nottawasaga Valley Conservation Authority (NVCA) and the proposal does not impact this feature. Additionally, the compact nature and the orientation of the proposed residential units provides “eyes on the street” by way of street oriented development, and provides a pedestrian connection to the municipal sidewalk and trails network, promoting active transportation (policy 1.1.1.c.);
- d) The proposal is within the settlement area and is adjacent to draft approved lands and allows for the development of lands to the north and west that are also within Phase 1 of the Salem Secondary Plan (policy 1.1.1.d.);
- e) The proposal includes compact development adjacent to draft approved lands thereby promoting cost efficiency and minimizing the consumption of land (policy 1.1.1.e.);
- f) The subject lands are mostly flat with proposed sidewalks connecting to the municipal sidewalk network beyond the property, and will be serviced by public transit thereby improving accessibility for persons with disabilities and older persons (policy 1.1.1.f.);
- g) Based on the comments received from the Engineering Department, the proposal conforms to the approved master plans and will be serviced by planned municipal infrastructure, and the proposed transportation system can accommodate the anticipated traffic (policy 1.1.1.g.); and,
- h) The proposal is adjacent to the Natural Heritage System. However, the limits of development have been established in conjunction with the NVCA and the proposal is not expected to impact the feature, thereby conserving biodiversity. The proposal is more compact than traditional development, reducing consumption of land and improving access to transit and reducing the impact to the climate (policy 1.1.1.h.).
21. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. This proposal is consistent with these policies as it is within the settlement area of the City of Barrie, proposes a mix of uses and densities that will use planned infrastructure and will be serviced by public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with sidewalks to support active transportation.
22. Policy 1.1.3.6 identifies a requirement that new development taking place in designated growth areas should occur adjacent to the built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities. The proposal is consistent with this policy as the proposal is adjacent to draft approved developments and is within Phase 1 of the Salem Secondary Plan, includes a compact form and a mix of uses that allow for the efficient use of land, infrastructure, and public service facilities.
23. Policy 1.1.3.7 identifies a requirement for planning authorities to establish and implement phasing policies to:
- ensure that specified targets for intensification and redevelopment are achieved prior to new development within designated growth areas; and,

- ensure the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The proposal is consistent with this policy as development is currently only permitted within Phase 1 of the Salem Secondary Plan, and that subsequent phases are not permitted until specific growth targets and conditions are met, including the availability of municipal infrastructure and public service facilities.

24. Policy 1.4.1 identifies a requirement for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. The proposal is consistent with this policy as it is proposing a range of residential units, from single detached units (low density), to townhouse units (medium density), and high density units within the mixed use block.
25. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy as it is providing compact housing with a variety of forms and densities, will include second suites to achieve affordability goals, where sufficient infrastructure and public service facilities (such as transit and schools) are planned, and is designed with sidewalks to support active transportation.
26. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development is consistent with this policy as it provides pedestrian connections to the municipal sidewalk for easy access to proposed schools, parks, connections to the Natural Heritage System, and nearby commercial and employment uses, thereby facilitating community connectivity and active transportation.
27. Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. The proposed development is consistent with this policy as it is developing in a manner that conforms to the City's approved master plans and anticipated infrastructure and by coordinating infrastructure with the surrounding developments. Finally, the infrastructure is planned in a financially viable manner demonstrated through the Long-Range Financial Plan and will be available to meet current and projected needs.
28. Policy 1.6.2 identifies that the City should promote green infrastructure to complement infrastructure. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) treatment approach in order to provide water quality control and reduce phosphorous levels from the site.
29. Policy 1.6.3 identifies that prior to consideration being given to developing new infrastructure and public service facilities that a) the use of existing infrastructure and public service facilities should be optimized and b) opportunities for adaptive re-use should be considered, wherever feasible. In accordance with policy 1.6.3, the use of existing infrastructure was considered. The existing infrastructure includes private well and septic systems which do not have the ability to support the anticipated density in the area and is not a practical way to service urban lands. Therefore, new infrastructure and public services are required.

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30. Policy 1.6.6.2 identifies the promotion of development with in areas serviced by municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by planned municipal sewage and water services.
 31. Policy 1.6.6.7 outlines the requirements for stormwater management. The requirements include minimizing or preventing increases in contaminant loads and changes in water balance and erosion, not increasing risks to human health and safety and property damage, maximizing the extent and function of vegetative and pervious surfaces, and promoting stormwater management best practices, including low impact development. This proposal is consistent with this policy in that the stormwater is proposed to drain to two stormwater management ponds. The system includes quality control structures to ensure the quality of the water entering the stormwater ponds which has been designed to prevent threats to human health and safety, mitigate any risk to property. Additionally, the development is designed with areas of vegetation (grass, trees, and shrubs) which aid to minimize increases in contaminant loads and changes in water balance and erosion.
 32. Policy 1.6.7.1 identifies that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as the transportation system has been designed to be safe, energy efficient, facilitate the movement of people and goods, and is appropriate to address the needs of the Salem Secondary Plan Area and beyond. This is accomplished using a grid system, with municipal sidewalks and bike lanes, that will be serviced by public transit.
 33. Policy 1.6.7.2 identifies the efficient use of planned infrastructure. As it conforms to the Multi-Modal Active Transportation Master Plan, the Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing and proposed road network surrounding the subject lands and is therefore consistent with this policy.
 34. Policy 1.6.7.3 identifies connectivity within and among the transportation system and modes to be maintained, and where possible, improved. The proposed development is consistent with this policy as the proposed transportation network is connecting to the existing system and proposed system, improving connectivity and route options in the area. Additionally, the area will include municipal sidewalks and bike lanes to support active transportation and will be serviced by public transit.
 35. Policy 1.6.7.4 identifies land use patterns, density, and mix of uses should be used to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development is consistent with this policy as the transportation system is a grid network, offering route options, at densities that are transit supportive, within a network of sidewalks and bike lanes. Additionally, the uses proposed within the proposed development include low, medium, and high density residential, facilities that support recreation and social interaction (neighbourhood park and elementary school), includes commercial uses (mixed use block), and is adjacent to future employment lands (east of Veteran's Drive) and future residential and commercial uses opposite McKay Road West.
 36. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this as it is a compact built form, on a transportation network that supports active transportation, along transit routes to support transit.
 37. Policies 2.6.1, 2.6.2, and 2.6.3 require the preservation of significant built heritage resources and significant cultural heritage landscapes and prohibits development and site alteration on or adjacent to lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. The proposed development conforms to these policies as the property is not a designated heritage property and is not a municipal heritage

property. Finally, the applicant is required to demonstrate that there are no archaeological resources prior to any development or site alteration, which is captured in the conditions of draft plan approval.

38. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this section as it is not within a natural hazard area as confirmed by the NVCA.
39. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow Plan)

40. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow Plan) is a long term plan for the Greater Golden Horseshoe, designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for people of all ages. A Place to Grow Plan can be found in its entirety here: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>.
41. Policy 1.2.1 outlines the guiding principles for the Growth Plan. They include:
- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
 - Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and,
 - Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development conforms to these guiding principles as it includes a mix of uses and residential densities to support these uses, is designed to support healthy and active living and meet people's needs for daily living through the provision of pedestrian connections to the municipal sidewalk network and the Natural Heritage System beyond. Further, the density of the proposed development results in the efficient use of land and includes proposed transit service. The proposal also provides housing options through low, medium, and high density residential units to serve households of a variety of size, income and age.

42. Policy 2.2.7.1 requires that new development in designated greenfield areas be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The proposed development conforms to this policy as the proposal includes a mix of residential, commercial, institutional, and open space (park) uses, adjacent to the Natural Heritage System (where trails will be constructed for passive recreational uses), with second suites available to provide affordable housing options, supports active transportation through sidewalks and bike lanes connected to the larger municipal network and the Natural Heritage System beyond, and is at a density that supports public transit.
43. Policy 2.2.7.2 requires that designated greenfield areas, such as the Salem Secondary Plan, development be planned at a density of 50 persons and jobs per hectare. Policy 2.2.7.3 identifies that the density will be measured over the entire designated greenfield area, excluding natural heritage features and areas, natural heritage systems and floodplains (provided development is

prohibited in these areas), rights-of-way for electricity and energy transmission lines, freeways, and railways, employment areas, and cemeteries. The proposed development conforms to this policy as there are 327 single detached units, 359 townhouse units, and 100 high density units proposed over 34.669 hectares, with an overall density of 22.67 units per hectare. However, the average persons per household is dependent on built form. For low density residential (single detached), the persons per unit is 3.248, for medium density (townhouses) the persons per unit is 2.571, and for high density residential the persons per unit is 1.669. As such, the City of Barrie is anticipating 1,062.1 persons to be living in the single detached units, 923.0 persons to be living in the townhouses, and 166.9 persons to be living in the high density residential, for a total of 2,152.0 persons (please see table below). This puts the density at 62.07 persons per hectare within this proposal. This number is conservative as it does not include the employment generated by the elementary school, the mixed use block, or any home businesses.

Built Form	Number of Units	Persons Per Unit	Total Persons within the Built Form
Single Detached (Low Density)	327	3.248	1,062.096
Townhouses (Medium Density)	359	2.571	922.989
High Density	100	1.669	166.9
Total Persons			2,151.985

44. Policy 3.2.7.2 requires that large-scale development proceeding by way of plan of subdivision be supported by a stormwater management plan that is informed by a subwatershed plan, incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, establishes planning, design, and constructions practices to minimize vegetation removal, grading, and soil compaction, sediment erosion, and impervious surfaces, and aligns with the stormwater masterplan for the settlement area. This proposal conforms to this policy as a subwatershed impact study was approved for the entire Salem Secondary Plan Area which incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, establishes planning, design, and constructions practices to minimize vegetation removal, grading, and soil compaction, sediment erosion, and impervious surfaces, and aligns with the stormwater masterplan for the settlement area.
45. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019).

City of Barrie Official Plan (OP)

46. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.

General Policies

3.1 – Growth Management

47. Policy 3.1.1(a) identifies growth management goals and includes the need to accommodate projected residential, employment, and other land needs in order to achieve complete communities with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities. The proposed development conforms to this policy as it includes a mix of housing densities, a mix of uses such as commercial and institutional, includes open spaces and access to the Natural Heritage System, and includes an elementary school.
48. Policies 3.1.1(e) and (f) identify growth management goals related to minimizing the cost of infrastructure extension and ensuring that the cost of providing capital facilities and associated operations in relationship to new development is generally not borne by the existing tax payer. The proposed development conforms to these goals by developing in a manner consistent with the City's Long Range Financial Plan and through the inclusion of the voluntary payment agreement whereby the City will collect additional funds to offset the cost of new development in both the Salem and Hewitt's Secondary Plan Areas.

3.3 – Housing

49. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan. This proposal conforms to this policy as different built forms and densities are proposed, while some of the single detached units will be required to provide for second suite options (which will offer tenure choice [rent vs. own]), at a density of approximately 22 units per net hectare which is consistent with policy 8.5.10.3(a)i) Residential Land Use Policies of the Salem Secondary Plan.
50. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
 - a) A unit for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
 - b) A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

Although purchase prices have not yet been established, some may be offered at rates that will achieve this goal. Although this policy represents a target of the Official Plan, not a requirement, the developer will be required to offer second suite packages to prospective homebuyers as a means of increasing affordable options in the area by creating new second suites at the time of the initial building permit.

3.5 – Natural Heritage, Natural Hazards and Resources

51. Policies 3.5.1 (a), (b), and (c) identify the goals for natural heritage, natural hazards and resources as identifying, protecting, and enhancing natural heritage features and their connecting linkages and the life they support, promoting the protecting of natural vegetated areas as a contiguous unit,

and to maintain or enhance the long term environmental quality of the City of Barrie. The proposed development conforms to these goals by identifying and protecting the limits of the Natural Heritage Feature adjacent to this development, which is part of a larger contiguous feature. This will aid in maintaining the long term environmental quality of the City of Barrie.

52. Policy 3.5.2.1(b) requires that through the review of development applications, the City protect the natural environment and its ecological functions. The proposal conforms to this policy as the applicant has identified the limits of the Natural Heritage System in conjunction with the NVCA, protecting it and its ecological function.

3.7 – Energy Conservation and Renewable Energy Systems

53. Policy 3.7.1 identifies the goals for energy conservation and renewable energy systems for the City. They include:
- a) Ensuring land use and development patterns support energy efficiency and improved air quality;
 - b) Encouraging conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources;
 - c) Promoting the use of alternative energy systems where appropriate and in accordance with the goals and policies of this Plan and in accordance with Federal and Provincial requirement; and,
 - d) Facilitating development of renewable energy systems and to support the establishment of a green economy in accordance with the *Green Energy and Green Economy Act* (2009).

These goals have been achieved through compliance with subsequent policies within section 3.7 as detailed below.

54. Policies 3.7.2.1(a) and (c) promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. The proposal conforms to this policy as it provides a compact development in the form of low, medium, and high density residential development on smaller lots, with a mix of uses to support walking, within a grid street system to support active transportation and transit, and to support energy conservation.
55. Policies within sections 3.7.3 and 3.7.4 identifies that the City promotes the use of alternative and renewable energy within development. This proposal conforms to these policies as purchasers of the homes can erect solar panels or small wind turbines to allow their homes to operate using renewable energy.

Land Use Policies

4.2.2.7 Secondary Planning Areas

56. Policy 4.2.2.7(a) identifies the Salem Secondary Plan as an approved secondary plan within the City of Barrie, while policy 4.2.2.7(b) identifies that new development proposed within these areas shall be in accordance with the Secondary Plan policies for the applicable Secondary Plan. Please see the Salem Secondary Plan section later in this report for analysis regarding the Salem Secondary Plan.

Servicing and Transportation

5.1 – Servicing

57. It is a goal of this plan that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. The proposal achieves this goal as the development will be entirely serviced by municipal and other public and private utilities.

5.3 – Stormwater Management

58. It is a goal of the Official Plan to protect and enhance water quality in the area, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a), (b), and (e) and 5.3.2.3 detail how development shall achieve these goals and outline design criteria. They include an integrated treatment train approach be used to minimize stormwater management flows and reliance on end-of-pipe controls, minimizing of changes between pre-development and post-development water balance and phosphorus loading, and reducing stormwater runoff volume and pollutant loadings. The Engineering Department has confirmed that the proposal generally conforms to these policies.

5.4 – Transportation

59. It is a goal of this plan to promote healthy communities, active living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policy 5.4.2.1(c) prohibits numerous individual access points along existing and future arterial roads. The proposal conforms to this policy as the townhouses and mixed use block proposed along McKay Road West and Veteran's Drive will all be accessed via internal roads and will not have vehicular access directly from these arterials while pedestrian connections will be provided to encourage active transportation and access to public transit. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. The proposed development conforms to these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops, which provide connection to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of sidewalks along the proposed municipal right-of-way, connecting to the municipal sidewalk network. Additionally, trails through the Natural Heritage System within the Salem Secondary Plan area are being developed. The municipal sidewalks will connect with these new trail systems.

Implementation

6.5 – Urban Design Guidelines

60. The goals and policies of the urban design guidelines of the Official Plan are intended for medium and high density forms of development. Therefore they apply to the townhouse and mixed-use block portions of the proposed development.
61. Policies 6.5.2.2(a)i) and iii) identify that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design and that large exposed blank walls should be avoided. The proposal conforms to these policies as the proposed built form is situated close to the street, massed toward the intersections, with direct pedestrian access. Additionally, no blank walls are proposed, nor will they be permitted.

62. Policies 6.5.2.2(a)v) and vi) identifies that building entrances should be well-defined and accessible to pedestrians, that pedestrian links should be designed to promote the safety of the user and be fully accessible between commercial and residential properties. The proposal conforms to this policy as all residential units will have windows and front doors facing the public right-of-way with direct access to the municipal sidewalks. Municipal sidewalks are proposed throughout the development, allowing pedestrian access throughout. Additionally, within the mixed use block, there will be careful consideration of appropriate movement of pedestrians throughout the site through the Site Plan Control process.
63. Policy 6.5.2.2(a)vii) identifies that corner locations should emphasize the building, not the car, as the dominant feature of the site. To conform to this policy, corner lots will be required to mass their buildings toward the intersection as shown on Appendix "F" – Conceptual Design of Mixed Use Block.
64. Policy 6.5.2.2(b) applies to the mixed use block in relation to parking areas. It identifies that the number of access points from major roads are encouraged to be reduced; adequate disability parking spaces be provided where required; larger parking areas should be broken up by landscaped islands and strips; and, that major parking, loading, and delivery areas, as well as garbage enclosures should be confined to the rear of the building. The proposed development conforms to these policies as the access point will be from within the plan of subdivision and not from McKay Road West and disability parking, as required by the zoning by-law, will be provided. Through the Site Plan Control process, the exact configuration of the parking, loading, delivery, and garbage enclosures will be reviewed and compliance with these policies will be required.
65. Policy 6.5.2.2(c) identifies the requirements for landscaping along street frontages. These items will be required to be addressed through the detailed design of the draft plan of subdivision process.
66. Policy 6.5.2.2g) encourages energy efficiency through a compact built form that encourages the use of transit and active transportation. The proposal conforms to this policy by providing a compact built form that supports transit use and includes sidewalk connections to the municipal sidewalk system.

6.8 Height and Density Bonusing

67. Policy 6.8(a) outlines the requirement for the provision of height and density bonusing "upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act*". While the proposed development includes increases in both the height and density beyond that which is permitted in the existing Agricultural General (AG) and Rural Residential (RR) zones, the proposed development does not include an increase in height or density beyond the provisions of the Salem Secondary Plan, as demonstrated below. Given that the proposed development conforms to the height and densities outlined in the Salem Secondary Plan, the provision of height and density bonusing is not required.

Salem Secondary Plan

68. The Salem Secondary Plan establishes a detailed planning framework for the future urban development of the Salem Secondary Plan Area. The Salem Secondary Plan Area is comprised of two industrial/business park districts and four residential districts and can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.

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69. Policy 8.2.4.2 identifies the Natural Heritage System as a linked system of natural core areas which include key natural and hydrological features or groupings of features, together with buffers and adjacent lands intended to protect the function of these features and ensure the long term sustainability of the System within the urban context. Although the Natural Heritage Feature is not a part of this proposal, it is critical to consider these policies as the western edge of the proposed development is adjacent to the Natural Heritage System and its boundaries are reflective of this feature.
 70. Policy 8.2.4.4 identifies the Mixed Use Nodes and Corridors as the most urban component of the Salem Secondary Plan Area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business and live-work, institutional and cultural uses. It permits single purpose buildings, although it encourages mixed use development. The Mixed Use Nodes and Corridors are identified as being predominately medium and high density residential in character with retail and service commercial uses encouraged on the ground floor of residential, office, or institutional buildings. The proposal conforms to this policy as it includes medium density development in the form of townhouse units and mixed use development within the mixed use block, that will include high density residential and commercial uses.
 71. Policy 8.2.4.5 identifies that lands designated Residential Area permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within a five minute walk of park facilities. The proposal conforms to this policy as the development provides a mix of low and medium density forms, within a five minute walk of the nearest neighbourhood park and the nearest connection to the Natural Heritage System.
 72. Policy 8.2.4.7 identifies that the community will be developed based on a modified grid street system and related off-street pathway system. The proposal conforms to this policy as the proposed development contributes to the larger grid street system.
 73. Policy 8.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable Plan Areas combined. The proposal conforms to this policy as the development provides a density of approximately 62.07 persons per developable hectare. This is also not reflective of the jobs created by the elementary school or the commercial uses within the mixed use block, or of the opportunity for home based businesses within the proposed development and the jobs they create. Please see the Growth Plan section above for more details on the calculations for persons per hectare.
 74. Policy 8.2.9.1 identifies that the target mix of housing for the Hewitt's and Salem Secondary Plan Areas combined will be 83% low and medium density ground related and 17% medium and high density non-ground related. Of the 784 residential units proposed, approximately 100 will be non-ground related, representing nearly 13% of the unit count. Additionally, as shown on Appendix "G" -Proposed Block Plan, an additional 100 non-ground related residential units can be accommodated in this area, aiding in the achievement of the target mix.
 75. Policy 8.2.9.2 identifies how the affordable and special needs housing will be supported in conformity with the provisions of Section 3.3 – Housing of the Official Plan. Please see the Implementation Section under the Official Plan heading above for how the proposal conforms to these policies.
 76. Policy 8.3.2.1, in conjunction with Schedule 8B, identifies the adjacent Natural Heritage System as being a Natural Core Area containing a Medium Constraint Stream Corridor Area. While Policy 8.3.2.4 outlines that medium constraint stream corridors must be protected for their hydrological and ecological functions. Policy 8.3.3.1(a) requires that the limits of the boundaries of the Natural

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- Core Area as identified on Schedule 8B shall be maintained. The proposal conforms to these policies as the limit of these features have been established in conjunction with the NVCA.
77. Policy 8.3.6 identifies the locations of stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, with the final number, size and configuration of such facilities determined through required Subwatershed Impact and Functional Servicing Studies, and that these facilities and associated Low Impact Developments (LIDs) shall be located outside of the Natural Core Area or High or Medium Constraint Stream Corridor Areas (with the exception of any related buffer areas), or within Natural Linkage Areas. The proposed development conforms to these policies as both proposed stormwater management ponds are in accordance with the Drainage and Stormwater Management Master Plan, consistent with the Subwatershed Impact Study, and are outside of all Natural Core Areas, High or Medium Constraint Stream Corridor Areas, or Natural Linkage Areas.
 78. Policy 8.3.7 identifies that the relevant policies of the Lake Simcoe Protection plan (LSPP) shall apply to lands in the Lake Simcoe Watershed. The review of this application in light of the LSPP is being conducted by the Lake Simcoe Region Conservation Authority (LSRCA). The LSRCA has indicated that the development conforms to the policies of the LSPP (see above for department and agency comments).
 79. Policy 8.3.9 identifies that policy 3.5.2.3.1 of the Official Plan applies. Please see above for how these policies have been addressed. This policy also identifies that the precise boundaries of the regulatory floodline, precise boundaries of flood and erosion hazard areas and associated setbacks, shall be established to the satisfaction of the City, in consultation with the applicable Conservation Authority. Finally, the policy identifies that modifications to the floodline as identified on Schedule 8B does not require an amendment to the Salem Secondary Plan and that the development in lands which are established to be outside flood and erosion hazard areas shall be in conformity with the underlying or adjacent land use designation on Schedule 8C. The proposed development conforms to this policy as the precise boundaries of the flood and erosion hazard areas have been established to the satisfaction of the NVCA and are entirely within the limits of the Natural Heritage System.
 80. Policy 8.3.10 requires the protection of surface water and ground water in accordance with the applicable recommendations of the Drainage and Stormwater Management Master Plan. The Engineering Department has confirmed that the proposal conforms to the Drainage and Stormwater Management Master Plan.
 81. Policy 8.4.4.1 identifies that the policies of Section 6.5.2.2 – General Design Guidelines of the Official Plan (with the exception of subsection 6.5.2.2(c) and (d) iii), v), and vi)) shall apply. Please see the Official Plan section above for information on how the proposed development conforms to this policy.
 82. Policy 8.4.4.2 describes the general design of communities within the Salem Secondary Plan area. They include:
 - a) Compact pedestrian and transit oriented built form, with building densities and land uses designed at densities which are transit supportive [Policy 8.4.4.2(a)].
 - b) Distinctive characteristics, but a number of common features including a central focal point (neighbourhood park or elementary school), a character that is primarily residential but includes a range of uses, a range of lot sizes, building types, architectural styles, and price levels to accommodate a diverse population, and a variety of open space in accessible locations to act as 'meeting places' for residents [Policy 8.4.4.2(b) i)-iv)].

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- c) A hierarchy of institutional, commercial and open space uses established with major facilities in locations which form part of, or are adjacent to Mixed Use Nodes and Corridors to serve as focal points, elementary schools and neighbourhood parks, and village squares to serve subneighbourhoods more than a 5 minute walk from a neighbourhood park [Policy 8.4.4.2(c)i-iii)].
- d) Given the barriers to connectivity and accessibility, development shall be based on:
- i) A modified grid street system generally as identified on Schedule 8D1 of the Salem Secondary Plan, with an interconnected networks of streets to support transit and active transportation.
 - ii) A local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system.
 - iii) Street cross sections which reflect the abutting land uses and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle, and transit friendly environment.
 - iv) Connections being made to other parts of the City whenever possible through street, pedestrian and bicycle links to ensure the community functions in an integrated manner [Policy 8.4.4.2(d) i, ii, iv) and v)].
 - v) Utilizing the Natural Heritage System as a central feature of the Salem Secondary Plan with the provision of views through a range of permitted uses adjacent to the System, including residential development on single loaded streets, crescent streets, and high density residential and employment uses [Policy 8.4.4.2(e)ii)].
 - vi) Views and accessibility to public facilities such as schools and parks with a total linear perimeter distance being in the order of 50 percent of the perimeter bounded by streets and open space [Policy 8.4.4.2(f)].
 - vii) The compatibility of the proposed development with adjacent existing development, while maintaining options for future redevelopment [policy 8.4.4.2(g)].
83. The proposal conforms to policy 8.4.4.2(a) as the densities exceed the minimum density required for low density residential development, and provides a built form that is more compact, and is transit supportive.
84. The proposal conforms to policies 8.4.4.2(b) i-iv) as the proposed development includes a central focal point (neighbourhood park), adjacent to an elementary school, within a primarily residential neighbourhood with a range of lot sizes, buildings types (single detached, townhouse units, and high density units), with varying price levels. Additionally, the proposal is adjacent to the Natural Heritage System.
85. The proposal conforms to policy 8.4.4.2(d)i, ii, iv), and v) as it includes a grid street system, with access to the arterial roads to the south and east (McKay Road West and Veteran's Drive), the minor collectors that bisect the subject lands and connect to future development to the north, west, and south, and local roads to the west. The cross sections are appropriate based on the location of each road, and will support transit and include sidewalks to support active transportation within and beyond the development.

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86. The proposal conforms to policy 8.4.4.2(e)ii) as the lands adjacent to the Natural Heritage System include a mixed use block which includes high density development and a stormwater management block that will allow for views of the Natural Heritage System from the north/south minor collector road (proposed Street 'A').
 87. The proposal conforms to policy 8.4.4.2(f) as the neighbourhood park has an approximate 50% perimeter of its area bound by streets, including a minor collector road along the northern boundary. The elementary school has 100% of its perimeter bound by streets and open space. However, the school board has identified that they are accepting of this lot given its size and location adjacent to the neighbourhood park and as such, the school block is acceptable with its given location.
 88. At the northwest corner of McKay Road West and Veteran's Drive exist three parcels with a homestead and accessory structures respectively. The proposal conforms to policy 8.4.4.2(g) as the proposed development adjacent to these parcels is residential. The proposal allows for future development on these sites by allowing for access through proposed Streets 'E' and 'M' and proposed Lane 'T'. Please see Appendix "G" – Proposed Block Plan to see how the corner parcels are shown to integrate with the proposed development.
 89. Policy 8.4.4.3 identifies that cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. A condition will be included in the Draft Plan of Subdivision approval that prohibits the disturbance of land until the applicant has a clearance letter from the Ministry of Tourism, Culture, and Sport, the Ministry responsible for archaeological resources.
 90. Policy 8.4.4.4(b)i) identifies that in Mixed Use Nodes and Corridors, an enhanced streetscape and sidewalk environment will be provided. The proposed development conforms to this policy as all uses are fronting onto McKay Road and Veteran's Drive, with pedestrian access points. The scale of the proposed development varies to add interest to the pedestrian streetscape.
 91. Policies 8.4.4.4(b)ii) and iii) identify that sidewalks shall generally be provided on both sides of all streets with the exception of window streets and some local streets where the City is satisfied through a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of-way width of 18 metres. The proposal conforms to this policy as sidewalks will be provided for throughout the development. Any street that is an anticipated transit route, provides access to a school, shopping area, or park, or has a right-of-way width of greater than 18 metres will have sidewalks on both sides (please see Appendix "D" – Proposed Pedestrian Circulation Plan).
 92. Policy 8.4.4.4(b)iv) requires that the length of a residential block be generally no greater than 250 metres in length. The proposal conforms as most of the blocks are no greater than 250 metres in length. Three exceptions exist, however, to accommodate efficient development. The block bounded by proposed Streets 'A' and 'C', McKay Road West, and proposed Lane 'P' is approximately 295 metres in length. This block is considered appropriate as it allows for a consistent street edge while not interfering with route variation and walkability. The block bounded by proposed Streets 'A', 'B', 'E', and 'H' is approximately 295 metres in length. It is also considered appropriate as it allows for an appropriate built form while not interfering with route variation and walkability. Finally, the block bounded by proposed Streets 'A', 'D', 'H', and 'I' is approximately 360 metres in length. To ensure route variation and walkability, a 6.0 metres wide pedestrian walkway has been incorporated to allow for access to the elementary school and neighbourhood park.
 93. Policy 8.4.4.4(c)iii) requires that buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street and the heights of

- buildings should be related to street widths to create a more comfortable pedestrian environment. The proposal conforms to this policy as the proposed built forms vary, with the greatest heights proposed on the roads with the greatest rights-of-way, which aids in creating a “sense of enclosure” to the street and a pedestrian friendly environment. Development within the low density areas will have a maximum height of 3 storeys and are generally on roads with 18 metres rights-of-way, while development with greater height potential, such as the mixed use block at the corner of proposed Street ‘A’ and McKay Road West can support heights of up to 12 storeys and fronts onto a 41 metres right-of-way arterial road.
94. Policy 8.4.4.4(c)v identifies that in residential areas, garages should be designed so they are not the dominant feature in the streetscape. In particular, attached garages, generally, should not project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law. The proposal conforms as garages are not permitted to project beyond the front wall or porch of the home as per the requirements of section 14.3.3.1a) of Zoning By-law 2009-141, as amended.
 95. Policy 8.4.4.5 outlines how at-grade parking areas can be replaced, particularly in the Mixed Use Nodes and Corridors. The proposed development conforms to this policy as all at-grade parking is screened for the proposed townhouse units as they will be accessed via laneway. The proposed mixed use block will be required to demonstrate compliance with this policy at the Site Plan Approval stage, however, the conceptual plan as shown in Appendix “F” – Conceptual Design of Mixed Use Block, demonstrates that underground parking is an option, and uses the proposed building to screen the parking area.
 96. Policy 8.4.4.7 requires that the City work with the Barrie Police Service to promote safety and security and accessibility to all development based on the principles of Crime Prevention through Environmental Design (CPTED). The proposal conforms as the Barrie Police Service was circulated as part of the technical review and the proposed development includes ‘eyes on the street’, as homes and other forms of development will face the street.
 97. Policy 8.4.4.8(a) requires compliance with policies 3.7.1 to 3.7.4 inclusive of the Official Plan with respect to energy conservation and renewable energy systems. Please see the General Policies section under the City of Barrie Official Plan heading above for details on how the proposal conforms to these policies.
 98. Policies 8.4.4.8(b) i) and ii) encourage development to be designed in a manner which promotes green building and site design, maximizes the efficient use and management of water resources including the use of Low Impact Development (LID) stormwater management practices. The proposal conforms to these policies as the development is more compact site design and is utilizing low impact development (LID) stormwater management practices.
 99. Policy 8.4.4.10 identifies that careful consideration will be given to the location of public utilities within the public rights-of-way, as well as on private property in accordance with the policies of Section 8.6.6. Please see below for how the proposed development conforms to Section 8.6.6.
 100. Policy 8.4.4.11 identifies that the principles of universal design will be generally applied to all public spaces and within new developments to ensure access for all individuals. The proposal conforms to this policy as all sidewalks and the neighbourhood park within the proposed development will be constructed in accordance with City standards, which includes accessibility considerations.
 101. Policy 8.4.4.12 identifies that all public facilities including City and school facilities, be designed to contribute to the achievement of the policies of the Salem Secondary Plan including the creation of compact neighbourhoods through the use of multi-storey buildings, joint use of buildings, parking areas, open space, and use of adjacent roads for visitor parking. The proposed development

- conforms to this policy as the elementary school site is sized minimally and will have access to adjacent neighbourhood park, while the both neighbourhood park and the elementary school will rely, to some extent, on on-street parking.
102. Policy 8.4.5(a) identifies that buildings in the Mixed Use Nodes and Corridors will be viewed as if they are permanent and therefore located on the site to the urban standards set in in the Salem Secondary Plan and the Urban Design and Sustainable Development Guidelines and planned so future phases of intensification are not restricted. The proposed development conforms to this policy as it conforms to the standards set out in Section 8.5.7 Mixed Used Nodes and Corridors of the Salem Secondary Plan. Please see below for how the proposed development conforms to the specific policies of that section. Additionally, the mixed use block proposed at the corner of McKay Road West and proposed Street 'A' will be subject to site plan control and will be reviewed against the Urban Design and Sustainable Development Guidelines. Finally, the proposed development contemplates future surrounding development as shown on Appendix "B" - Proposed Draft Plan of Subdivision and Appendix "G" – Proposed Block Plan. The concept demonstrates how these lands can develop in conformity with the Salem Secondary Plan while being compatible with the proposed development.
 103. Policy 8.4.5(b) identifies that development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. The proposed development complies with this policy as the development is oriented to the street, and is massed at the major intersections to provide eyes on the street and an active street life, and have varied route options for both pedestrians and cyclists. Finally, the densities comply with the requirements of the Mixed Use Nodes and Corridors policy, supporting transit throughout the proposed development.
 104. Policy 8.5.2 outlines the uses that are permitted in all land use designations (with the exception of lands in the Natural Heritage System). This includes stormwater management facilities in accordance with the directions established in the Drainage and Stormwater Master Plan and educational facilities, including public and private elementary schools, subject to the regulations of the zoning by-law. The stormwater management block and elementary school are both located in residential designated areas. The Development Approvals branch of the Engineering Department has confirmed that the stormwater management block is in accordance with the directions established in the Drainage and Stormwater Master Plan. The elementary school will be subject to the provisions of the Education-Institutional (I-E) zone of Zoning By-law 2009-141 unless otherwise varied.
 105. Policies 8.5.7.1 (a) and (b) outline the goals for the Mixed Use Nodes and Corridor areas within the Salem Secondary Plan, and include creating mixed use nodes and corridors with medium and high density residential, special needs housing, institutional, and commercial facilities as a focus of community and neighbourhood activity, and creating a meeting place for residents which is designed to be pedestrian friendly and maximize the use of public transit. The proposed development conforms to this policy as the proposed built forms within this designation include medium density townhouses and mixed use development with commercial at the ground floor and residential units above. This will create the opportunity for residents to meet and access transit.
 106. Policy 8.5.7.2 outlines the permitted uses within the Mixed Use Nodes and Corridors. Permitted uses include high and medium density residential uses such as stacked townhouses, back to back townhouses, street townhouses, and apartments and retail and service commercial uses which will be primarily located on the ground floor of mixed use buildings but which may also be located in stand-alone buildings. The proposed development conforms to this policy as street townhouses and mixed use development with commercial on the ground floor is being proposed.

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107. Policy 8.5.7.3 outlines the guiding policies for the design of development within the Mixed Use Nodes and Corridors. They include:
- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged [8.5.7.3(a)];
 - b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection [8.5.7.3(b)];
 - c) Height – minimum 5 metres for commercial buildings and 3 storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys [8.5.7.3(c)];
 - d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5 [8.5.7.3(d)];
 - e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare [8.5.7.3(e)];
 - f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge [8.5.7.3(f)];
 - g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets [8.5.7.3(g)];
 - h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged [8.5.7.3(h)]; and,
 - i) Development shall be designed to facilitate access to public transit [8.5.7.3(i)].
108. The proposed development complies with the policies of 8.5.7.3 in the following ways:
- a) The landowner has consolidated three parcels for development and includes the majority of the Mixed Used Nodes and Corridors designated lands along McKay Road West between Veteran's Drive and the Natural Heritage System. The applicant has also shown how the remaining parcels will integrate with the proposed development while conforming to the policies of this section [8.5.7.3(a)].
 - b) The proposed development is proposing heights between 3 and 6 storeys; the proposed townhouse units will be 3 storeys, and the mixed use block, although only conceptual, is proposing a height of 6 storeys [8.5.7.3(b) and (c)].
 - c) The density of commercial uses has not yet been identified, but the Neighbourhood Mixed Use (NMU) zone that is being requested requires a minimum FSI of 0.5 and a maximum FSI of 2.5 [8.5.7.3(d)].

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- d) The residential density is proposed to be 54 units per net hectare for the townhouse blocks along McKay Road West, and 100 units per net hectare within the mixed use block, for a total density of 65 units per net hectare within the Mixed Use Nodes and Corridors designation [8.5.7.3(e)].
 - e) As shown conceptually on Appendix "F" - Conceptual Design of Mixed Use Block the proposed mixed use block has the building massed at the intersection and is close to the street edges on both streets. The townhouse blocks are proposing to utilize a rear laneway for utilitarian use such as vehicular access and waste collection thereby allowing a stronger street edge along McKay Road West and proposed Street 'E' [8.5.7.3(f)].
 - f) The proposed uses along McKay Road West include residential and commercial at grade, to encourage pedestrian traffic, at a density that supports transit, which also encourages walking [8.5.7.3(g)].
 - g) The proposed development utilizes laneways for vehicular access for the townhouse blocks so that surface parking will not be visible from the street, and the mixed use block conceptually shows underground parking and surface parking that is screened by the building from the street [8.5.7.3(h)].
 - h) The proposed development is greater than the minimum density permitted, particularly within the Mixed Use Nodes and Corridors designation, making the development transit supportive [8.5.7.3(i)].
109. Policy 8.5.9 outlines the requirements for lands within the Neighbourhood Mixed Use Node and requires that proposed development be in accordance with the policies of Section 8.5.7. with the exception that retail and commercial uses generally not exceed a combined total gross floor area of 3000 square meters. As the proposed development conforms to the policies of 8.5.7, the proposal conforms to the policies of 8.5.9. The amount of retail and commercial shall be confirmed at the time of Site Plan Control.
110. Policies 8.5.10.1 (a) and (b) outline the goals for the residential areas within the Salem Secondary Plan, and include developing a residential community with its own character, providing for a diverse range of housing options as well as live-work opportunities and transit-supportive development patterns and densities. They also include developing residential districts and neighbourhoods that have a "sense of place" created by the design of the development, including pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and village squares which are designed as "meeting" points for the immediate area.
111. These goals have been satisfied, in part, by this development. The proposal includes a number of housing options such as single detached and townhouse units of varying sizes, while home occupations are permitted. The density of the development is greater than the minimum required density of 20 units per net hectare, supporting transit, while the grid pattern of streets makes transit more easily accessible. Sidewalks are being included throughout the proposed development, connecting to the sidewalks in the neighbourhood beyond. Finally, there is a neighbourhood park, elementary school, and access to the Natural Heritage System all accessible via public sidewalk.
112. Policy 8.5.10.2 outlines the permitted uses within the residential area designation and includes low and medium density residential development. The proposal conforms to this policy as low and medium density development is being proposed in the residential area designation.
113. Policy 8.5.10.3(a) details that low density residential development shall permit a mix of housing types at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare while medium density development shall be at a density no lower than 30 and greater than

- 70 units per net hectare. The proposed development has a low density of approximately 22 units per net hectare. The proposed development has a medium density of approximately 48 units per net hectare. Policy 8.5.10.3(a)iii) limits the height to a maximum of 3 storeys for low density residential and 6 storeys for medium density residential, consistent with the built form being proposed.
114. Policy 8.5.10.3(b) requires that a variety of residential building types and densities be developed throughout the Residential designation in each residential district. The proposal conforms to this policy as there are a variety of residential building types within the proposed development, and they include single detached and townhouse units, which aid in achieving the target of 80% low density and 20% medium density throughout the residential designation of the Salem Secondary Plan.
 115. Policy 8.5.11 outlines the goals, permitted uses, and land use policies for secondary schools and recreation centres/community parks. Schedule 8C Land Use Plan of the Salem Secondary Plan identifies a secondary school within the limits of the proposed development. Despite the Salem Secondary Plan identifying a secondary school, the Simcoe Muskoka Catholic District School Board has determined that a Catholic secondary school would not be required within the Salem Secondary Plan (see Appendix "H" – Correspondence From Simcoe Muskoka Catholic District School Board).
 116. Policy 8.5.12.1 outlines the goals for the development of a school/neighbourhood park area. Goals include developing neighbourhood parks with a variety of outdoor recreational experiences as a focal point for one or more neighbourhoods; to locate neighbourhood parks within a five minute walk for most residents of a neighbourhood; and, to locate elementary schools where required adjacent to neighbourhood parks to maximize the use of both facilities and create a neighbourhood hub with a range of facilities and services.
 117. The proposed development aids in the achievement of these goals by including a neighbourhood park with multiple uses, located centrally within the proposed development and within a five minute walk for most residents, and co-locates the proposed elementary school and neighbourhood park to maximize the use of both facilities and to create a neighbourhood hub.
 118. Policy 8.5.12.2 outlines the permitted uses, buildings, and structures within a school/neighbourhood park area. They include a neighbourhood park and the full range of active and passive recreation uses appropriate and a public or privately funded elementary school. The proposed development includes both a neighbourhood park and a public elementary school, in conformity with policy 8.5.12.2.
 119. Policies 8.5.12.3(a) and (b) identify that the School/Neighbourhood Park Area designation as shown on Schedule 8C is conceptual and the exact location and configuration of both parks and school sites will be established through the development review process and that the size of the elementary school will be determined in consultation with the Boards of Education but shall generally be a maximum of 2.42 hectares. In conformity with these policies, the City's Development Approvals (Engineering) branch and the Simcoe County District School Board were consulted to determine the appropriate location and size of both the neighbourhood park and elementary school site. Both sites have been deemed acceptable and the school site is less than 2.42 hectares, at 2.3 hectares.
 120. Policy 8.5.12.3(d) identifies that the size and configuration of each park shall be consistent with the policies of the City's Leisure and Recreation Master Plan. The Development Approvals (Engineering) branch, which includes the City's parks planners, have confirmed that the proposed neighbourhood park is consistent with the City's Leisure and Recreation Master Plan.

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121. Policies 8.5.12.3(e) and (f) identify that the co-located neighbourhood park and elementary schools shall be located and designed to ensure efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this, consideration will be given to on-street parking, lay-by facilities for school drop-off/pick-up, wider sidewalks bike lanes on key access routes, and location on transit routes. Additionally, the co-located neighbourhood park and elementary school shall minimize impacts on residential development by locating adjacent to non-residential uses and incorporate design features to minimize light and noise. The proposed development conforms to these policies by permitting on-street parking and locating on a transit route. The details of both sites, including sidewalk widths, will be determined through the Site Plan Control review. Finally, the park and school are surrounded mostly by streets, with only approximately 179 metres of the combined perimeter of the park and school is shared with residential development.
122. Policy 8.6.2 indicates that the policies of Section 5.0 Servicing and Transportation are generally applicable to the Salem Secondary Plan Area. Please see the General Policies section under the City of Barrie Official Plan heading above for details on how the proposal conforms to these policies.
123. Policy 8.6.3.1 identifies that City streets shall be planned and developed as multi-modal transportation corridors that are designed with an urban cross section to safely accommodate and modes of transportation and be consistent with the recommendations of the City of Barrie Multi-modal Active Transportation Master Plan (MMATMP). The department of Roads, Parks, and Fleet have determined that the proposal is consistent with the recommendations of the MMATMP. Policy 8.6.3.1 also identifies that City streets shall generally be designed to conform the other applicable policies of the Salem Secondary Plan and to the following standards:
- a) Policy 8.6.3.1(a)i details how arterial roads shall generally develop. While the proposed development does not include arterial roads within the development, it is adjacent to McKay Road West and Verteran's Drive, both arterial roads. Arterial roads are to have a high degree of access control for individual properties, non-signalized intersections generally no more frequently than every 100 metres, signalized intersections generally no more frequently than every 350 metres. The proposal conforms to this policy as the properties fronting onto McKay Road West and Veteran's Drive will be accessed via internal laneways and streets; signalized intersections are approximately 600 metres apart and non-signalized intersections are approximately 275 metres to the nearest intersection along McKay Road West, while signalized intersections are approximately 375 metres apart along Veteran's Drive.
 - b) Policy 8.6.3.1(a)iii details how minor collector roads shall generally develop. The right-of-way shall be a maximum of 24 metres with direct access permitted from individual properties and on-street parking permitted. The proposed development conforms to this policy as the two minor collectors (proposed Streets 'A' and 'H') have 24 metres rights-of-way with direct access from individual properties and permitted on-street parking.
 - c) Policy 8.6.3.1(a)iv details how local streets shall generally develop. The right-of-way width shall be a maximum of 20 metres, direct access from individual properties is permitted, along with on-street parking. The proposed development conforms to this policy as the proposed local streets are 18 metres wide with direct access permitted from individual properties and on-street parking is permitted.
 - d) Policy 8.6.3.1(a)vi details how lanes and service roads shall generally develop. The right-of-way width shall be a maximum of 7.5 metres with direct access for individual properties and no on-street parking is permitted. As policy 8.6.3.1 identifies that the City streets shall generally conform to these standards in addition to conformity with other relevant policy of the Salem Secondary Plan, the City has designed a 12 metres laneway standard. This

standard has sufficient space for full services and allows for residential development to be accessed via laneways along arterial roads. It is this standard that is allowing the applicant to propose built form along McKay Road West that conforms to the policies of 8.5.7 Mixed Use Nodes and Corridors. As such, the proposed development conforms to this policy as the proposed laneways permit direct access to individual properties, and do not permit on-street parking, while supporting the type of development identified by the Salem Secondary Plan and in conformity with the MMATMP.

124. Policy 8.6.3.1(c) details the potential street widenings to existing streets as identified on Schedule 8D2 of the Salem Secondary Plan. Schedule 8D2 identifies a maximum right-of-way of 41 metres along McKay Road West and Veteran's Drive. As such, the applicant is required to dedicate road widenings to allow for the expansion of McKay Road West and Veteran's Drive. This has been provided (please see Appendix "B" – Proposed Draft Plan of Subdivision).
125. Policies 8.6.3.2(a) and (b) require that the City work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services and that transit facilities and services for pedestrians will be planned so that the majority of residents and employees are within a 400 metres walking distance of a transit stop. These policies have been complied with as the development is within the first phase of development and is adjacent to lands that have been draft approved for development. Additionally, the City's Transit Department have been circulated as part technical review to ensure that transit service can be accommodated throughout the Salem Secondary Plan in a timely fashion. The exact locations and details of the transit stops will be finalized as part of the detailed design of the Plan of Subdivision, however, transit routes will be part of the proposed development (along proposed Streets 'A' and 'H').
126. Policy 8.6.3.3 requires that a pedestrian/bicycle system shall be developed in accordance with the provisions of Section 8.4.4.4(b) of the Salem Secondary Plan. Please see above for how this has been satisfied.
127. Policy 8.6.3.5(a) requires the provision of adequate parking and loading facilities. The proposed development is required to provide parking consistent with the zoning by-law. The mixed use block will be reviewed in detail through the Site Plan Control process and will be required to comply with the parking and loading requirements of the zoning by-law.
128. Policies 8.6.3.5(b) and (d) encourage options to replace at-grade and surface parking areas in accordance with the provisions of policy 8.4.4.5. Please see above for how the proposed development conforms to this policy.
129. Policy 8.6.4(a) requires that all new urban development in the Salem Secondary Plan Area be connected to municipal water and wastewater systems. The proposed development will connect to municipal water and wastewater systems.
130. Policy 8.6.4(b) requires the City to have approved the following City-wide plans:
 - a) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
 - b) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
 - c) Water Storage and Distribution Master Plan; and,
 - d) Water Supply Master Plan Update Class EA (Phases 1 and 2).

These studies have been completed.

131. Policy 8.6.4(c) requires the provision of water and wastewater services relating to the phasing of development as set out in Section 8.7.3.2 of the Salem Secondary Plan and the Master Plans and Class EAs identified above. The proposed development is within Phase 1 of the Salem Secondary Plan, conforming to policy 8.7.3.2. Additionally, the Engineering Department has confirmed that the development conforms to these Master Plans and Class EAs.
132. Policies 8.6.5(a) and (b) outline the requirement for development to comply with the recommendations of the Drainage and Stormwater Management Master Plan and the need to submit a Subwatershed Impact Study as part of the submission of a complete application. The Engineering Department has confirmed that the development generally conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Salem Secondary Plan Area prior to the submission of a complete application (please see Appendix "E" – Technical Study Descriptions).
133. Policies 8.6.6(a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way, in conformity with policies 8.6.6(a) and (b).
134. Policy 8.6.7.2 identifies that the size of the neighbourhood park shall be based on the population it serves and that 0.7 hectares of neighbourhood park are required for every 1,000 persons. The proposed development conforms to this policy as the neighbourhood park can serve approximately 2,880 persons, while the proposed development is expected to house approximately 2,152 future residents.
135. Policy 8.6.7.3(c) identifies that the City may enter into a Master Parkland Agreement with the landowners who propose to develop their lands within the Plan to ensure orderly and timely conveyance of the parkland contemplated by the Salem Secondary Plan. The City has exercised this option and the landowner will be subject to the requirements and provisions of the Master Parkland Agreement.
136. Policy 8.6.7.3(d) identifies that the City shall not accept as part of the parkland conveyance lands required for drainage purposes, stormwater management facilities, connecting walkways, land susceptible to flooding, steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands which form part of the Natural Heritage System with the exception of lands identified in Section 8.3.8.2, or other lands unsuitable for development. The proposed development conforms to this policy as the proposed neighbourhood park is developable land and not required for any other purpose.
137. Policies 8.6.10(b) and (c) identify that the school site shall generally be developed in accordance with the respective policies, practices, and guidelines of the School Boards taking into account Provincial and municipal planning policies which encourage efficient use of land as directed by this Plan including Section 8.4.4 and that the City shall encourage publicly funded schools be located adjacent to parks and recreation centres to allow for shared use of facilities. The proposed development conforms to this policy as the Simcoe County District School Board has accepted the proposed school site and the school site is located adjacent to the proposed neighbourhood park.
138. Policy 8.6.10(d) identifies that not all sites identified as school sites will be required and therefore the uses in the underlying land use designation on Schedule 8C shall be permitted without

amendment to this Plan. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. Please see below for the site specific provisions that permit the underlying land use as identified on Schedule 8C.

139. Policies 8.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Salem Secondary Plan Area. To satisfy these policies Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review. No service has identified the need for a site within the proposed development.
140. Policy 8.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
141. Policy 8.7.2 identifies the reports and studies required as part of a complete *Planning Act* application. To be deemed complete, the applicant had to submit a Subwatershed Impact Study, a pedestrian circulation plan, delineation of the regulatory floodplain, and a geotechnical study. These studies were submitted and considered as part technical review.
142. Policy 8.7.3.1 outlines the requirements prior to development and includes the following:
 - a) Policy 8.7.3.1(a) – Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP);
 - b) Policy 8.7.3.1(b) - The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under *the Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
 - c) Policy 8.7.3.1(c) - Landowners in the Salem Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan;
 - d) Policy 8.7.3.1(d) - Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;
 - e) Policy 8.7.3.1(e) - Landowners in the Salem Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
 - f) Policy 8.7.3.1(f) - Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

Council for the City of Barrie has an adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2014-108) in full force and effect; the applicant will be required to enter into a subdivision agreement with the City to move forward with the registration of the draft plan of subdivision; a Master Parkland Agreement has been entered into for the landowners within the Salem Secondary Plan Area; and, the landowners within the Salem Secondary Plan Area have entered into a cost sharing agreement. The subject site does not include any portion of the Natural Heritage System, therefore policy 8.7.3.1(f) is not applicable.

143. Policy 8.7.3.2(a) details how development shall proceed in four phases as designated on Schedule 8E of the Salem Secondary Plan and that prior to the commencement of development in each phase, the policies of Section 8.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. As previously stated, the subject lands are within Phase 1 as designated on Schedule 8E of the Salem Secondary Plan (please see Appendix “C” – Salem Secondary Plan Phasing), an approved Subwatershed Impact Study exists for the entire Salem Secondary Plan Area, the availability of water and wastewater have been confirmed as per the municipal master plans, the availability of internal and external transportation infrastructure to support the development has been confirmed, and the City is satisfied that the development can be undertaken in a financially responsible manner.
144. Policy 8.7.3.2(c) requires that the City plan for the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City’s LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. The proposed development is consistent with planned services and will not be occupied prior to the availability of these same services. More specifically, policy 8.7.3.1(c)i) requires that stormwater management facilities be constructed and dedicated as a condition of draft approval. Policy 8.7.3.1(c)iii) requires that any neighbourhood parks be prepared to an acceptable base condition as determined through the City’s Parkland Standards and conveyed to the City, prior to the occupancy of development serviced by such park. Policy 8.7.3.2(c)iv) requires road infrastructure is constructed or secured to be constructed. The proposal conforms to these policies as the required infrastructure will be will be dedicated to the City free of charge as part of the draft plan of subdivision, including the stormwater management facilities, neighbourhood park, and roads, in a condition that is acceptable to the City.
145. Policy 8.8.1 outlines the plans, reports, and studies that will be taken into consideration through the implementation of the Salem Secondary Plan. The proposed development conforms to this policy as the technical groups responsible for the review of the plan have regard for the identified plans, reports, and studies through the technical review.
146. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of the Official Plan and the Salem Secondary Plan.

Special Provisions

147. There are two special provisions proposed relating to the elementary school block. The first identifies additional permitted uses and standards. This is being proposed as policies 8.5.12.3(c) and 8.6.10(d) identify “that not all school sites will be required for school development. Where a school is not developed on all or a portion of an identified school block, the underlying land use designation as shown on Schedule 8C shall be permitted.” The policy continues with “All school

blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses". To comply with this policy, permitted uses of the Residential Neighbourhood (R5) zone have been proposed as the underlying use shown on Schedule 8C is Residential Area.

148. The second special provision proposed is exemption from section 8.3.5.2 of Zoning By-Law 2009-141. Section 8.3.5.2 identifies that "elementary schools shall be required to provide a landscaped open space of 1ha in area". Policy 8.5.12.3(b) identifies that "size and configuration of publicly funded elementary school locations shall be determined in consultation with the Boards of Education, but shall generally be a maximum of 2.42 hectares for elementary schools adjacent to parks." The policy continues with "the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial and City policy." The elementary school is located adjacent to the neighbourhood park. This co-location is in an effort to reduce the total amount of space required by the school and to create an opportunity for shared facilities. Despite the request for relief from section 8.3.5.2 of the Zoning By-Law, the elementary school would still be required to provide a minimum of 35% landscaped open space, or 0.805 hectares of landscaped open space. As such, Planning staff are of the opinion that relief from section 8.3.5.2 is consistent with the policies of the Salem Secondary Plan and is appropriate.
149. Special provisions are proposed for the townhouses within the Neighbourhood Mixed Use zone. Policy 8.5.7.2(a) permits medium density such as street townhouses, while policy 8.5.7.2(c) identifies a minimum height of three storeys along arterial roads, and two stories for development fronting onto local roads. To permit the street townhouses to be developed as freehold units, the standards of the Residential Neighbourhood (R5) zone are proposed, while a provision requiring a minimum height of three storeys (NMU[SP-XXX]) or 2 storeys (NMU[SP-YYY]) is proposed.

Holding Provisions

150. Two holding provisions are being proposed. The first holding provision (H-XXX) is to acknowledge the final works that are needed to finalize the limits of development. Schedule 8B identifies the limits of the regulatory floodplain, which currently extends into Block 55, the proposed stormwater management block. While the boundary has been established, there some outstanding technical comments that are required to be addressed. This holding provision will require the delineation of the Regulatory Floodplain be completed to the satisfaction of the NVCA and that any capital works upgrades required to support the delineation of the Regulatory Floodplain limit be installed to the satisfaction of the NVCA. This will ensure that the final works are completed as development will not be permitted on Block 55 until the holding provision is lifted.
151. The second holding provision (H-YYY) is to acknowledge that the road network in Phase 2 lands have not been considered. The lands with the holding provision (H-YYY) will be required to have the adjacent road network confirmed to the satisfaction of the City of Barrie prior to the holding provision being lifted.

Summary

152. Staff have reviewed the public, departmental, and agency comments received and have reviewed the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment application. The development of 327 single detached, 357 townhouse, and 100 high density residential units, in addition to a neighbourhood park, elementary school, mixed use development, and its supporting infrastructure is considered appropriate and is consistent with, and conforms to, relevant Provincial Policy, the City's Official Plan, and the Salem Secondary Plan while being respectful of the adjacent Natural Heritage System and previously draft approved development on adjacent lands.

ENVIRONMENTAL MATTERS

153. There are no environmental matters related to the recommendation.

ALTERNATIVES

154. 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 current Agricultural General (AG) and Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil).

This alternative is not recommended as this proposal is part of the lands that were annexed on January 1, 2010 with the intent to allow the City of Barrie to expand in a compact and sustainable manner. The proposed amendment is consistent with, and conforms to, both Provincial and Municipal policy.

Alternative #2 General Committee could approve the subject Zoning By-law Amendment application, but deny the proposed special provisions.

This alternative is not recommended as the proposed special provisions allow for development as envisioned by the Salem Secondary Plan.

FINANCIAL

155. Through the subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City, which requires the payment of Development Charges and securities for site development works. Through the subdivision registration process, the City will collect between approximately \$30,693,543 and \$31,536,843 in Development Charges (\$47,998 per single detached unit, \$35,883 per townhouse unit, and between \$21,162 and \$29,595 per apartment, dependent of number of bedrooms). These rates are annually indexed.
156. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$6,640 per unit for all lots in Phase 1, which will add approximately \$5,219,040 in additional revenues (2019 dollars).
157. Municipal property taxes are collected annually. The total municipal taxes collected in 2018 for the subject site was \$39,002.11. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future subdivision as building permits are not expected until 2021 at the earliest. However, the assessed value of the future housing is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site today.
158. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
159. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance.

Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

LINKAGE TO 2018-2022 STRATEGIC PLAN

160. The recommendations included in this Staff Report relate to the following goals set by Council for the 2018-2022 timeline.

Goal	How It's Achieved
Fostering a safe and healthy City	The proposal includes compact development that supports active transportation
Building strong neighbourhoods	The proposal integrates with the adjacent draft approved plan of subdivision and aids in creating a complete community
Improving the ability to get around Barrie	The compact nature of the proposed built form along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options

- Attachments:
- Appendix "A" – Draft Zoning By-law Amendment
 - Appendix "B" – Proposed Draft Plan of Subdivision
 - Appendix "C" – Salem Secondary Plan Phasing
 - Appendix "D" – Proposed Pedestrian Circulation Plan
 - Appendix "E" – Technical Study Descriptions
 - Appendix "F" – Conceptual Design of Mixed Use Block
 - Appendix "G" – Proposed Block Plan
 - Appendix "H" – Correspondence from Simcoe Muskoka Catholic District School Board

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 180, 224, and 228 McKay Road West and as shown on Schedule "A" to this By-law, from Agricultural General (AG) and Rural Residential (RR) to Neighbourhood Residential (R5), Neighbourhood Residential with Holding Provision (R5 [H-XXX]), Neighbourhood Residential with Holding Provision (R5 [H-YYY]), Neighbourhood Mixed Use (NMU), Neighbourhood Mixed Use (NMU[SP-XXX]), Institutional-Education with Special Provisions (I-E [SP-XXX]), and Open Space (OS) be approved.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 19-G-XXX.

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

1. **THAT** the zoning map be amended to change the zoning from Agricultural General (AG) and Rural Residential (RR) to Neighbourhood Residential (R5), Neighbourhood Residential with Holding Provision (R5 [H-XXX]), Neighbourhood Residential with Holding Provision (R5 [H-YYY]), Neighbourhood Mixed Use (NMU), Neighbourhood Mixed Use (NMU[SP-XXX]), Neighbourhood Mixed Use (NMU[SP-YYY]), Institutional-Education with Special Provisions (I-E [SP-XXX]), and Open Space (OS) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Institutional-Education (I-E [SP-XXX]):
 - i. Neighbourhood Residential (R5) zone permitted uses and development standards as established in Sections 14.5.2 and 14.5.6 of Zoning By-law 2009-141 be permitted.
 - ii. The provisions of section 8.3.5.2 Landscaped Open Space as amended, shall not apply.
3. **THAT** the following Special Provision (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Mixed Use (NMU[SP-XXX]):

-
- i. Notwithstanding the standards in Section 14.6.2, street townhouses shall be in accordance with the Residential Neighbourhood (R5) standards in Section 14.5.6.
 - ii. Notwithstanding Section 14.5.6, the minimum height of a street townhouse shall be 3 storeys.
 4. **THAT** the following Special Provision (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Mixed Use (NMU[SP-YYY]):
 - i. Notwithstanding the standards in Section 14.6.2, street townhouses shall be in accordance with the Residential Neighbourhood (R5) standards in Section 14.5.6.
 - ii. Notwithstanding Section 14.5.6, the minimum height of a street townhouse shall be 2 storeys.
 5. **THAT** the (H-XXX) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990, c. P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by Neighbourhood Residential (R5) until the (H-XXX) symbol is lifted pursuant to section 36 of the *Planning Act*. The (H-XXX) provision shall be lifted by the Corporation of the City of Barrie upon completion of the following matters to the satisfaction of the Corporation of the City of Barrie and the Nottawasaga Valley Conservation Authority:
 - i. **THAT** a detailed delineation of the Regulatory Floodplain be completed to the satisfaction of Nottawasaga Valley Conservation Authority; and,
 - ii. **THAT** any capital works upgrades (i.e. temporary or permanent culvert improvements) required to support the revised Regulatory Floodplain limit be installed to the satisfaction of the Nottawasaga Valley Conservation Authority.
 6. **THAT** the (H-YYY) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990, c. P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by Neighbourhood Residential (R5) until the (H-YYY) symbol is lifted pursuant to section 36 of the *Planning Act*. The (H-YYY) provision shall be lifted by the Corporation of the City of Barrie upon completion of the following matters to the satisfaction of the Corporation of the City of Barrie:
 - i. **THAT** the limits of the lots be established through the approval of the adjacent road network.
 7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
 8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2019.

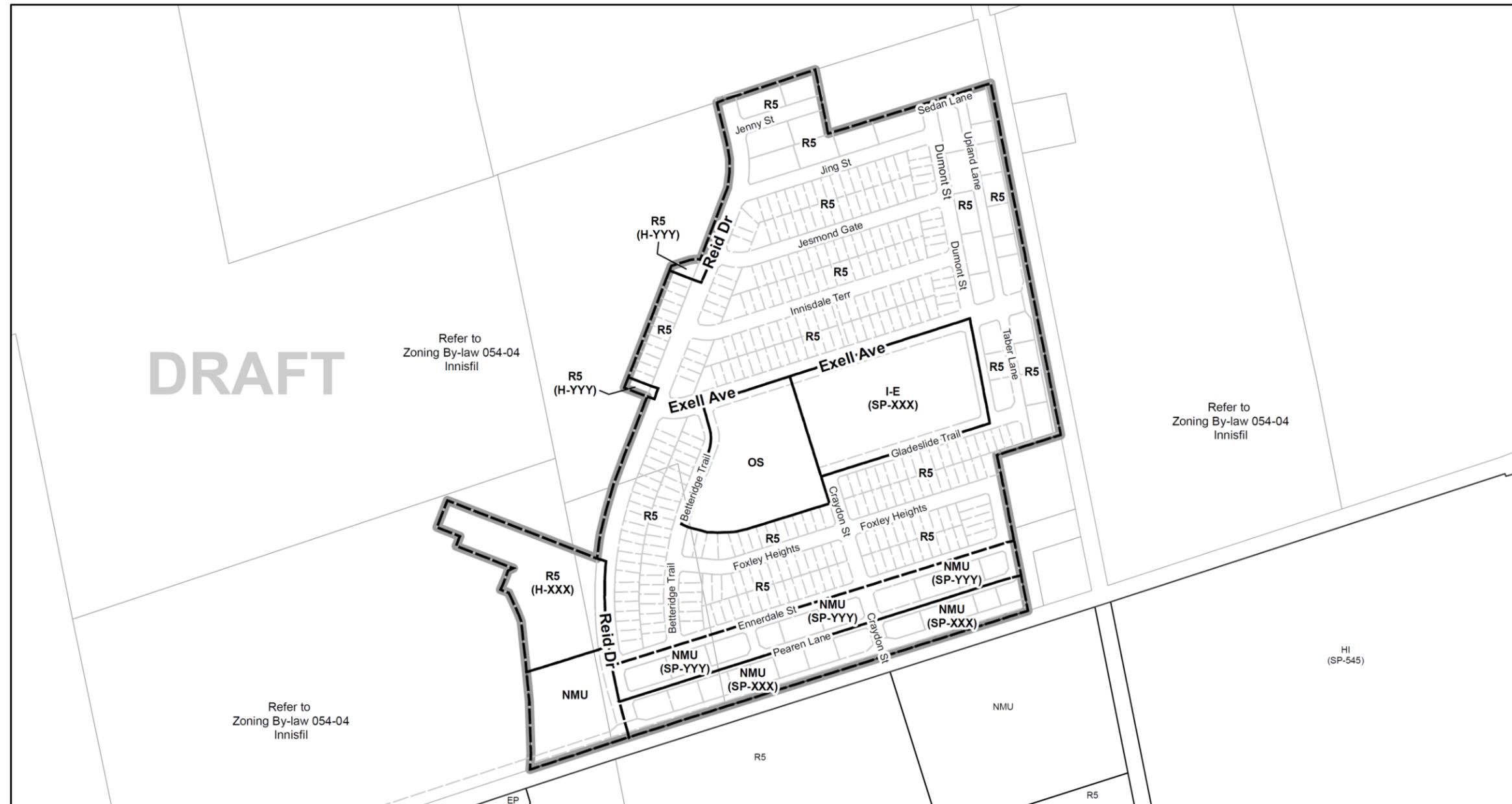
READ a third time and finally passed this this **date** day of **month**, 2019.



MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" attached to By-law 2019-XXX



DRAFT

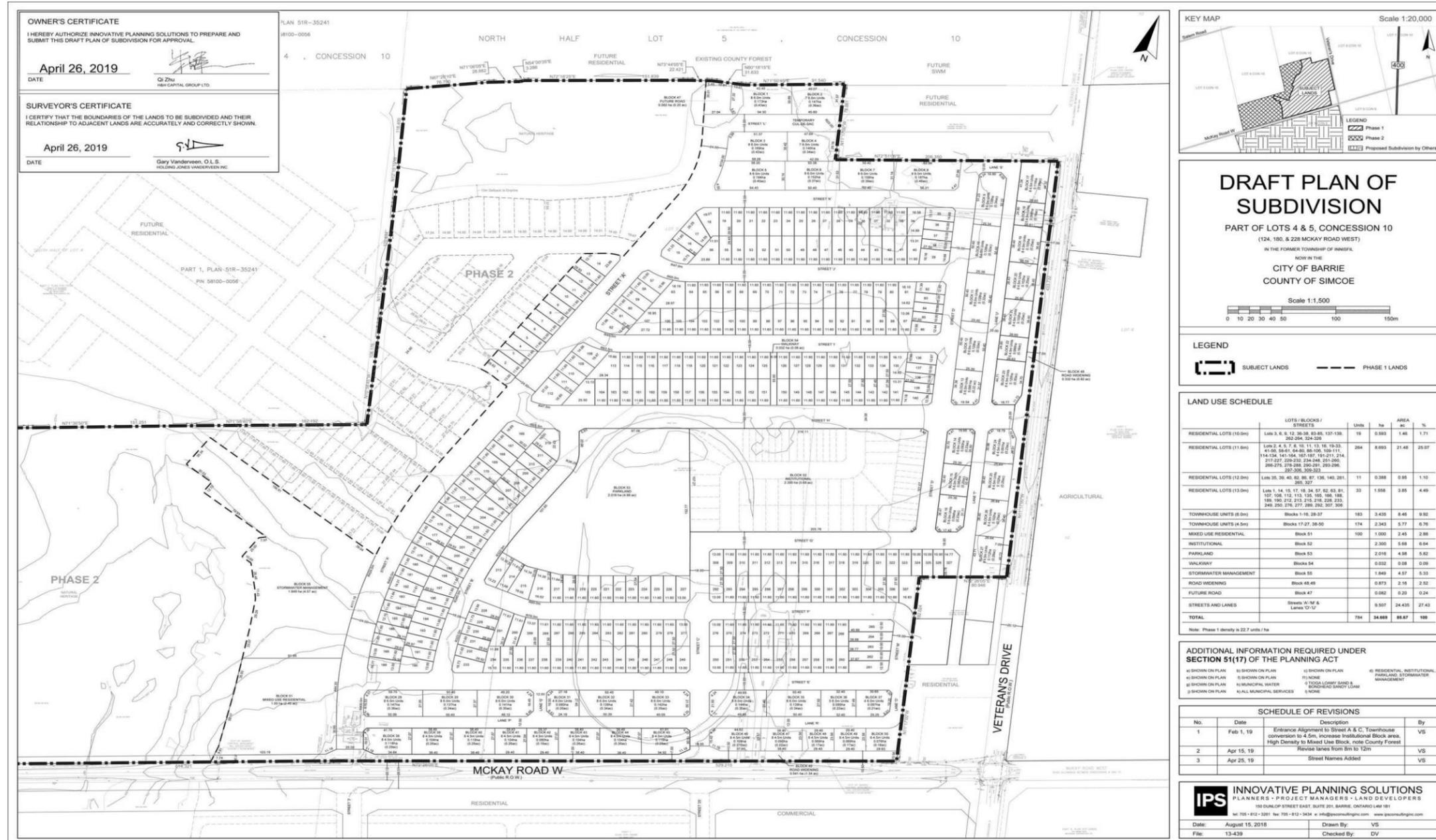
Refer to Zoning By-law 054-04 Innisfil

Refer to Zoning By-law 054-04 Innisfil

Refer to Zoning By-law 054-04 Innisfil

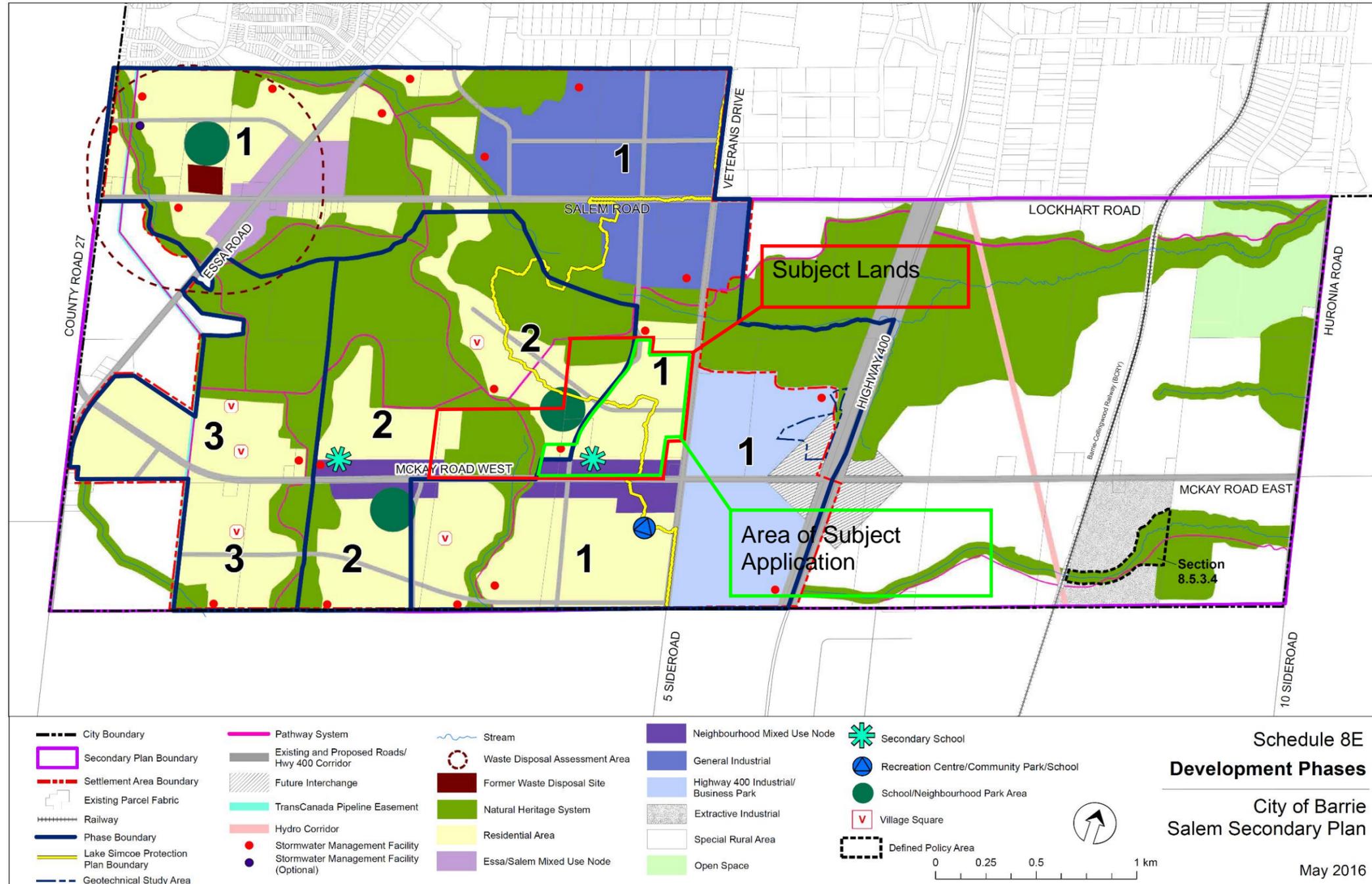
<p>D14-1646 Proposed New Zone 124/180 McKay Rd/ 854 Veteran's Dr</p>	<table border="0"> <tr> <td> Proposed New Zone</td> <td> Proposed Draft Parcel</td> </tr> <tr> <td> Subject Property</td> <td> Parcels</td> </tr> <tr> <td> Zoning By-Law 2009-141</td> <td></td> </tr> </table>	Proposed New Zone	Proposed Draft Parcel	Subject Property	Parcels	Zoning By-Law 2009-141			<p>The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal Plan of Survey Copyright ©City of Barrie 2019 Produced (in part) under license from: © Queens Printer, Ontario Ministry of Natural Resources. All rights reserved; © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved; © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-726-4242 or ServiceBarrie@barrie.ca GIS Branch 5/17/2019</p>
Proposed New Zone	Proposed Draft Parcel								
Subject Property	Parcels								
Zoning By-Law 2009-141									

APPENDIX "B"
Proposed Draft Plan of Subdivision



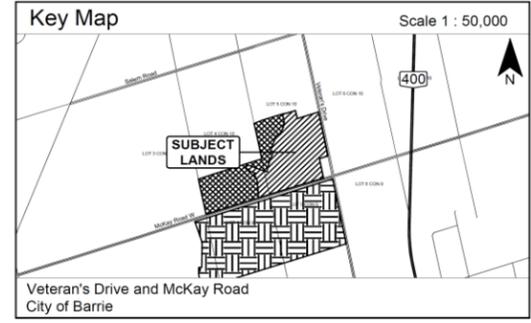
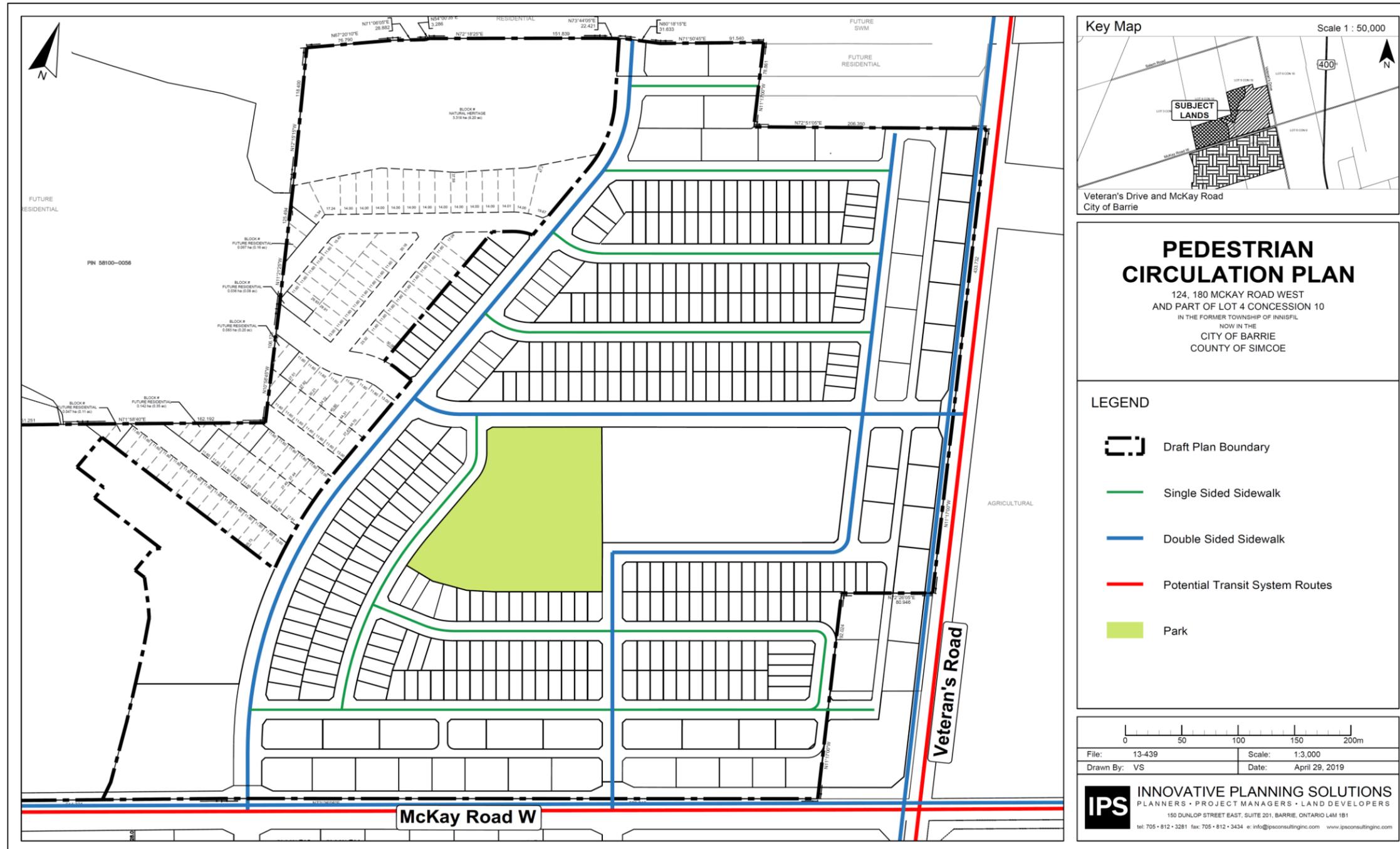
APPENDIX "C"

Salem Secondary Plan Phasing



APPENDIX "D"

Proposed Pedestrian Circulation Plan



PEDESTRIAN CIRCULATION PLAN
124, 180 MCKAY ROAD WEST
AND PART OF LOT 4 CONCESSION 10
IN THE FORMER TOWNSHIP OF INNISFIL
NOW IN THE
CITY OF BARRIE
COUNTY OF SIMCOE

LEGEND

- Draft Plan Boundary
- Single Sided Sidewalk
- Double Sided Sidewalk
- Potential Transit System Routes
- Park

0 50 100 150 200m

File: 13-439	Scale: 1:3,000
Drawn By: VS	Date: April 29, 2019

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tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

APPENDIX "E"

Technical Study Descriptions

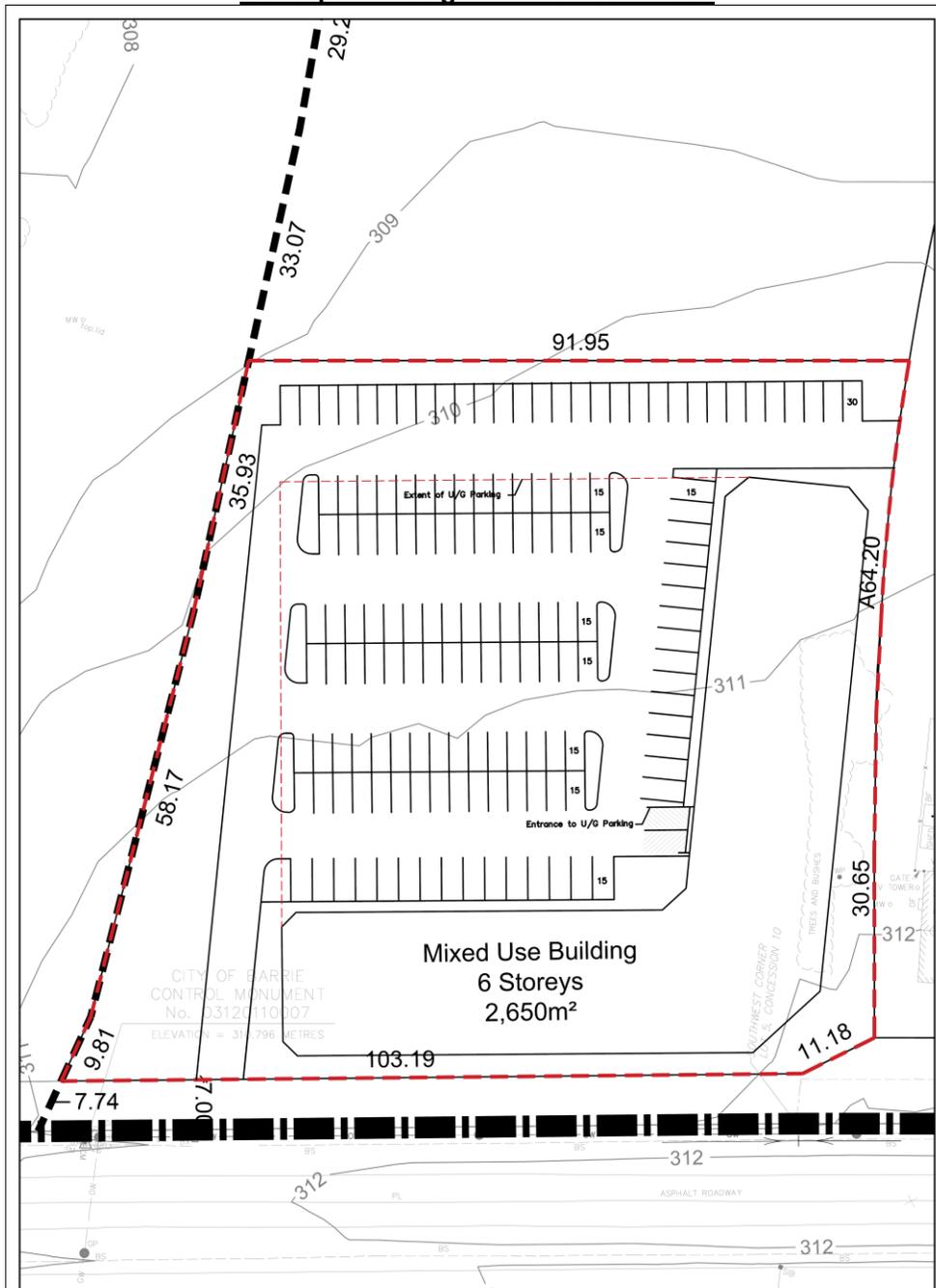
- a) **Subwatershed Impact Study (SIS)** (Schaeffers & Associates Ltd., September 2016): This study identifies site specific constraints and preferred servicing solutions within the limits of the Salem Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial 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, sanitary and water network.
- b) **Tree Inventory and Preservation Plan** (Dillon Consulting, January 2018, amended November 2018): This study inventoried the trees within the subject lands, noting their condition, identified potential impacts to trees, tree preservation, and identifies the trees required to be removed to accommodate the proposed development.
- c) **Functional Servicing and Stormwater Management Report** (C.F. Crozier & Associates Inc., February 2018): This study reviews the road standards, existing, proposed external, and proposed external servicing for sanitary and potable water, site grading, stormwater management and site drainage, and water balance. The report concludes the proposed system is sufficient to meet City standards for the sanitary and potable water services, overland flow routes can be achieved to the proposed stormwater management facilities, that the stormwater management facilities are sufficiently sized to meet the needs of the development, and water quantity control up to and including the 100 year storm event will be provided to meet the 'post-to-pre' peak flow objectives and unitary discharge rates as outlined by the Drainage and Stormwater Management Master Plan.
- d) **Environmental Noise Feasibility Study** (Valcoustics Canada Ltd., February 8, 2018): This study reviews the noise levels from transportation noise sources and compared to the applicable noise guideline limits to determine the need for noise mitigation. The study determined that the development as proposed can occur subject to the noise mitigation measures proposed within the study.
- e) **Planning Justification Report** (Innovative Planning Solutions Inc., February 2018, amended February 2019): This study reviews the relevant policies at a provincial and municipal level to support the proposed development concept. It concludes that the development is consistent with, and conforms to, the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Official Plan, and the Salem Secondary Plan.
- f) **Traffic Impact Study** ((C.F. Crozier & Associates Inc., February 2018): This study identifies the future traffic demands of the proposed development and the traffic demands of the area in the future, to determine the required road infrastructure and traffic control measures. The study identifies which intersections will require signalization and left-turn and right-turn auxiliary lanes, and when.
- g) **Geotechnical Investigation** (Golder Associates Ltd., September 2016): This study reviewed the subsurface conditions, including the topsoil and groundwater conditions, and provides geotechnical comments and recommendations, including general site grading, foundation recommendations, lateral earth pressure on walls, site servicing, and stormwater management pond recommendations. The study concludes by identifying addition work, inspections, and testing.
- h) **Phase II Environmental Site Assessment** (Golder Associates Ltd., April 2018): This report, although not required as part of the zoning by-law amendment or draft plan of subdivision review

process, was submitted to support the geotechnical investigation. The study reviews the investigation methodology used, identifies the subsurface conditions, including site geology, regulatory criteria, soil analytical results, and data quality review, and provides a summary of the environmental conditions. The study concludes with appropriate recommendations and limitations of the study.

- i) **Floodplain Cut and Fill Analysis** (Schaeffers & Associates Ltd., February 2019): This analysis was conducted based on post-development conditions to mimic existing conditions and to ensure that the placement of fill within the floodplain does not impair the floodplain behavior. The analysis demonstrates how the cut and fill proposed maintains the existing conditions of the floodplain area.

APPENDIX "F"

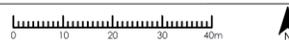
Conceptual Design of Mixed Use Block



MIXED USE CONCEPT PLAN
Ground Floor Commercial with ~140 Dwelling Units

BLOCK 51 (1.00 ha) - MCKAY RD
SALEM SECONDARY PLAN

Note: This drawing is for discussion purposes only.



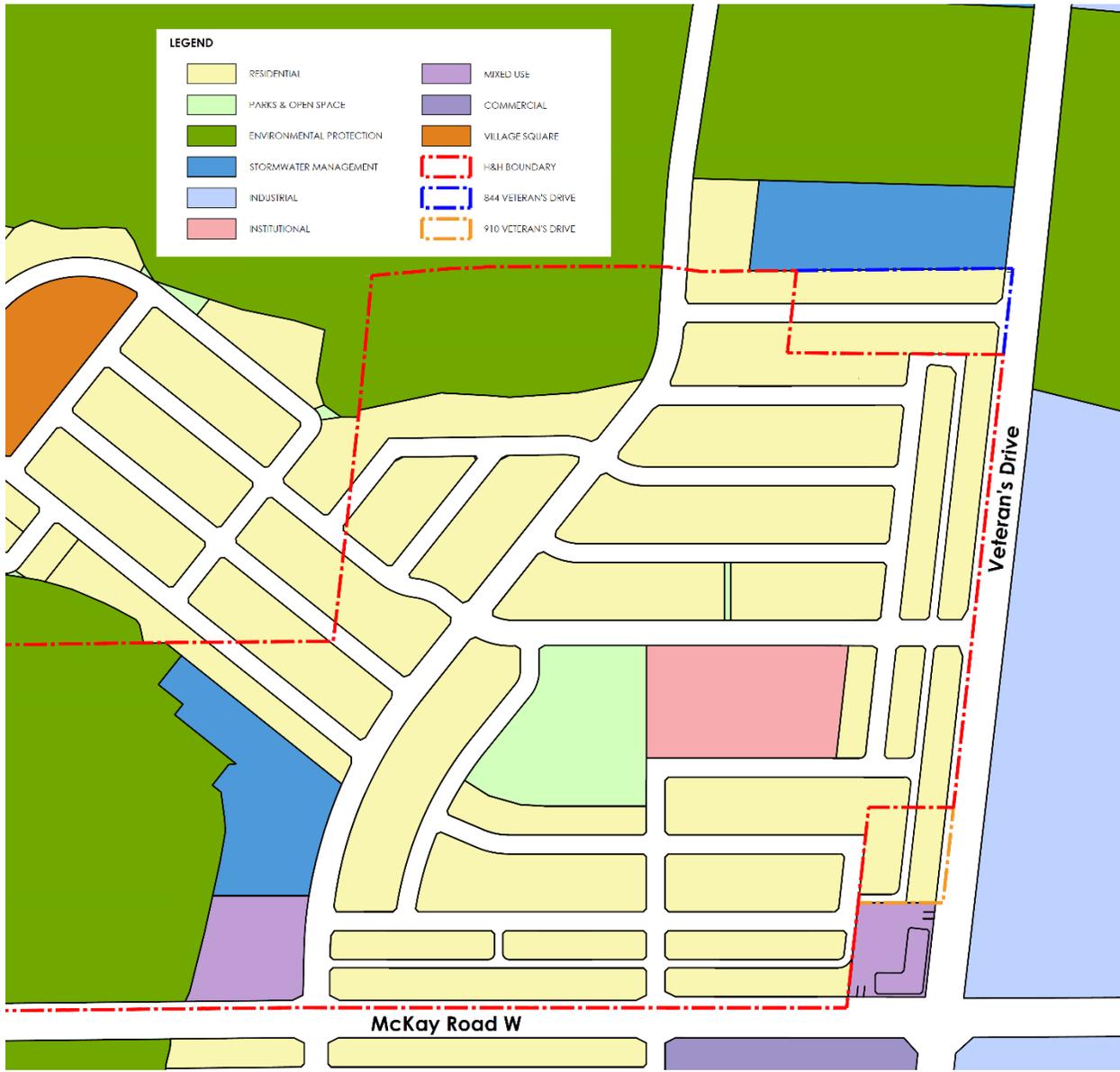
Date: March 11, 2019
File: 13-439

Scale: 1 : ##
Drawn By: VS

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Tel: 705-812-2281 Fax: 705-812-3438 E: ips@innovativetrust.com www.ipsconsulting.com

APPENDIX "G"

Proposed Block Plan



APPENDIX "H"

Correspondence from Simcoe Muskoka Catholic District School Board

Good afternoon Bailey,

Thanks for your email. We do appreciate the City's interest in confirming our Board's requirements for a secondary site in the Salem Secondary Plan.

By way of some background, in the early circulations of the Secondary plans for the Annexed lands we had indicated a need for a secondary site overall and based on preliminary population understandings we had focussed our interest on the Salem Plan area for the secondary site. As the secondary plan processes progressed, the understandings on population evolved such that the Hewitts Plan area would be generating greater populations and with that we revised our focus for the secondary site to the Hewitts Plan. Since our confirmation of the site requirement in the Hewitts Plan we had clarified we would only require 1 secondary site however the plans were finalized and still included the symbols in both the Hewitts and Salem schedules.

As you have noted, in February 2017 it was confirmed to Darren Vella that the secondary site in the Salem Plan was not required. At the time, I had also shared that message with Stacey Forfar although I know Stacey is not at the City any longer.

Therefore, please accept this email as confirmation that based on the inclusion of a secondary site for the SMCDSB in the Hewitts Secondary Plan that we no longer require a secondary site in the Salem Secondary Plan.

Should you require any further information or clarification let me know.

Kind regards,

Jennifer Sharpe
Manager of Planning & Properties

Catholic Education Centre
Simcoe Muskoka Catholic District School Board
46 Alliance Blvd., Barrie, ON, L4M 5K3
Tel: 705-722-3555 ext #249
Fax: 705-727-1451
jsharpe@smcdsb.on.ca