


TO: GENERAL COMMITTEE

SUBJECT: GROWTH MANAGEMENT UPDATE: SALEM AND HEWITT'S
SECONDARY PLANS AND RELATED OFFICIAL PLAN AMENDMENTS

WARD: ALL

PREPARED BY AND KEY CONTACT: E. HODGINS, MCIP, RPP
GROWTH MANAGEMENT COORDINATOR

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. Eng. 
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH
MANAGEMENT

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

RECOMMENDED MOTION

1. That the Secondary Plan Consultant Team Response to Stakeholder Submissions Report by Macaulay Shiomi Howson Ltd. dated December 6, 2013 and attached as Appendix 'A' to Staff Report IGM001-13 be received.
2. That the direction and approach contained in the Secondary Plan Consultant Team Response to Stakeholder Submissions Report be endorsed and that staff be directed to prepare, post and release Updated Draft Salem and Hewitt's Secondary Plans and further, in order to advance the secondary plan process, initiate discussions with the development community in accordance with the direction approved in Staff Report ENG033-13.

PURPOSE & BACKGROUND

Report Overview

3. The purpose of this Staff Report is to recommend that updated drafts of the Salem and Hewitt's Secondary Plans be prepared based on the conclusions included in the Secondary Plan Consultant Team Response to Stakeholder Submissions Report by Macaulay Shiomi Howson Ltd. dated December 6, 2013.

ANALYSIS

Council's Planning Principles for the Annexed Lands

4. In December 2009, Council adopted ten principles that were to give direction to the development of long term plans for the Annexed Lands. They were also intended to inform wider city strategies, planning, policy development and decision-making. The principles reflect broad themes including balanced growth, a sustainable future, environmental protection, vibrant neighbourhoods, transportation options, economic vitality and community engagement.
5. The principles include the following:

- a) That the City of Barrie continue to apply the principle that growth pays for growth to the greatest extent possible within the law.
 - b) That municipal services like parks, fire services, roads, water, and wastewater be built at the same time or in advance of the issuance of occupancy.
 - c) That all new neighbourhoods and business areas in the City of Barrie be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling and sustainable community.
 - d) That the City of Barrie continue to plan new neighbourhoods with basic services and shops, including “corner stores” and/or local commercial areas.
 - e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, pedestrian-friendly street design (buildings close to street, tree-lined streets, on-street parking, hidden parking lots, garages in rear lane, narrow and slow speed streets).
 - f) That the City of Barrie continue to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.
 - g) That the City of Barrie continue to provide a diversity of housing types in new neighbourhoods.
 - h) That the City of Barrie continue to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.
 - i) That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.
 - j) That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents and minimizes out-commuting.
6. The guiding principles touch most aspects of urban life. This includes how neighbourhoods are planned, designed and function, the availability of municipal services and what options residents have for moving about the city. The ten principles also speak to creating a more liveable city focused on resource conservation, environmental stewardship and sustainable community planning.
7. The link between a strong local economy, increased employment opportunities and a balanced approach to managing growth is clearly established through the principles. Underlying all the principles are the precepts that growth pays for growth and that planning efforts incorporate extensive public and stakeholder consultation.

Implementing Council’s Principles

8. The process of developing, refining and evaluating the Secondary Plans for the Annexed Lands and related Official Plan Amendments has been consistent with Council’s guiding principles. The principles are also reflected in the policy framework and direction set out in the land use plans.

Growth Pays for Growth – Principle (a)

9. On November 20, 2013, General Committee approved an update to the City's Financial Policies Framework – Growth and Development section. The update is intended to minimize the financial impact of municipal growth on existing taxpayers by introducing the use of a series of new development financing tools. General Committee also approved a Fiscal Impact Analysis (FIA) prepared by Watson & Associates Economists Ltd. to be used as a forecast during discussions with the development industry.
10. The new financing tools include the following:
 - a) accelerating the timing of payment of Development Charges;
 - b) front-ending of capital project costs by developers; and,
 - c) capital contribution payments by developers for growth-related capital infrastructure needs that are not currently funded by Development Charges.
11. The FIA demonstrated that with the introduction of new development financing tools, the City will be able to finance the new infrastructure required to support the growth mandated by the Province over the next 20 years while adequately managing the risks of asset replacement and maintaining existing levels of service for the residents and businesses of Barrie.
12. The changes to the Financial Policies Framework provide a foundation for infrastructure and land use planning that is consistent with Council's principle that growth pays for growth to the greatest extent possible within the law.

Availability of Municipal Services – Principle (b) and Satellite Facilities – Principle (f)

13. The timing for the delivery of public infrastructure and services such as parks, emergency response services, roads, water and wastewater facilities to new development areas is subject to both Provincial legislation and City practices and procedures.
14. Following approval of the Secondary Plans, a detailed Implementation Strategy is to be prepared. The strategy will include a review of current policies in the context of municipal best practices. The review process will also identify any opportunities for the City to improve the delivery of public infrastructure to new residential neighbourhoods. This includes the construction of neighbourhood parks and village squares.
15. The preparation of future plans was not limited to the disciplines of land use planning and engineering. All City Departments with individual master plans or strategies were involved on an ongoing basis throughout the process of developing the Secondary Plans. This included fire and emergency services, library, waste management, recreation, facilities and transit.
16. A comprehensive approach was taken in order to ensure that the various plans and strategies were aligned with the land use and infrastructure plans for both the Annexed Lands and the City as a whole. In this way, new satellite service facilities will be identified, sized appropriately to accommodate forecasted growth and located to reflect the phasing of development that is identified in the Secondary Plans.

Resource Conservation and Environmental Stewardship – Principle (c)

17. Sustainable development requires a balance of a healthy environment, economy and society which can be achieved by creating development which is adaptive and resilient. Urban Design and Sustainable Development Guidelines that are to be prepared as part of the Secondary Plan Implementation Strategy will provide benchmarks in terms of conservation and sustainability.
18. The Guidelines will encourage infrastructure and development which is based on sustainable technologies, resource efficiency and responsible consumption related to factors such as energy use, water conservation, material resources and solid waste. All development applications will be evaluated to ensure they are consistent with the Guidelines.
19. The principle of environmental stewardship is inherent in the design of both Secondary Plans. This includes key elements such as the Natural Heritage System (NHS) and the transportation system. The NHS is a linked system that incorporates appropriate buffers intended to protect the function of the natural features and ensure long term sustainability within an urban context. The transportation system has been designed with a focus on maximizing the potential for transit service and active transportation.

Community Design – Principles (d), (e) and (g)

20. The Secondary Plans envision the creation of complete communities providing a range of employment, housing and a mix of other uses that allow residents to live, work and play in their community. The Plans reflect a design which incorporates the directions in Council's principles with numerous Mixed Use Nodes and Corridors that act as focal points for several residential neighbourhoods. These areas will be planned to include retail and service commercial, business, live-work and institutional uses as well as medium and high density residential development.
21. Both the Salem and Hewitt's communities will be developed based on a modified grid street system that is identified in the Secondary Plans. The system incorporates an interconnected network of streets which, in turn, serves to disperse traffic, promote walking and cycling and support the early integration and sustained viability of transit service.
22. Residential districts and neighbourhoods will have distinctive characteristics that are established primarily by the design of individual developments. However, each new area will have a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population.

Active Transportation and Transit – Principle (h)

23. The streets are to be planned and developed as multi-modal transportation corridors that are designed to safely accommodate pedestrian, bicycle, transit and vehicular movement. Transportation facilities will be consistent with the recommendations of the Multi-Modal Active Transportation Master Plan.
24. The Secondary Plans establish pedestrian and cyclist comfort and safety as a priority in streetscape design. Pedestrian and bicycle networks are integrated into the planning for the Annexed Lands. In addition, development is to proceed in a manner which will be supportive of the early provision of transit services.

Public and Stakeholder Consultation – Principle (i)

25. From the outset, the project team recognized that public consultation was an important, indispensable component of the process. In the words of Elizabeth Howson, the project manager

and planning lead, "In our view, public consultation is more than a project requirement, it is also a success imperative."

26. In keeping with Council's principle, proactive consultation was incorporated as an underlying theme of the work program. It was regarded as essential in terms of identifying potential stakeholders, clarifying issues and concerns and encouraging a positive discussion of issues.
27. The project team was aware that consultation was also communication. Communication provided an opportunity to inform, educate, inspire confidence, and maximize consensus and support. This was accomplished through a variety of techniques including one-on-one meetings, small and large group sessions, interactive workshops, public forums and the use of media particularly the project website and newspaper articles.
28. The focus on consultation and communication over the past four years has paid huge dividends. The public sessions were very well attended and routinely had more than 100 attendees. Moreover, most individuals asked that they be kept informed of progress on the Annexed Lands Secondary Plan project.
29. In February 2011 in conjunction with the launch of the City's new website, the "**Building Barrie: Framework for the Future**" branding was introduced to the community. Building Barrie is the umbrella name for the collection of growth management, land use planning and infrastructure master planning projects. Since its introduction, this section of the website has had more than 29,000 visits.

Employment for Residents – Principle (j)

30. A balance in terms of the growth in working age residents and job growth has benefits that extend well beyond employment opportunities for those who live in the community. Benefits include reduced congestion, shorter commute trips, less stress in commuting, lower personal transportation costs, reduced emissions and improved air quality. A job-housing balance may also lower public costs of new road construction and improvements as well as other infrastructure costs.
31. Significant opportunities for employment in mixed use and employment areas are provided in the Secondary Plans. The Mixed Use Nodes and Corridors afford the potential for opportunities to live and work in proximity. The Industrial/Business Park Area identified in the Salem Secondary Plan accommodates development which is comprised of predominately employment generating uses including a wide range of industrial and office uses.
32. The Secondary Plans also mandate that development be monitored to ensure that the forecasts and targets are being achieved. An annual audit will determine whether the employment objective in the City's Official Plan of one job for every two residents is being achieved and, if not, what options are available to address the issue.

ENVIRONMENTAL MATTERS

33. The following environmental matters have been considered in the development of the recommendation:
 - a) The Secondary Plans provide for the protection of a linked Natural Heritage System (NHS). The NHS covers approximately 660 hectares (1,630 acres) or almost 30% of the total area of the Annexed Lands.

- b) The Natural Heritage Characterization Report (April 2012) and Natural Heritage Systems Report (September 2012) contain detailed background information and analysis which provided a basis for the NHS and related Secondary Plan policies.
- c) The Secondary Plans are designed to be inherently sustainable not only in the context of the linked natural heritage system but also in terms of a land use pattern and transportation system which promotes efficient development, accommodates a mix of uses to meet long term needs and supports public transit and active transportation.
- d) The Secondary Plans include specific policies which promote sustainable development, i.e. green building and site design practices, water conservation and recycling, low impact development storm water management practices and good urban design. Protection of water quality and quantity, including groundwater and source water, are additional important considerations in the Secondary Plans.

ALTERNATIVES

34. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could decide not to prepare and release updated drafts of the Salem and Hewitt's Secondary Plans.

This alternative is not recommended as the updated Secondary Plans provide a measure of certainty for all parties with respect to the City's intentions regarding its vision and plans for the Annexed Lands.

Alternative #2

General Committee could decide to approve the Salem and Hewitt's Secondary Plans prior to any discussion with the development community regarding the new financing tools such as accelerated payments, front-ending agreements and capital contribution payments for growth-related infrastructure.

This alternative is not recommended as it is contrary to the approved direction in Staff Report ENG033-13.

FINANCIAL

35. Changes to the Financial Policies Framework to provide new financing methods that assist the City with managing the cost of municipal growth were approved in Staff Report ENG033-13. The changes provide a foundation for infrastructure and land use planning and are consistent with Council's principle that growth pay for growth to the greatest extent possible within the law.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

36. The recommendation(s) included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:

- Direct and Manage Economic Development – The Salem and Hewitt’s Secondary Plans provide opportunities for growth in both people and jobs over the next two decades. The employment lands identified in the Salem Plan represent a logical extension of the existing employment area located east and west of Veteran’s Drive south of Maplevue Drive. Economic opportunities are also provided in the immediate vicinity of a future interchange at Highway 400 and McKay Road. The Mixed Use Nodes and Corridors land use designations afford additional economic development potential.

- Manage Growth and Protect the Environment – The Secondary Plans are an integral component of the City’s growth management program. As proposed, the Salem and Hewitt’s Plans identify an urban structure and mix of land uses designed to accommodate the growth that is forecasted for the Annexed Lands to 2031. The underlying basis of the vision inherent in the Secondary Plans is the long term sustainability of an extensive Natural Heritage System within an urban setting.

- Strengthen Barrie’s Financial Condition – The land use plans for the Salem and Hewitt’s Planning Areas have been developed in concert with both a series of infrastructure master plans and a fiscal impact analysis. The purpose of this coordinated approach was to understand the full cost of growth in keeping with Council’s principle that growth pay for growth to the greatest extent possible within the law.

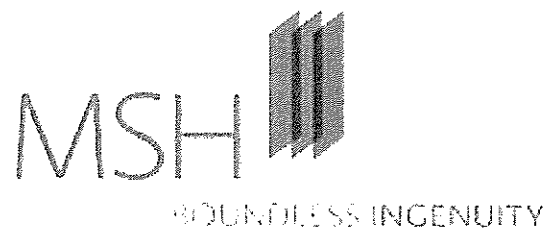
APPENDIX "A"

Secondary Plan Consultant Team Response to Stakeholder Submissions Report



DRAFT SALEM AND HEWITT'S SECONDARY
PLANS AND RELATED OFFICIAL PLAN
AMENDMENTS FEBRUARY 2013

CITY OF BARRIE SECONDARY PLAN
CONSULTANT TEAM RESPONSE TO
STAKEHOLDER SUBMISSIONS AS OF
DECEMBER 6, 2013



Report Overview

This report provides the response of the City of Barrie Secondary Plan Consultant Team to the input received from the public and other stakeholders regarding the draft Salem and Hewitt's Secondary Plans and related amendments to the Official Plan. These documents were issued in February 2013 and were the subject of a statutory public open house held on March 6, 2013, and a statutory public meeting held on March 18, 2013.

Background

Places to Grow, the Growth Plan for the Greater Golden Horseshoe, requires the City to plan for a population of 210,000 and employment of 101,000 by 2031. The City is undertaking a strategic planning exercise to determine how the population and employment growth will be accommodated. This process was initiated with the preparation of a Growth Management Strategy that was completed in July 2012. The Growth Management Strategy is the foundation for land use planning, infrastructure plans, business plans and budgets.

The growth management program is continuing with the preparation of Official Plan Amendments including Secondary Plans for the Annexed Lands which became part of Barrie on January 1, 2010. The Fiscal Impact Assessment of the City's growth plans has also been undertaken and was approved by Council on December 2, 2013 as a forecast to be used as a basis for financial agreements with the development community. In addition, six Infrastructure Master Plan (Water Supply, Water Storage and Distribution, Drainage and Stormwater Management, and Multi-Modal Active Transportation) related to growth from 2012-2031 have been prepared for the entire City. These were also approved by Council on December 2, 2013 so that staff may complete the public consultation process in accordance with the Municipal Class Environmental Assessment process. Master Plan updates or other detailed studies for fire, solid waste, parks and recreation and transit services have also been prepared. Master Plans are long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles.

The preparation of the Secondary Plans and Infrastructure Master Plans is being conducted in accordance with both the Planning Act and Phases 1 and 2 of the Municipal Class Environmental Assessment process. This incorporates an extensive public consultation program. In addition to the statutory open house, which was also a Public Information Centre for the Infrastructure Master Plans, and the statutory public meeting, this has included:

- a Vision Workshop on March 8, 2011;
- a combined Master Plan Public Information Centre (PIC #1)) and Land Use Option Workshop on September 13, 2011;
- a combined Growth Management Strategy PIC and Master Plan PIC #2 on April 25, 2012;
- consideration of the preferred Concept Plan for the Annexed Lands report at a public meeting of Development Services Committee on May 8, 2012 and at General Committee on June 11, 2012; and,
- a Preliminary Draft Secondary Plans – Annexed Lands PIC on September 27, 2012 which also provided an update on the Infrastructure Master Plans.

The input received regarding the Draft Secondary Plans and related Official Plan amendments informed the preparation of final proposed Secondary Plans and Official Plan amendments.

Analysis

This report summarizes the comments received from the public and stakeholders regarding the preliminary draft Secondary Plans and related amendments to the City's Official Plan. Written

submissions were received from 34 stakeholders or stakeholder groups, with in some cases more than one submission from a group. The evaluation of the input and proposed changes to the Plans and amendments are included in Appendix A to this report.

The majority of the submissions related to questions/comments with respect to specific properties.

General themes that were identified include the following:

- a) proposed phasing;
- b) extent of the Natural Heritage System (NHS) both requests for additions and reductions in the NHS;
- c) location of stormwater management facilities;
- d) extent of regulatory floodline;
- e) assurances with respect to the continuation of existing uses;
- f) specific development proposals in areas outside the proposed Settlement Area boundary;
- g) clarification of the intent of specific policies;
- h) desire by the agencies for more specific policies to protect the natural heritage system, hazard lands, and the environment including requirements for additional studies;
- i) issues with specific requirements related to urban and community design such as the provision for sidewalks on both sides of local streets, road locations, 50% of perimeter around public facilities for streets and open space, school sizes, and height limits and the prohibition of parking in front of buildings in the mixed use corridors;
- j) maximum road widths and the width of Mapleview Drive right-of-way in particular, as well as sidewalk requirements;
- k) clarification of, and revisions to Mixed Use Nodes and Corridors designations and policies; and,
- l) clarification of, and revisions to, Master Plans.

Based on the evaluation, a number of modifications have been made to the Secondary Plans including:

- a) the introduction of some minor modifications to the phasing;
- b) modifications to the Salem and Hewitt's Master Plans including some minor modifications to the potential floodline, and a slight adjustment in the location of a school/park campus in the Hewitt's Master Plan;
- c) clarifications to the policies for the Natural Heritage System and related environmental policies(e.g. floodlines, geotechnical study areas), and the introduction of some additional direction with respect to required studies and some minor modifications to Natural Heritage System;
- d) clarification of the policies related to Mixed Use Nodes and Corridors related to urban design; and,

- f) other policy and designation modifications which clarify the intent of the proposed Secondary Plans and proposed Official Plan amendments including the introduction of some additional site specific policies.

General Public/Stakeholder Themes

Three key themes were evident as a result of the consultation process and the following is a summary of how the revised Secondary Plans and related Official Plan amendments addresses each of the themes.

- a) Phasing

The City and their Consultant Team have now undertaken further review of the proposed phasing with respect to timing and servicing. Based on this evaluation, one minor modification has been made to each of the phasing plans for the Secondary Plans. With respect to the Salem Secondary Plan, after further review it was determined that it was technically feasible and appropriate to include a small area north of Salem Road in Phase 1 given the limited area and its relative isolation from other development. With respect to the Hewitt's Secondary Plan, it was determined to be technically feasible to extend the area to be serviced by gravity sewers to include all of a relatively small property at 1851 Mapleview so that the community facilities on the property can be developed in Phase 1 and the development of the property would not be split between Phases 1 and 3.

- b) Protection of Natural Heritage

A linked natural heritage system is a key element of the Secondary Plans. The Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. The City's environmental consultant has reviewed the submissions requesting modifications to the Natural Heritage System including modifications requesting the deletion of lands from the System, as well as agency submissions requesting the inclusion of plantation lands in the Natural Heritage System. Based on this review, it was determined that only very minor changes including the reclassification of a stream were appropriate. In addition, a few modifications to the proposed policies, as well as changes related to policies for other environmental considerations (e.g floodlines, geotechnical study areas), have been made to clarify their intent.

- c) Inclusion of additional lands in the Urban Area

Three submissions were made requesting inclusion of additional lands in the Urban Area in the Salem Secondary Plan. Each represents a different circumstance. Neither were justified based on serving and land needs.

- d) Urban and Community Design

A number of submissions requested changes to the Master Plans and policies related to Mixed Use Nodes and Corridors with respect to urban and community design. These included changes to the layout of the Master Plans and changes to policies related to

design including permission for parking in front of buildings in Mixed Use Nodes and Corridors and reduction in minimum building height. These changes were carefully reviewed in the context of Council's Planning Principles and the vision for the Secondary Plans. Modifications were made which were consistent with the Principles and vision.

Appendix A: Review of Public/Stakeholder Input to February 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
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Public and Stakeholders

1. Holcim (Canada) Inc. (Dufferin Concrete) and Unilock Ltd, 7165 Salem Road. Submission from Jennifer Ferri, Planning Specialist, Holcim(Canada) Inc. (Salem Secondary Plan)

Note: Unilock Ltd. is the owner of the subject property which is in the southwest corner of Salem Road and Essa Road. Unilock operate a building supply yard for the storage and distribution of natural stone products, exterior and interior tiling, construction supply products and other accessory products on the site. Dufferin Concrete, a business division of Holcim (Canada) Ltd., operates a concrete facility on the site. A written submission has been received on behalf of Holcim which indicate that Unilock is supportive of the submission.

<p>The owner and tenant wish to continue their existing uses "as described and currently zoned in the Town of Innisfil Zoning By-law in accordance with Section 6.1.4 (a) of the City's Official Plan and Section 8.8.2 (a) of the Secondary Plan." They request written confirmation prior to Council's adoption of the Secondary Plan "to ensure that the property at 7165 Salem Road will continue to retain its long standing site specific zoning designation and be reflected in the City of Barrie's future zoning by-law amendment for the area.</p>	<p>As noted in the response to the previous submissions in our February 2013 report, the subject uses are long standing uses which are permitted under the existing zoning by-law and which are likely to continue in operation for some time. In addition, the location of the site is such that this existing development will be buffered from surrounding residential and mixed use development by major roads or the Natural Heritage System. It is appropriate to consider a site specific zoning to recognize these existing uses and to ensure appropriate controls on future new development. However, Section 8.4.4.2 (g) accurately reflects the approach to any rezoning in that it states:</p> <p>"Where new development abuts existing development it will be designed to be generally compatible with the existing development, while maintaining options for future redevelopment."</p> <p>It reflects the fact that consideration will be given to each specific set of circumstances and the regulation of new development adjusted accordingly, recognizing that the ultimate intent is for the existing use to be redeveloped in accordance with the Secondary Plan.</p> <p>Any future zoning by-law amendment for the area will include a public process and the land owner will be able to make submissions as part of that</p>
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¹ Note: Where changes are proposed to specific policies in a Secondary Plan, the same changes would also be proposed to be made to any corresponding policy in the other Secondary Plan.

Appendix A: Review of Public/Stakeholder Input to February 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
	process. A decision regarding a future amendment will be based in part on relevant Official Plan policy.
<p>2. 1091369 Ontario Inc. 1851 Mapleview Dr. Submissions from Mr. Keith MacKinnon, KLM Planning Partnership Inc. on March 18, 2013 and April 8, 2013, (Hewitt's Secondary Plan)</p>	
<p>2.1 Notes that the entire land holding (40 ha/100ac) is identified as having a 15 acre high school, two five acre elementary schools and a five acre park and a stormwater pond. Acceptance of all these community uses is dependent on receiving compensation through the East Moratorium Landowners Group. In addition, the inclusion of the entire property in Phase 1 is requested which is supported in the submission both with respect to serviceability and the difficulty/impracticality, given the relatively small size of the property of designing appropriate neighbourhoods in different phases. Further, it is indicated that "in order to properly serve the institutional uses....., it needs to be all within Phase1."</p>	<p>This issue has been reviewed with AMEC, the City's servicing consultant. After undertaking additional analysis, AMEC advise that it is possible to move the phasing boundary for Phase 1 to include the entire subject site. From a planning perspective, the change in the boundary of Phase 1 to include this property in its entirety is appropriate given the importance of the location of the proposed community uses in this central location. It will also permit the property which is relatively small to be developed in one phase.</p> <p>Proposed Plan Modification: That Schedule 9E, Development Phases, of the Hewitt's Secondary Plan be modified to include all of the lands owned by 1091369 Ontario Inc., 1851 Mapleview Dr. in Phase 1.</p>
<p>2.2 Concerns with Section 9.2.9.2 which speaks to supporting affordable/special needs housing in conformity with Section 3.3 of the Official Plan. We request some further dialogue related to how these policies will be interpreted prior to the passage of the Secondary Plan document.</p>	<p>Section 3.3 provides general direction for a City-wide approach to the provision of affordable housing consistent with the Provincial Policy Statement. City staff will discuss how these policies will be interpreted in the Secondary Plan areas with Mr. MacKinnon.</p>
<p>2.3 Requests use of the tertiary plan submitted by the East Moratorium Landowners Group for the Bulut lands in particular the deletion of the mixed use block "as it is our opinion that this is not an appropriate location for this type of housing product especially given its proximity to a substantial amount of institutional uses."</p>	<p>A substantial mixed use block is located to the east on Mapleview Drive, and another mixed use block is located to the southeast on Lockhart Road. Consequently, the need for a substantive mixed use block on the Bulut lands has been reviewed and is not required given:</p> <ul style="list-style-type: none"> • The substantial number of community uses on the Bulut lands; and, • The location on a Major Collector Road which will permit live-work and local commercial uses

Appendix A: Review of Public/Stakeholder Input to February 2013 Draft Plans and Related Official Plan Amendments	
Comment Summary	Discussion and Conclusions¹
	providing the opportunity for a range of additional services in this area which will be a focal point for the neighbourhood.
<p>2.4 "Given the groups submitted tertiary plan design and the group coming to satisfactory terms for compensating community use lands, we generally do not have an issue with Section 9.4.2. However, should the City decide to utilize an alternative design then we are not supportive of Section 9.4.2. One item that is particularly troubling is the requirement that should an area design plan be required, a consultant would be retained by the City at the landowners cost. It is our submission that landowners should be permitted to utilize their own consultants to prepare the area design plan and request that this policy either be removed or be amended to reflect this provision."</p>	<p>The intent of the Master Plans was to ensure that detailed planning for the Secondary Plan areas reflects the objectives of the City as established in the Secondary Plan. At the same time the process was also intended to assist in the development process by permitting plans of subdivision which are generally consistent with the Master Plan to proceed without going through an area plan process. If plans are proposed which deviate so substantially from the Master Plan that it is necessary to carry out an area design plan, it is important that the City or a consultant retained by the City be responsible for the development of the area design plan to ensure that the City's objectives for the community are still achieved. Therefore, no changes are proposed to Section 9.4.2 in response to this submission.</p>
<p>2.5 Section 9.4.4.2 f) seeks total perimeter around recreation centres, schools and parks in the order of 50% for streets and open space. We "have significant concerns with the excessive amount of open space currently shown on the Master Plan" and "ask that the attached design be included as part of the tertiary plan."</p>	<p>The Master Plan reflects the City's objectives with respect to matters such as connectivity, accessibility and safety. It has been reviewed with City staff with respect to the design of the park and with the school boards. It can be further reviewed at the time of submission of the plan of subdivision, but no changes are proposed to the Master Plan at this time in response to this submission.</p>
<p>2.6 Section 9.6.7.3 notes the conveyance of parkland for development or redevelopment to be conveyed based on the applicable land use. "We are of the opinion (notwithstanding the opinion of the City's legal department) that parkland or cash in lieu of parkland for lands which are being redeveloped for alternative uses do not fall within the confines of the Planning Act given that the property would have provided or paid for parkland at the time it was being developed. Therefore, we ask that the word "redevelopment" be removed from this section."</p>	<p>As noted in our February 2013 report, City legal staff has advised that the current wording of the policy is appropriate and should be maintained. No change is proposed to Section 9.6.7.3 in response to this submission.</p>
<p>2.7 "Section 9.4.4.4 b) ii) & iii) seeks to have dual</p>	<p>As noted in our February 2013 report, a key</p>

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Comment Summary	Discussion and Conclusions ¹
<p>sidewalks on both sides of the street with some exceptions. It is our opinion that dual sidewalks on local streets that do not provide direct access to a school, park or recreation center nor are located on a transit route is warranted. Not only would dual sidewalks on local streets which do not serve these functions be wasteful and unnecessary, it will create an on-street parking issue as well as a snow-storage/maintenance issue. We therefore request this policy be revised to only require dual sidewalks when it serves an appropriate function.”</p>	<p>direction of Provincial policy is to encourage active transportation modes and “to create street configurations, densities and urban form that support walking, cycling, and the early integration and sustained viability of transit services” (Section 2.2.7.1 b) Growth Plan). This direction is also reflected in the City’s Official Plan (e.g. Section 5.4.2.4, Active Transportation) and Council’s Planning Principles for the Annexed Lands.</p> <p>The requirement for sidewalks on both sides of the streets provides certain exceptions. In addition, the City may give consideration to permitting one sidewalk on some additional Local Streets based on the submission of a pedestrian circulation plan. This is one initiative that supports pedestrian movement – placing a priority on the safety of the pedestrian over vehicular movement and the parking of vehicles. With respect to the issues identified by the landowners:</p> <ul style="list-style-type: none"> - The position that dual sidewalk creates an on-street parking problem appears to reflect the view that sidewalks limit the number of cars that can be parked in the driveway without overhanging the sidewalk thereby forcing cars to park on the street. However, if the zoning standard ensures the garage is set back sufficiently to park cars in the driveway without overhanging or blocking the sidewalk this should not be an issue it is unclear how provision of dual sidewalks creates an on-street parking problem; - The issue of snow storage has been a key factor in the development of street standards to ensure there is sufficient room for snow storage; and, - The experience of the City with safety, particularly the safety of children walking to school, indicates a need for sidewalks on both sides of the street except on streets with limited traffic. As noted the related policies also provide for exceptions; - Maintenance costs will be evaluated as part of the

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	City's fiscal impact analysis.
<p>2.8 Additional Master Plan comments</p> <p>The Master plan shows "two environmental "fingers" encroaching onto the subject property. As noted in the "Consultant Team Response of February 15, 2013", we submitted a report from Azimuth Environmental which confirmed these two environmental "fingers" do not exist. The response within the "Consultant Team Response" noted that these were found in the field in 2011. However, we confirm that this area has been actively farmed and planted with crops since at least that time period. We acknowledge that the policy does provide some flexibility to further ground truth these at the draft plan of subdivision stage however we ask that given recent work completed by Azimuth which confirmed these environmental "fingers" do not exist, and we would ask that they be removed from the tertiary plan."</p>	<p>The City's environmental consultant has reviewed the designations on the subject site and advises that both of the 'fingers' are associated with watercourse features and headwater origins that were field verified by staff of the LSRCA and the City's Consultant Team. The mapping reflects conditions present at the time the Natural Heritage System Report was issued. Any changes that may have occurred to the features since this time are not reflected in this mapping. The work of the Consultant Team reflects the status based on their field work. No change is proposed to the Master Plan in response to this submission.</p>
<p>2.9 Additional Master Plan Comment</p> <p>Concern with single loaded roads which are inefficient from a development point of view, long term maintenance and tax assessment.</p>	<p>The Master Plan reflects the City's objectives with respect to matters such as connectivity, accessibility and safety. It can be further reviewed at the time of submission of the plan of subdivision, but no changes are proposed to the Master Plan at this time in response to this submission.</p>
<p>2.10 Given their concerns with the Master Plan requests that attached plan be utilized.</p>	
<p>2.11 General Growth Management Related Amendments Official Plan Amendment Section 4.9.3 c) requires a minimum height of 6 metres for commercial buildings and three storeys for other development. Requests that this be reduced to 4 metres and two storeys to "provide greater flexibility in terms of building design.</p>	<p>These height limits apply to the Mixed Use designations. The intent of development in these areas is to create mixed use nodes and corridors of higher density development with a more urban form as a focus of community and neighbourhood activity. In addition, these developments are located generally on arterial roads or major collector roads. Building height is a significant part of the character and quality of the streetscape, particularly on more major roads. It is important therefore to achieve the objectives for the mixed use nodes and corridors to ensure that a higher minimum height be achieved compared with surrounding low density areas. However, on</p>

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	<p>further review, a reduction to 5 metres for commercial buildings would still allow achievement of the City's objectives. In addition, where Mixed Use Nodes are located internal to a neighbourhood on a collector road, or on Lockhart Road on the edge of the City, a reduction in the minimum height to 2 storeys is appropriate.</p> <p>Proposed Plan Modification: That Section 4.9.3 c) is proposed to be modified:</p> <ul style="list-style-type: none"> • to delete the number "6" and replace it with the number "5"; • to add to the end of the subsection the phrase "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."
<p>3. RPP (Salem Secondary Plan)</p>	<p>†, 800 Essa Road. Submission from G.W. Jorden,</p>
<p>Reflects previous submissions on June 14, 2012, September 29, 2011, May 9, 2012 and October 11, 2012.</p> <p>Requests that :</p> <ol style="list-style-type: none"> 1. Natural Heritage System designation be replaced with a Residential designation other than in the immediate designation of the creek 2. Configuration of the NHS along the creek be reduced to a maximum of 30 metres centred on the creek. 3. Schedule 8B the Natural Linkage Corridor be eliminated or reduced to a maximum width consistent with that referenced above 4. Schedule 8B the Medium Constraint Stream Area designation be replaced with a Low Constraint Stream Corridor Area designation. <p>In support of this position, Mr. Jorden provides a</p>	<p>As noted in our February 2013 report, and in the Master Plans Public Consultation Report, the Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. The City's environmental consultant has reviewed the designations on the subject site and advises that the conservation of the natural features on the subject property must be viewed as part of a larger cluster of habitats that make up this core. The portion of the Natural Heritage System on this property is included in a larger Core Area that includes a range of habitat types associated with Bear Creek. This Core Area provides excellent connectivity with adjacent Core</p>

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<p>detailed rationale including discussion of :</p> <ul style="list-style-type: none"> • The property's suitability for growth accommodation; • The property's designation as part of the Natural Heritage System • The Natural Heritage System's Provincial Policy Context • The Requested Changes and the City's Applicable Planning Policies • The Classification of the On-Site Intermittent Streams and Adjacent Lands 	<p>Areas and provides habitat for a range of wildlife. As such, removal of the woodlot from the NHS is not consistent with a system-based approach</p> <p>-The Linkage is associated with Bear Creek, including a mixture of woodland, plantation, and wetland. The width is dictated by the top of bank setback and the extent of natural woodland.</p> <p>-With respect to Mr. Jordan's statement with respect to the designation of the stream. The stream has been designated a Medium Constraint Stream based on several criteria including geomorphology, aquatic and terrestrial biology, flooding and groundwater and cannot simply be re-designated. Further the stream has associated Regulatory floodplain hazard, and such re-designation to Low will not provide any development benefit.</p> <p>No change to the Secondary Plan is proposed in response to this submission.</p>
<p>4. Crisdawn Construction Inc. (Pratt Development) 122 hectares in the Hewitt's Secondary Plan 864 and 912 Lockhart Road, 843 Mapleview Drive East, 103 St. Paul's Crescent. Submission from Jones Consulting Group Ltd. with input from Azimuth Environmental Consulting Inc. and Exp (Hewitt's Secondary Plan)</p>	
<p>4.1 Natural Heritage System – Previous concerns had been expressed with an area of the NHS adjacent to Mapleview Drive and the future extension of Prince William Way (Area 1) as well as related to a proposed linkage area at the south end of the plan (Area 2). In both areas deletion was being requested based on an analysis by Azimuth.</p> <p>In responding, the City's Consultant Team indicated that details concerning the maintenance of Area 1 had not been provided and that elimination of the linkage was not consistent with the objective of a linked NHS.</p> <p>The submission includes additional information regarding Area 1 including a hydrogeological review and a further review by Azimuth. The</p>	<p>As noted in our</p> <p>February 2013 report, the Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report.</p> <p>The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context.</p> <p>The City's environmental consultant has reviewed the additional information and the designations on the subject site and advises that with respect to</p>

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<p>conclusion reached was “that flows to Area 1 would be diminished and the Area 1 feature would not be retained post-development.”</p> <p>“Regarding Area 2, Azimuth Environmental has undertaken additional analysis that demonstrates that the original basis for including the linkage was LSRCA regulated mapping associated with the stream. Azimuth has field verified that no stream exists. Area 2 contains a shallow dug farm drain that only receives surface runoff from the adjacent agricultural lands. Post-development, this area receives no surface drainage. In addition the floodplain area associated with Area 2 does not connect these two natural heritage areas detailed in Section B in this letter. The Owners request that Area 1 and 2 be removed from the Hewitt's Creek Secondary Plan Schedules and Appendices...”</p>	<p>Area 1 the existing channel and wetlands associated with the channel have been included in the stream corridor. The quality of this area is based, in part, on the position of the LSRCA, as well as site specific conditions. The feature's origin was field verified by the LSRCA and the City's environmental consultants. The feature contributes to downstream fish habitat and is therefore a high constraint system. The feature also contains wetlands, as mapped using ELC and presented in the Natural Heritage Characterization Report (NRSI 2012). Policies associated with stream corridors will apply to this area.</p> <p>Comments are provided that suggest that it will not be possible for the feature to be maintained, so there is no value in identifying it as a stream corridor. The definition of stream corridors was not based on post-construction conditions, but rather, existing conditions at the time the NHS and Natural Heritage Characterization reports were prepared.</p> <p>With respect to Area 2, the City's environmental consultant has reviewed information and letters provided. Comments are provided that there is no ecological rationale for including the linkage between Cores 8 and 9. This position is not consistent with the objective of a linked NHS. Area 2, as outlined in the comment provides an ecological linkage between Cores 8 and 9 and is key in establishing a linked NHS. The linkage was established based on information that was available at the time from LSRCA regarding the existence of a watercourse feature. The feature's origin was field verified by the LSRCA, and the City's environmental consultants. A determination of significance or significant wildlife habitat for this feature was not applied for delineating the NHS.</p>
<p>4.2 Regulatory Floodplain – In response to the City's Consultant Team response of February, which “noted that based on discussions with the LSRCA, the Regulatory Floodline has not been refined and it would be premature to modify it</p>	<p>AMEC, the City's consultant with respect to this issue, have advised that Floodlines have generally been delineated using the currently available Digital Elevation Model (DEM) to provide consistency across the study area. Select landowners have</p>

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<p>further at this time based on a local site specific analysis. The Owner respectfully disagrees with this response. Policy 9.3.9 of the Hewitt's Creek Secondary Plan states that the Schedule 9B floodline is based on "current available information" and that the precise boundaries shall be established through the drainage and Stormwater Master Plan and as part of the review of specific development applications without further amendment to this Plan. The Owner requests that the City and LSRCA review the detailed modelling completed by EXP in October 2012 and to amend Schedule (B and Appendix 9B accordingly. Attachment No. B1 illustrates the exp modelled floodplain overlain on the Appendix 9B Master Plan."</p>	<p>submitted refined floodplain assessments based on site specific topographic survey; the current hydraulic models have been reviewed and updated where appropriate considering these assessments. However, the available DEM has remained as the base mapping used to delineate floodplains presented on the Secondary Plans, Master Plans and within the Drainage & Stormwater Management Master Plan. It is noted that the Regulatory floodplains presented in the above-noted documents have been prepared to support planning initiatives as part of the Annexed Lands studies and have not been adopted by the relevant agencies.</p> <p>The Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature at this time.</p>
<p>4.3 Sanitary Servicing – The Owner has retained R. J. Burnside and Associates to assess the sanitary servicing approach identified in the Wastewater Treatment Class EA Draft Final Phase 1 & 2 Report. This report indicates that the easterly portion of the Hewitt's Secondary Plan area, including a portion of the Pratt lands will be serviced with a sanitary pumping station. Please refer to the attached letter from Bryan Richardson where he has concluded that the Pratt lands can drain by gravity towards the west and can be serviced by gravity through the proposed gravity system, rather than draining easterly as proposed.....Pratt requests that the servicing scheme for there lands be amended accordingly."</p>	<p>The comments have been considered by the Project Team for planning and servicing of the Annexed Lands. The wastewater servicing for the Hewitt's Secondary Plan Area as set out in the Master Plan considers the City of Barrrie Wastewater Design Standards, the use of public right-of-ways as utility corridors, restrictions on the depth of sewer, anticipated groundwater conditions and the phasing of development which reflects the City's Growth Management Strategy. Based on these criteria the proposed gravity system has been extended as far as is feasible. No changes are proposed to the servicing scheme.</p>

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<p>4.4 Mixed Use: Non-Commercial Building Height The location on Lockhart Road may not be viable for a 3 storey or greater residential product. Pratt requests a minimum height be changed to 2 storeys to allow for a wider variety of medium density housing types.</p>	<p>See response in Section 2.11.</p>
<p>5. Finger Lakes Estates Inc. (50 acres) fronting on Mapleview Drive. Submission by Celeste Phillips Planning Inc. (Hewitt's Secondary Plan)</p>	
<p>5.1 Information has been provided to the City with respect to the potential for servicing the site by gravity for those lands east of Hewitt's Creek valley.</p>	<p>As noted in the response in the Master Plan Public Consultation Report, the gravity system south of Mapleview Drive has been extended to the greatest extent possible, based on City of Barrie Design Standards. Land beyond the gravity service area will be outletted to the proposed pumping station. However, upon further reviews there became a need to move the lands to Phase 1 to enable logical development of the Hewitt's Neighbourhood and the phasing boundary was amended.</p>
<p>5.2 Phasing - "Contiguous and orderly development is contemplated in the City's Official Plan....so it is unclear to us why a phasing scheme is even required. Further, the Phase boundaries have changed... We would appreciate the opportunity to review any Planning Justification Reports that address this matter..... The proposed phasing fails to address the importance of the completion of the collector road system in either Phase 1 or Phase 2 thereby creating inefficiencies in the public transit system, garbage truck and snow plowing routing and inadequate circulation of school buses and traffic. The Finger Lakes lands are located proximate to the South Barrie Go Station and the efficient movement of future residents by transit to the GO station is of importance and in-line with Growth Plan policies. It is our submission that the proposed phasing fails to meet important policies of the Growth Plan." Sections 2.2.7, 3.1 and 3.2.2.1 and 3.2.3.2 d) are cited. "It is our opinion that the completion of the collector road system as part of the first phase is essential not only for the establishment of a complete neighbourhood but also to ensure an</p>	<p>The Secondary Plans, including the phasing approach, provide more detailed direction than found in the Official Plan with respect to the planning of the Hewitt's and Salem Areas. The phasing approach is also designed to implement Council's Planning Principles and ensure conformity with directions in the Provincial Policy Statement(PPS) and the Growth Plan which indicate that a stronger approach to phasing than the general directions in the Official Plan is required (i.e. PPS, 1.1.3.7, 1.6, 1.7.1 a)/Growth Plan 2.2.8.2, 3.2). While creation of a functional road system is a factor to be considered in developing phasing, the relationship of significant land uses to the road system is also a factor. In this case, key community uses are located in Phase 1 on a proposed extension of Prince William Way which will connect them to Mapleview Drive and the rest of the City including the GO Station. The development is also immediately adjacent to existing residential areas. The boundary of Phase 1 also reflects the furthest extension easterly of the gravity sewage system. Development in Phase 3 will require the introduction of a pumping station</p>

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<p>efficient transportation network that meets the policies of the Growth Plan. Attached is a revised phasing plan that we believe addresses these issues.It is our request therefore that the City either abandons the phasing scheme (in favour of existing Official Plan policies pertaining to logical orderly development), or, include the entirety of the Finger Lakes property within the Phase 1 boundary.”</p>	<p>which is planned to be located adjacent to Sideroad 20.</p> <p>Also as noted in the response in the Master Plan Public Consultation Report, the collector road system south of Mapleview is planned in such a way as to create a coherent interconnected road network. The network provided for each horizon examined (2016, 2021, 2026 and 2031) contains an interconnected network that allows for easy routing of services. Figure 7-7, 7-10, 7-13 and 7-17 of the Multi-modal Active Transportation Plan illustrate the phasing of the road network. Furthermore, even by 2016 the collector road network is planned to allow modifications to the bus routes so that Route 10 can serve this area and the South Barrie GO Station.</p> <p>The entire premise behind the Multi-modal Active Transportation Plan was to offer a sustainable and balanced transportation system. When examining the plan it is clear that improvements are proposed for pedestrians, cyclists, public transportation and traffic for each horizon year. Offering an alternative to the automobile is a critical part of the plan and all roads in the Annexed Lands will contain pedestrian, cycling and transit facilities from day one.</p> <p>The GO Train Stations are major hubs in the plan and there are provisions for improved transit, cycling and pedestrian access to these hubs.</p>
<p>5.3 Natural Heritage System – “The draft Secondary Plan requires a 30 metre buffer from the edge of wetlands and watercourses. With respect to the Finger Lakes landholding, the property is affected by a municipal drain....We question the need to identify the municipal drain as a watercourse or an area of environmental importance, given that the ecosystem that is purported to exist, is destroyed through the municipality’s obligations to maintain the drain. The drain is identified as”High Constraint Stream Area Special”. Please note that section 9.3.2.3 c) of the draft Secondary Plan would appear to allow the modification or re-location of the</p>	<p>The Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. At the same time the policies/designations recognize that the feature on the Finger Lakes landholding is a municipal drain and as such results in a special set of</p>

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<p>'watercourse' features, but we question the ability to do so given other policies of the Plan.</p>	<p>circumstances. This is reflected in the designation as a "High (S) Constraint Stream Area" which, as noted, permits modification and relocation and/or consolidation. The policies of Section 9.3.3 Natural Heritage System Boundaries are proposed to be modified to clarify this direction.</p> <p>Proposed Plan Modification: That:</p> <ul style="list-style-type: none"> i) The title of Section 9.3.3.2 be changed to read as " High (S) Constraint, Medium and Low Constraint Stream Corridor Areas"; and, ii) That the phrase "High (S) Constraint," be added to Section 9.3.3.2 b) in the first sentence before the phrase "Medium and Low Constraint Stream Corridor Area".
<p>5.4 exp has submitted a Floodplain Analysis for the Sandy Cove Creek to the LSRCA and the City. To date we have not received comments from the LSRCA or the City.</p>	<p>AMEC, the City's consultant with respect to this issue, have advised that floodlines have generally been delineated using the currently available Digital Elevation Model (DEM) to provide consistency across the study area. Select landowners have submitted refined floodplain assessments based on site specific topographic survey; the current hydraulic models have been reviewed and updated where appropriate considering these assessments. However, the available DEM has remained as the base mapping used to delineate floodplains presented on the Secondary Plans, Master Plans and within the Drainage & Stormwater Management Master Plan. It is noted that the Regulatory floodplains presented in the above-noted documents have been prepared to support planning initiatives as part of the Annexed Lands studies and have not been adopted by the relevant agencies.</p> <p>The Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory</p>

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	<p>floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature at this time.</p>
<p>6. Honeywood Land Corp. 3944 Salem Road submitted by MHBC Planning Urban Design & Landscape Architecture (Salem Secondary Plan)</p>	
<p>The submission indicates that the owners of the land intend to develop the site of residential purposes and have carried out background work that indicates such development is feasible. The lands are designated primarily Natural Heritage System “it is suggested that the designations as proposed are incorrect. Too much of the site is proposed to be part of the Natural Heritage System and too little is being considered to host residential development.” There previous submission which identifies a different configuration of the NHS is referenced.</p> <p>In addition, concerns are identified with a number of the policies. The majority of these related to the Natural Heritage System including 8.3.1, 8.3.8.1, 8.3.2.1 (a) and (b), 8.3.2.2 (b), 8.3.2.4, 8.3.3.1 and 8.3.3.2, 8.3.8.2, 8.4.4.4 (b) (vi) and 8.5.3.1 (a) and (b). In addition, related comments are made with respect to Schedules 8A, 8B, 8C, 8D-1 and 8E.</p>	<p>As noted in our February 2013 report, the Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. The City’s environmental consultant has reviewed the designations on the subject site and advises that the identification and delineation of the Core in this area was based on a number of factors such as the presence of a connected and diverse range of habitats. A number of successional areas have been included. The proposed NHS submitted by the landowner’s consultant includes only the stream corridor and a small woodland in the southwest, which is not consistent with a system-based approach.</p> <p>The submission also indicates that the stream on the site should be designated as a “Low Constraint Stream” not a “Medium Constraint Stream”. Based on a review by the City’s environmental consultant, the designation as a “Medium Constraint Stream” should be maintained. The reach in question provides water quantity following a rain event or during snow melt and remains dry for the remainder of the year. The riparian area filters runoff into the watercourse during these event and leads to improvements in water quality. Both of these aspects are captured within the medium</p>

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	<p>aquatic ranking. A field visit to survey for brook trout spawning occurred downstream through reach BEA 2-5. Potential spawning habitat was noted in this reach and therefore the reach in question (BEA 2-3) provides catchment area for this downstream habitat. The aquatic medium ranking is therefore considered to be justified.</p> <p>The comments submitted with respect to the policies, also generally reflect a direction which is not consistent with a system- based approach. Reference should be made to the background studies related to the Natural Heritage System for clarification of matters like terms and buffer dimensions. In addition:</p> <ul style="list-style-type: none"> • Section 8.3.8 and 8.3.8.1 – The owner opposes public ownership of the Natural Heritage System. However, the direction of the Plan is to encourage public ownership not to require it. Section 8.3.8.1, in particular, indicates that the designation of the lands as part of the NHS does not imply that the lands will be purchased by the City or a public agency or that they are free or open to the public. It then goes on to indicate that the City will investigate all options for securement. • Section 8.3.8.2 –The comment indicates that this policy "discusses the relationship between the Natural Heritage System and Parkland" and that the Plan "must recognize the land used to establish a municipal trail system should count toward Parkland dedication requirements where this occurs on private land". With respect to the comment that municipal trail system should count toward parkland dedication requirements, subsection a) specifically permits lands such as trails to be considered for parkland dedication. • Section 8.4.4.4 b) vi) – Requests that the pathway system be established within the NHS in consultation with the land owner as well as the Conservation Authority. This is an appropriate request and the Plan should be

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	<p>modified to reflect this direction.</p> <p>Proposed Plan Modification: Add the phrase “and the landowners” at the end of Section 8.4.4.4 b) vi).</p> <ul style="list-style-type: none"> • Schedule 8B – It is indicated that “we do not believe the floodplain as shown on the subject site is as large as what is depicted on this schedule.” AMEC, the City’s consultant with respect to this issue, have advised that floodlines have generally been delineated using the currently available Digital Elevation Model (DEM) to provide consistency across the study area. Select landowners have submitted refined floodplain assessments based on site specific topographic survey; the current hydraulic models have been reviewed and updated where appropriate considering these assessments. However, the available DEM has remained as the base mapping used to delineate floodplains presented on the Secondary Plans, Master Plans and within the Drainage & Stormwater Management Master Plan. It is noted that the Regulatory floodplains presented in the above-noted documents have been prepared to support planning initiatives as part of the Annexed Lands studies and have not been adopted by the relevant agencies. <p>The Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature</p>

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	<p>at this time.</p> <ul style="list-style-type: none"> • Schedule 8E – “The limit between Phase 1 and Phase 2 cuts through residential lands located on the subject site and the lands to the east. The limits of Phase 1 should terminate at the south side of Salem Road rather than create a disjointed development phasing pattern on these properties.” The Phasing Plan has been developed based on Planning and Servicing constraints. Sections of Salem Road have been included in Phase 1 for Employment Lands west of Veterans Way and for Residential Lands connecting to the existing systems in the Essa Road/County Road 27 area. The lands in question are not in either of these areas and the proposed phasing relates to natural extension of services. Salem Road will be upgraded as development proceeds. However, given the limited developable area and isolated nature of these lands the phasing line between Phase 1 and 2 can be moved to south of Salem Road. Proposed Plan Modification: Modify Schedule 8E to move the boundary between Phase 1 and 2 south of Salem Road.
<p>7. DIV Development (Barrie) Limited (Dorsay), Between Lockhart Road and Mapleview Drive East Adjacent to 20 Sideroad. Submissions from Davies Howe Partners. March 13, 2013 and April 3, 2013(Hewitt’s Secondary Plan)</p>	
<p>Their original submission was summarized in the February Response to Public Submissions as follows:</p> <p>“Request that the lands be included in the boundary for development within the 2031 planning horizon because:</p> <p>“...the current phasing boundary does not adequately address the requirements of the Growth Plan, including those related to the current forecasts for population and employment contained in Schedule 7, complete communities, the efficient and cost effective provision of infrastructure,</p>	<p>As noted in our previous February 2013 report, the population and employment forecasts for the City of Barrie reflect the Schedule 7 forecasts. Further, the amount of land proposed to be designated for development prior to 2031 in the Annexed Lands has been established based on the analysis carried out as part of the City’s Growth Management Strategy which reflects the policy direction in the Growth Plan.</p> <p>In addition, as noted in the Master Plan Public Consultation Report, “the wastewater servicing for the Hewitt’s Secondary Plan Area considers the City of Barrie Wastewater Design Standards,</p>

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<p>including servicing and road infrastructure.”</p> <p>Indicates that their review of the land budget work suggests that additional work is required and “that land will have to be added within the 2031 phasing line to meet the Schedule 7 forecasts.... Furthermore... our client’s lands should be included in every configuration of the 2031 phasing line proposed by the City, particularly when considering the logical development of complete communities and the efficient and cost effective expansion of servicing and transportation infrastructure.”</p> <p>The submission then elaborates on these points identifying a range of considerations for the inclusion of the subject lands in the 2031 boundary such as:</p> <ul style="list-style-type: none"> • Creation of a more logical community boundary; • Allowing for development along Mapleview Drive East • Creation of an entry Gateway; and, • Appropriate to ensure the necessary infrastructure to support growth in a cost effective and efficient manner is provided at the earliest opportunity.” <p>Their March submission indicates that they are not satisfied with the City’s response and they continue to reiterate their previous positions regarding sufficient land supply and logical development of complete communities, efficient and cost effective infrastructure investment and efficient and cost effective use of transportation systems.</p> <p>Additional comments related to specific policies are as follows:</p> <ul style="list-style-type: none"> • Section 9.2.5 – it is unclear whether the east-west collector south of Mapleview Drive East is planned to be constructed to its full length to 20 Sideroad by 2031. Is there any transportation assessment that identifies the phasing of this collector road and the timing of its need to facilitate development within the Secondary Plan Area. • Section 9.4.4.2 –notes that the Mixed Use Node/Corridor along Mapleview Drive 	<p>restrictions on the depth of sewer, anticipated groundwater conditions and the phasing of development which reflects the City’s Growth Management Strategy. Based on the above, the subject lands have been identified as part of an area which is the most difficult to develop and they are therefore identified for post-2031 development.”</p> <p>With respect to the transportation policy comments, they have been responded to in the Master Plan Public Consultation Report where it is noted that:</p> <p>“The East-West Collector is currently planned to extend only to Collector 11 (which connects to Big Bay Point Road to Lockhart Road) by 2031. The extension east to 20 Sideroad would be post 2031 in conjunction with development in that area. The Multi-Modal Active Transportation Master Plan contains the phasing of the collector road network in figures 7-7, 7-10, 7-13 and 7-17.</p> <p>Complete street orientations are provided as part of Chapter 8.1 of the Multi-Modal Active Transportation Master Plan. Sidewalks on both sides of Mapleview are projected throughout the development area from Huronia Road through to east of Collector 11 as illustrated in figure 7-3 of the Multi-Modal Active Transportation Master Plan.”</p>

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<p>East/east of Prince William Way is located at the eastern end of the proposed 2031 phasing line. Since it is a focal point and provide for a transportation system that is accessible to the community, it would make sense that lands immediately east of this node be incorporated in the 2031 phasing line.</p> <ul style="list-style-type: none"> Section 9.4.4.4 sidewalks should be constructed on both sides of Mapleview Drive E, east of the north-south collector since the lands north of Mapleview Drive E are included in the 2031 phasing line. The City should consider the construction of complete streets for arterial roads, especially along this section of Mapleview. <p>A further letter of April 3, 2013 indicates that as a member of the East Moratorium Land Owners Group they participated in the preparation of the EMLOG submission. However they state that the "letter should in no way be seen as acceptance of the Post 2031 lines shown on the attached Tertiary Plns, nor an acceptance of the premise that the development of our client's lands should be delayed and included as part of an expansion in the post- 2031 period."</p>	
<p>8., [redacted] and Barrie Equine Services Ltd., 124 and 180 McKay Road West and Lot 4 Concession 10 (former Township of Innisfil). Submissions from D. Vella, Innovative Planning Solutions , Azimuth Environmental, exp and Comment Sheet from [redacted] 228 McKay Road West</p>	
<p>8.1a Natural Heritage "The Secondary Plan Schedule 8B designates a portion of the lands owned by Ruth Ruch as Natural Core Area. This proposed designation has been reviewed by our own environmental consultant from Azimuth Environmental Ltd.... In summary, concern is expressed that existing agricultural lands are included within the Natural Core Area and a small treed area adjacent to the agricultural land should not be designated Natural Core Area. Based on the stage of the Secondary Plan and its broad context analysis, it would be prudent for consideration of a clause within the Salem Secondary Plan to allow for minor adjustments to the Natural Core designation through submission of</p>	<p>As noted in our February 2013 report, the Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. The City's environmental consultant has reviewed the designations on the subject site and advises that the parcel was included in the Natural Heritage System because of the vegetation</p>

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<p>a detailed Environmental Impact Study upon submission of a Draft Plan of Subdivision or Site plan application.”</p> <p>8.1b Natural Heritage – Ruth Ruch also submitted a comment sheet with respect to the natural heritage designation on the west side of 228 Mackay Road indicating why they disagree with it in that it is higher and drier than abutting residential lands; majority is cleared and farmed; small bush is scrub, dead and not a significant woodlot. All this area will be eliminated when McKay Road W is widened.</p> <p>8.1c exp. also submitted two letters. One with respect to the South Half of Lot 4, Concession 10 and the other with respect to Lot 5 Concession 10, 124 and 180 McKay Road which provides further input and information in relation to the issues identified in the submissions from Innovative Planning Solutions and Azimuth Environment.</p>	<p>communities located in this area: cultural meadow, fresh-moist sugar maple – hardwood deciduous forest (FOD6-5), and willow organic thicket swamp (SWT3-2). A site visit was conducted by NRSI on March 18, 2013. The site visit confirmed that a portion of the woodlot has been converted to agricultural cropland. The Natural Heritage System within Lot 4, Concession 10 has been modified to reflect current extent of the woodlot. Nevertheless it must be noted that existing agricultural fields are not necessarily excluded from the Natural Heritage System.</p> <p>Proposed Plan Modification: The Schedules and Appendices to the Salem Secondary Plan and the related Official Plan Schedules have been modified to adjust the boundary of the NHS in Lot 4, Concession 10.</p> <p>As per the Natural Heritage Characterization Report, the small bush to the south is a wetland; it is identified as Core Area 1. This is identified as Polygon 441 where many amphibians have been observed. The development of the Natural Heritage System for the Annexed Lands was not based on future development scenarios and as such the removal of 1 ha of woodland/wetland from the System is not acceptable.</p>
<p>8.2 Transportation “Schedule 8D-1 – The proposed Secondary Plan illustrates a minor collector road running in a north south direction, parallel to Veterans Drive, from McKay Road West through to Salem Road. The concern with this minor collector road is that the lands north of BES are slated to be designated General Industrial. With this designation comes great potential for industrial traffic to use this minor collector... this road would also require crossing through an area designated Natural Core Area.” Requests that collector be terminated at either end of the natural Core Area.</p>	<p>A key principle of the Secondary Plan and Multi-modal Active Transportation Master Plan is to maximize connectivity within the Secondary Plan Areas and between the Secondary Plan Areas the existing City. This includes the necessity for crossing of the Natural Heritage System. This connectivity promotes active transportation and gives additional alternatives for future public transport route organisation, two fundamental parts of the Plan.</p> <p>With respect to the issue of industrial traffic, a number of approaches are available to ensure that this does not occur, including another recommendation of the plan, the use of traffic calming techniques. Also trucking restrictions can</p>

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	be used to manage the impacts from the industrial area.
<p>8.3 Grouping of Institutional/Recreational Uses the submission indicates that a Secondary School is identified on the subject lands, and a Secondary School to the west, as well as a Recreation Centre/Community Park/School on the south side of Mackay Road West. "This will foster an integral part of the community which is one of the fundamental principles of the Secondary Plan. Further consideration should be given to relocating these facilities in a central location." It is anticipated that the City of Barrie can form partnerships with both school boards to construct joint facilities."</p>	<p>As noted in our February 2013 report, the locations of the schools and other community facilities are illustrated in a conceptual manner in the Secondary Plan. The final determination on the location will be made through the development process.</p>
<p>9. 264 Salem Road (Salem Secondary Plan)</p>	
<p>"Firstly We would like to see our second 1.71 acres on the maps. The majority of the property should show yellow on the map as a residential piece of property, other than the natural buffer for the creek that flows in springtime. MY PROPERTY NEEDS TO SHOW ON THE MAPS. Secondly Once the property is depicted on the maps as it should, it will clearly show that there should be a buffer separating the proposed industrial lands to the east (ie. adjacent to the northeast corner of my lands). There should be a buffer to prevent industrial development from abutting my residential property. Thirdly It is obvious that my lands should be included in</p>	<p>The City's environmental consultant has reviewed the designations on the subject site and advises that the properties were included in the Natural Heritage System because of the vegetation communities found on them: cultural meadow, dry-fresh sugar maple – ironwood deciduous forest (FOD5-4), and the vicinity to Bear Creek, which receives a 30m buffer. The existing residences were excluded from the Natural Heritage System. The mapping is proposed to be revised based on further review to include additional lands on the 1.71 acres which have been developed and appear to be outside the NHS. Proposed Plan Modification: Deletion of developed lands from the NHS for subject lands on all Schedules and Appendices. The Phasing Plan has been developed based on Planning and Servicing constraints. Sections of Salem Road have been included in Phase 1 for Employment Lands west of Veterans Way and for</p>

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<p>phase 1, specifically in relation to water/sewer construction. Why would Salem Road be reconstructed across the front of my property, and my land be by-passed so that the road could be torn up and reconstructed at a later date to be serviced. It does not make sense. MY LAND NEEDS TO BE INCLUDED IN PHASE 1 DEVELOPMENT.”</p> <p>Also his wife operates a dance studio and he wants to make sure that planning staff recognize the existing business.</p>	<p>Residential Lands connecting to the existing systems in the Essa Road/County Road 27 area. The lands in question are not in either of these areas and the proposed phasing relates to natural extension of services. Salem Road will be upgraded as development proceeds. However, given the limited developable area and isolated nature of these lands the phasing line between Phase 1 and 2 can be moved to south of Salem Road.</p> <p>Proposed Plan Modification: Modify Schedule 8E to move the boundary between Phase 1 and 2 south of Salem Road.</p>
<p>10. Innisbrook Golf Course, southwest corner of Lockhart Road and Huronia Road. Submission from Innovative Planning Solutions (Salem Secondary Plan)</p>	
<p>This submission provides a chronology of the previous submissions made on behalf of Innisbrook which addressed the following:</p> <p>"1) Innisbrook's desire for development of an Adult Lifestyle Community Integrated with the existing golf course.</p> <p>2) Concerns that a new collector right-of-way is proposed through the subject lands to connect with Rawson Avenue. We do not believe that this is an appropriate location for a new collector road as Huronia Road provides a much better transportation and long term servicing connection.</p> <p>3) Connecting into Rawson Road through the subject property will also require the crossing of two Natural Heritage System units which we believe will have negative impacts on the natural environment. Both these stream corridors are currently zoned Environmental Protection (EP)."</p> <p>The letter registers a formal objection to the Secondary Plan.</p>	<p>As noted in our February 2013 report, the proposed modifications to the Secondary Plan to permit an Adult Lifestyle Community are not appropriate and are not reflected in the Draft Secondary Plan.</p> <p>Also as noted in the Master Plan Public Consultation Report with respect to Items 2 & 3: The secondary plans were developed with connectivity being one of the guiding principles. Part of implementing this principle is the ability to link the Annexed Lands to the pre-2010 City of Barrie through a series of coherent links permitting public transport, active transportation and good access. The placement of the collector in question is to ensure good access between this portion of the Salem Secondary Plan and the communities to the North. This will allow for direct active transportation and public transit connections. It should be noted that the development of the proposed collector is dependent on the development of the adjacent land, which is only slated post-2031</p> <p>The Natural Heritage System Features are required to be protected. The following policies within the Salem Secondary Plan provide further information regarding the protection of the Natural Heritage System with regards to infrastructure and streets: 8.3.3.1b), 8.3.4f), and 8.3.5a). An Environmental Assessment, Class Environmental Assessment or</p>

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	<p>other similar environmental approval is required prior to approval of these crossings. In addition, the crossings outlined in Schedule 8B of the Salem Secondary Plan, are subject to any applicable Federal, Provincial policies and regulations, and Conservation Authority regulations.</p> <p>Proposed Plan Modification: The collector road system in the Rural Area to be deleted from the Schedules of the Secondary Plan, but be retained in Appendix 8B Ultimate Land Use & Transportation Concept Plan.</p>
<p>11. Trans Canada Pole Ltd., Part Lot 1, Concession 10. Submissions by Innovative Planning Solutions an C.C. Tatham & Associates Ltd. (Salem Secondary Plan)</p>	
<p>11.1A chronology of the submissions to date is provided by Innovative Planning Solutions. A number of concerns are identified:</p> <p>"1. The subject lands must be included in the Urban Area based upon the important planned features of the property (i.e. Gateway, Transportation Connections (McKay Road realignment), Mixed Use Node);</p> <p>2. The Stream Corridor/High Constraint Area identified on the property is inaccurate and needs to be removed from the Natural Heritage System (NHS).</p> <p>3. Priority of the Essa Road corridor over Mackay Road for Mixed Use development which is consistent with the City of Barrie Official Plan policies on Intensification corridors (Schedule I)</p> <p>4. Location of Stormwater Management Pond at the intersection McKay Road West and Essa Road.</p> <p>5. The Phasing proposed for development does not follow the orderly progression a community outward.</p> <p>6. The proposed Recreation Centre/Community Park/School shown on Appendix 8A must be relocated to a central location within the planning</p>	<p>As noted in our February 2013 report, the subject lands are designated "Rural Area" in the proposed Salem Secondary Plan. The lands are not required to meet the population or employment targets to the year 2031 based on current projections. As with all planning documents, the Plan is subject to review a minimum of every five years in the context of the Provincial Growth Plan population and employment targets. It is recognized that the subject lands include a Major Gateway to the City in the proposed ultimate plan for the Annexed Lands. However, wastewater servicing to this area is a significant constraint. It cannot be provided from the north and will have to be brought from the east along McKay Road. Consequently, given the limitations on projected development to 2031, the lands which can be more easily serviced have been included in the Urban Area boundary. Similarly, modifications in the mixed use designations have been made in Urban Area to recognize more detailed consideration of development form. Consideration of the detailed development designations post 2031 on the subject lands will be carried out when such lands are considered for urban development.</p> <p>With respect to the specific issues identified in the submissions:</p> <ul style="list-style-type: none"> • A response to the Tatham submission is found

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<p>area and not on the periphery." Formally files objection to the Plan.</p> <p>11.2 The Tatham submission requests that "the City reconsider the 2031 development limits for the Salem Secondary Plan Area (SPA). Further to various planning submissions made by Innovative Planning Solutions, which justify the development of the TCP site within the 2031 planning horizon, the purpose of this letter is to demonstrate that the TCP site can and should be serviced prior to 2031; in a cost-effective manner and in general accordance with the servicing strategy presented in the various master plans." The assessment focuses on transportation, water supply and distribution, wastewater collection and stormwater management based on the draft Master Plans.</p> <p>"The studies undertaken in support of the Salem SPA and the IPS submissions collectively demonstrate that the TCP site represents a key development node, located at the western gateway to the annexed lands. In fact significant infrastructure works are planned to be constructed through the TCP site within the 2031 planning horizon and concurrent development of these lands would make immediate and cost effective use of these services." A description of the major servicing infrastructure associated with the development of the TCP site is then provided.</p>	<p>in the Master Plan Public Consultation Report. In particular, that report indicates that "The controlling factors in the wastewater system design for the areas includes:</p> <ol style="list-style-type: none"> 1. Elevation at the southern limit of the Annexed Areas; and, 2. City of Barrie requires a minimum slope of 0.4% for local sewers. <p>Because the proposed sewer slopes identified by Tatham are lower than City standards, the proposed (sic) has no merit. A pumping station is required."</p> <ul style="list-style-type: none"> • A detailed response to the status of the Stream corridor is found in the Master Plan Public Consultation Report. The City's environmental consultant advises that the area in question has been identified as a stream corridor in conjunction with the NVCA and the consultants carrying out the Drainage and Stormwater Management Master Plan. Policies associated with stream corridors will apply to this area. However, considering historical modifications to this watercourse and its current condition, it could benefit from restoration and as such will be re-prioritized as High Constraint (Special). This designation allows for some flexibility in terms of plan form which may allow for improved integration with potential development. • The location of the stormwater management facilities are conceptual. Final location would be determined in consultation with the City and the Conservation Authority. As noted in our previous February report "Regardless, should the ultimate location of the stormwater management facility be determined to be most appropriate on this site there is no reason such a use cannot be designed to urban standards and form a feature in this Gateway/Mixed Use Area."

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	Proposed Plan Modification: Re-designation of stream as "High Constraint (S)".

12. Aerarium Development Corporation, 5 and 3719 Salem Road, Southwest corner of Salem Road and Veterans Drive. Submission from Malone Given Parsons Ltd. (Salem Secondary Plan)

<p>This submission reiterates their opinion that the subject site is the best corner at the intersection to provide local retail and commercial uses that serve the travelling public/surrounding community and as such should be explicitly identified as the intersection corner to permit retail commercial uses in Section 8.5.51 e). The rationale submitted includes:</p> <ul style="list-style-type: none"> • Subject properties are well suited to provide local retail and commercial uses that serve the travelling public and the surrounding community • Subject properties are ideally suited to provide commercial uses as opposed to the other corners in the context of the property fabric and planning intent of the General Industrial designation. 	<p>As noted in our February 2013 report, the preliminary draft Secondary Plan encourages the integration of development rather than its segregation, recognizing that it is necessary to separate certain uses such as industrial development from residential uses because of potential impacts. As such, commercial development is not identified as a separate land use designation; rather such land uses are permitted within other land use designations. The proposed General Industrial designation which applies to the subject site establishes specific policy direction with respect to commercial development.</p> <p>The policies recognize the potential for a free standing service commercial facility at the intersection of Salem and Veterans, in addition to the other permissions in the policies for commercial development. However no specific direction is provided as to which corner of the intersection is preferred. The rationale submitted does not provide sufficient rationale for a modification to this approach. No change to the Secondary Plan is proposed in response to this submission.</p>
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13. East Moratorium Land Owners Group, Hewitt's Secondary Plan. Submission from Jones Consulting Group Ltd. (Hewitt's Secondary Plan)

<p>13.1 Floodlines – Two owners have submitted updated floodplain modelling and the request that the floodplain mapping on Schedule 9B and Appendix 9B be revised accordingly.</p>	<p>AMEC, the City's Consultant with respect to this issue have advised that floodlines have generally been delineated using the currently available Digital Elevation Model (DEM) to provide consistency across the study area. Select landowners have submitted refined floodplain assessments based on site specific topographic survey; the current hydraulic models have been reviewed and updated where appropriate considering these assessments. However, the available DEM has remained as the</p>
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	<p>base mapping used to delineate floodplains presented on the Secondary Plans, Master Plans and within the Drainage & Stormwater Management Master Plan. It is noted that the Regulatory floodplains presented in the above-noted documents have been prepared to support planning initiatives as part of the Annexed Lands studies and have not been adopted by the relevant agencies.</p> <p>The Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature at this time.</p>
<p>13.2 Road Widenings</p> <p>13.2 a Master Plan Road Widths- "We note that the Master Plan was prepared based on major and minor collector roads having a ROW of 23 metres. Implementation of the increased ROW width at the draft plan of subdivision stage will impact on the Master Plan."</p>	<p>Comment noted. The issue will be addressed through the development process. However, the road widths in the Secondary Plan are maximums and the potential for reducing the road width particularly for collectors should be reviewed through the development process.</p>
<p>13.2b Mapleview Drive ROW width of 41 m</p>	<p>As noted in the Master Plan Consultation Report, Mapleview will ultimately require a 7-lane cross section with sidewalks and bike facilities to accommodate projected traffic, active transportation and public transit. However, regarding the cross-section and the associated impacts, there are many ways to reduce the cross-section in these areas to mitigate and minimize the impacts on adjoining properties. In order to determine the cross-section to be used a more detailed design study is required as part of the subsequent phases of the EA for Mapleview. The following elements can be examined in order to</p>

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	<p>reduce the overall impact on adjacent properties and could have a significant decrease on the cross-section:</p> <ul style="list-style-type: none"> • The critical sections of Mapleview have few driveways and those that do exist are for single family homes. Most of the alignment has house backyards fronting Mapleview. This could permit the removal of the 2WLTl and the construction of a reduced median that could save up to 3 meters. • Since the cross-section has many contiguous lanes (three per direction) there are opportunities to reduce lane widths, 3.35m lanes may be possible. • There is also a possibility to remove the boulevards at the most constrained sections in order to reduce the overall impact. • The buffer for the bike lanes may also need to be removed and it may also be possible to create boulevard bike lanes instead. <p>Using some of these potential reductions in cross-section could render it possible to allow Mapleview to be widened without resulting in wholesale expropriation. However as mentioned before a design study is required to determine the ultimate cross-section.</p>
<p>13.3 Area Design Plans "Policy 9.4.2 d) requires the preparation of an Area Design Plan where development is inconsistent with the Master Plan in Appendix 9B. Policy 9.4.2 f) goes on to state that the area design plan shall be prepared "by the City or a consultant retained by the City at the applicant's cost." The landowners request that this policy be modified to allow the landowner's consultant to prepare the plan."</p>	<p>See Section 2.4</p>
<p>13.4 Dual Sidewalks – Landowners reiterate their concern that costs and impacts outweigh any benefits. Propose a compromise that dual sidewalks be required on arterial and collectors and only on local streets where:</p> <ul style="list-style-type: none"> • The street is a transit route • The street provides direct access to a school, shopping area, park or Village Square 	<p>As noted in our previous February Report, a key direction of Provincial policy is to encourage active transportation modes and "to create street configurations, densities and urban form that support walking, cycling, and the early integration and sustained viability of transit services" (Section 2.2.7.1 b) Growth Plan). This direction is also reflected in the City's Official Plan (e.g. Section 5.4.2.4, Active Transportation) and Council's</p>

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<ul style="list-style-type: none"> The street has a right-of-way width of greater than 18 metres. 	<p>Planning Principles for the Annexed Lands.</p> <p>The requirement to generally require sidewalks on both sides of the streets with certain exceptions is one initiative that supports pedestrian movement – placing a priority on the safety of the pedestrian over vehicular movement and the parking of vehicles. However the Plan also provides for the option of the submission of a pedestrian circulation plan to allow consideration for sidewalks on one side of some additional local streets.</p>
<p>13.5 Front Yard Parking Section 9.4.4.5 b) Design and Sustainable Development Policies, Parking. Sub-section b) permits only 10% of the required parking in the front yard.</p> <p>Comment: The landowners request that interim front yard parking be permitted in the front yard subject to completion of an intensification plan (as per Section 4.9.4) where future higher densities would preclude most parking in the front yard. In addition, the landowners request that the final built form – following the interim uses – be allowed a double row of parking in the front yard.</p>	<p>As noted in our February 2013 Report, interim development is permitted only in Mixed Use Nodes and Corridors which are located on major arterial roads. While the development is identified as interim, it is recognized that it may be in place for considerable time. Further, intensification may occur on undeveloped portions of a site rather than through replacement of the initial “interim” buildings. As a result it is important to achieve some basic design objectives for these areas as part of the interim development. Given the width of the roads where these designations are located, it is important to achieve a minimum building height and bring buildings up close to the street to ensure an enhanced pedestrian environment in the interim and ultimate development. The provision of parking in front of buildings would not allow the achievement of this objective. The current policy, which does provide some flexibility for minimal parking in limited circumstances, is appropriate and should be maintained. No change to the Secondary Plan is proposed in response to this submission.</p>
<p>13.6 Appendix 9A Update Secondary Plan location</p>	<p>Proposed Modification: Appendix 9A Update Secondary School location</p>
<p>13.7 Response to LSRCA Comments</p> <p>13.7a “No net loss” – object and note LSRCA Board passed motion BOD-175-12 that approved the Subwatershed Plans without the “not net loss” recommendation.</p>	<p>13.7a The City’s environmental consultants have reviewed the information provided and will not be adopting a “no net loss” approach outside of the NHS boundaries given the use of the Natural Heritage System approach.</p> <p>13.7b The Consultant Team concur that Section</p>

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<p>13.7b Potential Study Requirements – LSRCA requests that a list of potential studies be added to the submission requirements. Section 6.11 of the Official Plan contains a list of studies. In the case of the Secondary Plans "we were given clear direction that the boundaries of the Natural Heritage System are fixed, they include buffers and limits re not subject to adjustment side form minor dripline staking. ... The landowners support the firm delineation of the NHS limits, however, with this approach comes the expectation that additional scoped environmental studies would not be required."</p>	<p>6.11 of the Official Plan and Section 8.7.2 of the Hewitt's Secondary Plan contain a list of studies. At the same time, with respect to the Natural Heritage System, the boundaries are fixed and the only required study is the need to identify and stake the NHS boundaries. The only exception that may have to be addressed depending on the site relates to Species at Risk /Significant Wildlife Habitat as an approach to this issue was not able to be resolved with the Province through the background work.</p>
<p>13.8 Servicing/Stormwater Management Letter to be provided under separate cover.</p>	<p>See response in the Master Plan Consultation Report.</p>
<p>13.9 Revised Master Tertiary Plan – A revised Master Plan has been submitted which includes a number of revisions which "we believe are minor and generally consistent with the Master Plan." A request it made that the Master Plan be revised to reflect the landowners plan. If not the "landowners request confirmation from you that the changes are generally consistent with the Appendix 9B Master Plan."</p>	<p>The Tertiary Plan developed by the landowners has been reviewed and some changes made to Appendix 9B Master Plan to reflect the input. However, detailed review is required which should occur through the development review process before all the changes can be properly evaluated and considered and a determination made as to their appropriateness. Based on our initial assessment, this detailed review can occur in most cases as part of the review of applications for plans of subdivision</p>
<p>14. Watersand Construction Ltd. C/o Metrus Development Inc. Submission by KLM Planning Partners Inc. (Salem Secondary Plan)</p>	
<p>14.1 Affordable Housing Section 8.2.9.2 speaks to supporting affordable/special needs housing in conformity to the provisions of Section 3.3 of the Official Plan. We are very concerned with the restrictive nature and ability to conform to those policies and as such recommend that a new affordable housing policy be included within the Secondary Plan document.</p>	<p>Section 3.3 provides general direction for a City-wide approach to the provision of affordable housing consistent with the Provincial Policy Statement. No rationale has been provided for utilizing a different approach to the Annexed Lands and the current policy approach is recommended to be maintained.</p>
<p>14.2 Section 8.4.2 requires consultation with affected landowners to determine if plans of subdivision or other development plans are generally consistent with the Master Plan in</p>	<p>The intent of this section is to allow plans of subdivision applications to proceed expeditiously without having to prepare more detailed tertiary or area plans, provided such plans generally conform</p>

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<p>Appendix 8-11. Further, if it is determined the plans are not consistent than an area design plan will be required. We are concerned with this section in its entirety given that it relates to an appendix, which according to Section 8.8.6 does not form part of the Secondary Plan. Furthermore, we continue to have significant concerns with the design of the Master Plan as it is currently shown. It is our opinion that further clarity on what this Section of the Secondary Plan is trying to implement given the status of the appendix within the Secondary Plan document.</p>	<p>to the Master Plan. Subsection c) delineates this process. The intent is to limit the costs and time involved in the development process, while still ensuring the City achieves its objectives with respect to the development of the Annexed Lands.</p>
<p>14.3 Section 8.6.7.3 notes the conveyance of parkland for development or "redevelopment" to be conveyed based on the applicable land use. We are of the opinion that parkland or cash in lieu of parkland for lands which are being redeveloped for alternative uses do not fall within the confines of the Planning Act given that the property would have provided or paid for parkland at the time it was being developed. Therefore, we suggest the word "redevelopment" be removed from this section entirely.</p>	<p>As noted previously, City legal staff has advised that the current wording of the policy is appropriate and should be maintained.</p>
<p>14.4 Concern with dual sidewalks</p>	<p>See discussion in Section 2.7</p>
<p>14.5 As it relates to Appendix 8B we continue to have significant concerns with the current design of this plan based on the following:</p> <ul style="list-style-type: none"> • There continues to be far too many single loaded roads which as noted earlier is not efficient from a development standpoint or from a long term maintenance standpoint. As we have stated before, we are not opposed to open frontages in appropriate and strategic locations where it makes sense to include them however, this plan continues to excessive. This further confirms our concern noted above whereas we do not agree with the 50% open frontage requirement. 	<p>The intent of the Master Plan is to allow plans of subdivision applications to proceed expeditiously without having to prepare more detailed tertiary or area plans, provided such plans generally conform to the Master Plan.</p> <p>The intent is to limit the costs and time involved in the development process, while still ensuring the City achieves its objectives with respect to the development of the Annexed Lands. As identified in the policies, provided the plans of subdivision generally conform to the Master Plan there would be no need for an area design plan. However, unless Watersand anticipates some dramatic difference between the Secondary Plan/Master Plan, and their plans of subdivision, the issue identified should be resolved through the</p>

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	development process.
<p>14.6 Concern with minimum height limit in Mixed Use Nodes and Corridors. Request 4 metres for commercial buildings and 2 storeys for other development.</p>	See Section 2.11
<p>15A.1 Residential Lot. 260 Salem Road, Part S1/2 Lt 4 Con 11. Submission from Skelton Brumwell (Salem Secondary Plan) (December 31, 2012)</p>	
<p>15A.1 Indicates support for the Plan. Indicates that servicing may be requested at the time of the installation of sanitary sewer on Dunn Street.</p>	<p>AMEC, the City's consultant with respect to sanitary sewage, has advised that development along Salem Road at this location is serviced by sanitary sewers which would need to be extended from Essa and Athabasca easterly and then southerly though a proposed road corridor. Given the development in this area and the requirement for the extension of the sanitary sewers, the feasibility of extending water / wastewater servicing to these lands for the period 2021 to 2026 is confirmed.</p>
<p>15A.2 "The arterial road from Dunn to Salem should be eliminated to stop heavy traffic through a school zone and residential area. The roads from Veterans Drive and Salem Road through the Wight and Brown land would allow much better design and land use. We totally agree that water and sewer from Dunn Street, south to Salem should remain as planned. This would also have very little impact on the heritage land."</p>	<p>A key principle of the Secondary Plan and Multi-modal Active Transportation Master Plan is to maximize connectivity within the Secondary Plan Areas and between the Secondary Plan Areas the existing City. This includes the necessity for crossing of the Natural Heritage System. This connectivity promotes active transportation and gives additional alternatives for future public transport route organisation, two fundamental parts of the Plan.</p> <p>With respect to the issue of industrial traffic, a number of approaches are available to ensure that this does not occur, including another recommendation of the plan, the use of traffic calming techniques. Also trucking restrictions can be used to manage the impacts from the industrial area.</p>
<p>15B.3 Phasing "#1-The phasing line on Salem Road should be moved south and this will allow the small amount of land on the north and south side to be serviced by phase one sewer and water from the north as it</p>	<p>The Phasing Plan has been developed based on Planning and Servicing constraints. Sections of Salem Road have been included in Phase 1 for Employment Lands west of Veterans Way and for Residential Lands connecting to the existing</p>


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<p>flows in a northerly direction for this area. #2- Reconstruction of Salem Road would be complete in one step instead of construction 2 or 3 times. #3 -The small amount of residential land would not significantly change the population growth. #4- Changing the phasing line to the south of Salem Road makes good planning.”</p>	<p>systems in the Essa Road/County Road 27 area. The lands in question are not in either of these areas and the proposed phasing relates to natural extension of services. Salem Road will be upgraded as development proceeds. However, given the limited developable area and isolated nature of these lands the phasing line between Phase 1 and 2 can be moved to south of Salem Road.</p> <p>Proposed Plan Modification: Modify Schedule 8E to move the boundary between Phase 1 and 2 south of Salem Road.</p>
<p>15B. Residential Lot. Part S1/2 Lt 4 Con 11. Submission from Skelton Brumwell (Salem Secondary Plan) (December 31, 2012) (Salem Secondary Plan)</p>	
<p>Indicates support for the Plan.</p>	<p>Support noted.</p>
<p>16. Royal Lepage Realty/Salvatore and 1067 Big Bay Point Road (Hewitt's Secondary Plan)</p> <p>Also 1045 Big Bay Pt. Road, 1055 Big Bay Pt. Road, 1067 Big Bay Point Road</p>	
<p>"Having attended all of the Open Houses and discussing the justification of the Heritage designation of subject lands, it was stated that this was a carry over from the former Innisfil Plan and was under review.</p> <p>It should be noted that while within Innisfil boundaries, the subject lands were in a buffer zone and also a satellite area which was not included in the town's growth strategy. Therefore, "Heritage" aided in the prevention of another satellite development. However, this is not the case after being annexed into the City of Barrie since it is adjoining a development in progress.....</p> <p>The main issue is that the subject lands of in excess of 70 acres are definitely upland and very dry and does not encompass drainage issues</p>	<p>As indicated in the Master Plan Public Consultation Report, the lands in question have been designated core area within the Natural Heritage System. This 25.5 ha woodlot is dominated by Dry-Fresh Sugar Maple-Beech Forest and includes cultural plantation and cultural woodland. This core is entirely upland and one of the largest native upland forested blocks in the Annexed Lands. It is also in close proximity to the wooded areas to the north between Big Bay Point Road and the Lake Simcoe Shoreline. This woodland provides potential habitat.</p> <p>The area in question was surveyed during a specific field survey, a roadside survey, or from interpretation of air photography.</p> <p>There is no trunk sewer on Big Bay Pt. Road in this</p>

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<p>....even though they are treed with many aging and dying hardwoods which could present a safety hazard. The Hewitt's Plan has a quite obvious surplus of Heritage lands of which are all natural water courses, wetlands and ground water management ditches contributing to ground water management need – <u>the subject properties excepted.</u>"</p> <p>The submission also notes that:</p> <ul style="list-style-type: none"> • "it would be a financial waste to not take advantage of these lands since services will be already in place on" Big Bay Point Road and gravity flow would be available; • Development will generate tax revenue; • All the lots are 10 acres plus so there would be "little intrusion on their privacy and quiet enjoyment" if they did not want to develop; and, • Negative financial impact on existing land owners. <p>They propose "a further comprehensive review of the subject properties prior to the implementation of the Master Plan designating this area as "Natural Heritage"</p>	<p>area.</p> <p>The water and wastewater servicing follows a general north to south progression as the existing services are within the pre-2010 City boundary. Gravity systems for wastewater have been used where possible.</p>
<p>17. 95 Drury Lane, Barrie</p>	
<p>"Most facets of the master plan are excellent, I am concerned by the way high density nodes are defined, in particular the one focused on grove and bayfield intersection. At the moment this node is a crude circle that not only encompasses the intersection but a large chunk of Drury Lane. Drury Lane is a lovely old street with charm and character, and I am concerned to build high density housing on the top end of Drury Lane, which would be inappropriate. Parts of Grove Street and Bayfield would be ideal for 3-5 storey developments, but not Drury Lane. I would be grateful if you would take these concerns into consideration when drafting your final plan....."</p>	<p>The Schedule being referenced is Schedule I, Intensification Areas. No changes are proposed to this Schedule as part of proposed amendment to the Official Plan to implement the Growth Management Strategy. The Node designation at Grove/Bayfield therefore is already approved. However, through Schedule A, Land Use, more specific designations have been applied to this area. This Schedule is also generalized, but it would appear the lands designated as Mixed Use Nodes and Corridors front on Bayfield Street and do not extend as far to the east as Drury Lane. Further, it should also be noted that it was not the intent of the intensification initiative that all redevelopment in a node be in the form of apartment buildings. Rather higher density built form is to occur in close proximity to the</p>

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	intersection itself.
18.	Chula Vista, 390A Essa Road, Barrie, L4N 9J7 (Salem Secondary Plan)
18.1 Arterial Road from Dunn to Salem should not be included because heavy traffic should not go through a school zone; arterial road should not cross heritage lands; heavy truck traffic should not go through residential and institutional area; Wight and Brown farms can be better serviced with roads from Veterans Drive and Salem Road and better use of this land if this road is eliminated.	<p>A key principle of the Secondary Plan and Multi-modal Active Transportation Master Plan is to maximize connectivity within the Secondary Plan Areas and between the Secondary Plan Areas the existing City. This includes the necessity for crossing of the Natural Heritage System. This connectivity promotes active transportation and gives additional alternatives for future public transport route organisation, two fundamental parts of the Plan.</p> <p>With respect to the issue of industrial traffic, a number of approaches are available to ensure that this does not occur, including another recommendation of the plan, the use of traffic calming techniques. Also trucking restrictions can be used to manage the impacts from the industrial area.</p> <p>No change to the Secondary Plan is proposed to address this submission.</p>
18.2 Although the road should be eliminated, water and sewer services should remain as planned.	Comment noted.
18.3 On the attached schedule 8E outline the lands that should be in Phase 1 because drainage flows north for this area; all services go north in Phase 1; all servicing and reconstruction of Salem Road could be completed with the timing of Phase 1 therefore eliminating future reconstruction of Salem Road. At the very least the land on the north side of Salem Road should be included in Phase 1. The addition of this small portion of residential will not significantly change the population growth and provides good planning policy."	<p>The Phasing Plan has been developed based on Planning and Servicing constraints. Sections of Salem Road have been included in Phase 1 for Employment Lands west of Veterans Way and for Residential Lands connecting to the existing systems in the Essa Road/County Road 27 area. The lands in question are not in either of these areas and the proposed phasing relates to natural extension of services. Salem Road will be upgraded as development proceeds. However, given the limited developable area and isolated nature of these lands the phasing line between Phase 1 and 2 can be moved to south of Salem Road.</p> <p>Proposed Plan Modification: Modify Schedule 8E to</p>

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	move the boundary between Phase 1 and 2 south of Salem Road.
19.  812 Lockhart Road(Hewitt's Secondary Plan)	
<p>19.1 A site inspection conducted by LSRCA indicates that an area of 4.02 acres is outside the flood line. They would appreciate a further investigation of this parcel as they believe "that there should be water running through this portion of land...this water is not originating from our property but, rather, has been caused by grading changes that have been created by our neighbours.</p>	<p>AMEC, the City's Consultant with respect to this issue have advised that floodlines have generally been delineated using the currently available Digital Elevation Model (DEM) to provide consistency across the study area. Select landowners have submitted refined floodplain assessments based on site specific topographic survey; the current hydraulic models have been reviewed and updated where appropriate considering these assessments. However, the available DEM has remained as the base mapping used to delineate floodplains presented on the Secondary Plans, Master Plans and within the Drainage & Stormwater Management Master Plan. It is noted that the Regulatory floodplains presented in the above-noted documents have been prepared to support planning initiatives as part of the Annexed Lands studies and have not been adopted by the relevant agencies.</p> <p>The Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature at this time. No change to the Secondary Plan is proposed to address this submission.</p>
<p>19.2 "we have noted a proposed road at the back of our property. This road borders the north section of our property. We proposed that this road be shifted further south on our property and that the land on both sides of the road be deemed</p>	<p>The road pattern is still conceptual and the road can be shifted northerly once detailed plans are developed if required. However, the Natural Heritage System is well defined, and while some minor changes may be made in the boundary they</p>

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<p>residential, not protected land. The reason for this proposal is that we want to ensure that future residential development will be guaranteed on both sides of the road, benefitting us as the property owners. We have reflected on the current proposal and, as it stands, we do not see the advantage of consenting to a road on our property if the land immediately adjoining the road and within our property remains protected.”</p>	<p>will not be significant. The precise development pattern in this area will be refined as part of any development application which is submitted. No change to the Secondary Plan is proposed to address this submission.</p>

20., 113 Winchester Terrace(Hewitt's Secondary Plan)

<p>Advises that residents were told by developer that lands to the east were Environmentally Protected and would be preserved as an existing natural tree line and some residents paid a premium to abut on these lands. Advises that their understanding the Baywood Homes was fined for removing trees from this area and “forced to replant trees” If the City of Barrie thought it was important to protect the existing tree line and natural area five years ago, we are requesting your continued support.”</p> <p>Propose a number of ideas to address the issue: “1) We would like to see the Storm Water Management Pond (6561) relocated to the existing low spot on the farmer's field behind the homes located on Winchester Terrace south of Sovereigns Gate..... 2) We would like the lands behind the homes and townhomes on Winchester Terrace to remain in their current state as an existing tree line and become a protected buffer from future development and at the very least have the trees maintained and the residents assured they will not be cut down. This land, ranging in width from approximately 25-100 feet could be utilized as the start of a new trail system, beginning at the SWMP noted above and linking to the new park at the end of the street.” 3) We would like the existing forest located behind the townhomes on Winchester Terrace at Empire Drive to be protected and maintained in its natural state..... 4) We would also like the existing forest/tree line which links the new natural heritage system with</p>	<p>The lands to the east of the houses fronting on Winchester Terrace form part of a larger holding that is designated for residential development in the Secondary Plan. In general, there is no need to buffer existing residential uses from future like residential uses. The existing trees Mr. Laurin refers to do not fall within the Natural Heritage System (NHS) as defined in the NHS Report (NRSI 2012). However, in recognition of the concerns expressed, a special policy is proposed to be added to the Secondary Plan which recognizes that there is an existing tree line behind these homes and directs that the potential for protecting the trees immediately abutting the property line be considered as part of the review of any proposed plan of subdivision. The location of the proposed stormwater management facility will also be determined at that time. The existing trees located south-east of the intersection of Winchester Terrace and Diana Way are included in a School/Neighbourhood Park Area and will be considered as part of the development of that block.</p> <p>Proposed Plan Modification: That the following be added to Section 9.5.6 Residential Area and identified on Schedule 9C and 9E:</p> <p>“9.5.6.5 Defined Policy Area Rear of Homes on Winchester Terrace</p> <p>The existing row of trees immediately abutting to the east of, or on, the rear lot line of, the homes on Winchester Terrace in the Defined Policy Area shall</p>
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the new park and storm water management pond proposed at the bottom of Winchester Terrace, protected from development..."	be reviewed to establish measures for their protection as part of any application for a proposed plan of subdivision on the abutting lands."
21 926 Yonge Street(Hewitt's Secondary Plan)	
<p>21.1 Support the following designations:</p> <ul style="list-style-type: none"> • Mixed Use Nodes and Corridors (9A)designation • Yonge Mixed-Use Corridors(9C) • Development Phases (9E) 	Comment noted.
<p>21.2 Request that the symbol for Recreation Centre/Community Park/School be moved further west in the Schedules 9C, 9E and Appendix 9A and the designation of the use on Appendix 9B into Lot 13or Lot 14.</p> <p>They do not support the symbol at that location because Yonge Street is intended to have high and medium density mixed use with residential and commercial uses. "These are to serve as an anchor for commercial services in this area as well as providing higher density housing in close proximity to the GO Station and the Transit node in the Mayor's Transit Plan." The proposed uses are viewed as lower density uses and "have more flexibility for location... and should be located off of the Yonge Street corridor being accessed by the proposed mid block Major Collector Road....This location would also be consistent with the location of other similar campuses..."</p>	The Mixed Use Nodes and Corridors are intended to permit a range of uses, including institutional uses. The proposed Recreation Centre/Community Park/School is a major anchor use which is intended to be designed in a manner which contributes to the achievement of the goals for this important Node/Corridor Area. At the same time, as established in Section 9.5.8 of the Hewitt's Secondary Plan the designation is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration will be established in conformity with the policies of the Plan through the development review process. No change to the Secondary Plan is proposed to address this submission.
22. Sobey's Developments Limited Partnership Corner of Yonge and Maplevieview(Hewitt's Secondary Plan)	
<p>22.1 Interim Minimum Floor Space Index Section 4.9.4 permits a reduced minimum density for interim development. Sobeys has two concerns:</p> <ul style="list-style-type: none"> • "Policy appears to require a subjective justification as to when the reduced density would be permitted. Sobey's requests that all lands be permitted interim uses at a reduced FSI." • "Interim 0.3 FSI remains higher than what Sobeys feels can be reasonably achieved on 	The proposed site is in a key location at a major intersection adjacent to the GO Station. Any Site Plan for the commercial development will have to be very carefully reviewed to ensure that every attempt is made to maximize the efficient use of this site. However, generally the preliminary site plan illustrates a genuine attempt to find a balance between the typical suburban development form and the requirement for additional density as part of proposed interim development. There are changes which might increase the density on the site and

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<p>an interim basis in a suburban environment in Barrie.” A minimum interim FSI of 0.27 is requested on the basis that it “is considerably higher than Barrie has experienced in suburban commercial development in the past, while still allowing for reasonable development of the site in an interim state.” A proposed Site Plan is attached. It is also noted that this plan allows for sufficient parking to be provided given that structured or underground parking is not viable on an interim basis.</p>	<p>these should be considered through the development review process. However, a special policy permitting consideration of an interim FSI of 0.27 subject to that detailed review is proposed.</p> <p>Potential Modification: A new Defined Policy Area would be added to Section 9.5.4 Yonge Street Mixed Use Corridor and shown on Schedules 9C and 9E as follows:</p> <p>“9.5.4.4 Defined Policy Area 2 – Northwest quadrant Yonge Street and Mapleview Drive</p> <p>Notwithstanding the requirement in Section 4.9.4 Interim Uses for a minimum density of 0.3 FSI, for the lands shown on Schedule 9C in the northwest quadrant of Yonge Street and Mapleview Drive, the minimum density for a commercial development shall be 0.27 FSI.”</p>
<p>22.2 Urban Squares Does the urban square on the concept plan conform to the intent of the Secondary Plan?</p>	<p>Yes the proposed urban square conforms to the intent of the Plan in size and location.</p>
<p>22.3 Front Yard Parking Is the intent of the policy to solely restrict parking between the building and the street, or are parking areas beside buildings also restricted.</p>	<p>The intent of the policy is solely to restrict parking between the building and the street, recognizing that any parking at the street will be screened in accordance with the policies of subsection 8.4.4.5 a) and 9.4.4.5 b).</p> <p>Proposed Plan Modification: Add a new second sentence to Sections 8.4.4.5 and 9.4.4.5 as follows:</p> <p>“In addition, as many buildings as possible shall be encouraged to be located at the street line.”</p>
<p>23. BEMP Holdings 2 Inc. & BEMP Holdings 1 Inc. (Hewitt’s Secondary Plan)</p>	
<p>23.1 Road Widening: Schedule 9D-2 Street Widening Plan – Opposed to the 41 metres width of Mapleview west of Yonge Street.</p>	<p>See discussion in Section 13.2 b.</p>
<p>23.2 Front Yard Parking in Mixed Use Area Feel that 10% front yard parking significantly impacts on the design of the neighbourhood mixed use blocks. This would prohibit typical townhouse</p>	<p>See discussion in Section 13.5. However, the issue with townhouses and stacked townhouses is legitimate. Direct access would not be permitted on an arterial road, and such developments would</p>

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or stacked townhouse units that rely on parking in the front yard. Request a double row of parking in the front yard.	<p>be serviced by lanes. However, the potential for access on collector roads may be possible and certainly on local roads. The policy is proposed to be modified to address this issue.</p> <p>Proposed Modification: That Sections 8.4.4.5 and 9.4.4.5 be modified to add the following at the end of subsection b):</p> <p>“However, where ground related housing such as stacked townhouses and townhouses are proposed where there is direct access to the street, front yard parking may be permitted in accordance with zoning requirements for such residential development.”</p>
23.3 Mixed Use:Non-Commercial Building Height Requirement to build three or more storeys on the BEMP 2 lands fronting on Mapleview Drive East will negatively restrict the building types. Furthermore the owners question the viability along Lockhart Road.	See Section 2.11
24. LM Barrie Holdings Inc. and 2121191 Ontario Inc. (Hewitt’s Secondary Plan)	
Owners have a concern with minimum building height of 3 storeys in Neighbourhood Mixed Use Areas. Request change to 2 storeys.	See Section 2.11
25. Ruby Red Development Inc. (Salem Secondary Plan) North Side of Mackay Road	
25.1 Building Height Neighbourhood Mixed Use Requests minimum two storeys for residential buildigns	See Section 2.11
25.2 Proposes an alternative development layout which is their preferred option for development lands.	No rationale is provided for the proposed changes to the Master Plan. The proposed revisions significantly limit the provision of views and accessibility to the Natural Heritage System contrary to Section 8.4.4.2 of the Plan. They also reduce the size of the Mixed Use designation which potentially impacts on achievement of the population and employment forecasts. It is premature to incorporate any of the proposed changes into the Master Plan based on these issues. The policies of the Secondary Plan provide that development is to be generally consistent with the Master Plan, or the City will require preparation

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	of an area plan. Evaluation of the suitability of the proposed plan in relation to the Master Plan should occur through the development review process. No modification to the Secondary Plan proposed.
26. Erich Jacoby-Hawkins	
Requests that the Secondary Plan policy regarding the Secondary Plan policy so that it reads "... safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities " "This helps to clarify and define the full purpose of an active transportation and complete streets use.	Proposed Plan Modification: Sections 8.6.3.1 a) and 9.6.3.1 a) are proposed to be modified by adding the phrase "for people of all ages and abilities" after the phrase "vehicular movement" in the first sentence.
27. LM Barrie Holdings Submission from Eric Lawton and Jaime Shapiro	
Submission of rationale for addition of a small area of 23 hectares to Phase 1 including: <ul style="list-style-type: none"> • Planning principles • Engineering analysis; and, • Financial impact. 	The Phasing boundary for Hewitt's was developed based on the availability of servicing via a gravity wastewater system, in addition to planning considerations. There are physical constraints with Hewitt's that require a pumping station be introduced at the east limit of the Neighbourhood. The input received was carefully reviewed, but it was determined that the gravity system north of Mapleview Drive had been extended to the greatest extent possible, based on City of Barrie Design Standards.
28. Chippewas of RAMA First Nation	
Acknowledge receipt of circulation letter and that the letter has been forwarded to their solicitor for further review and response.	Comment noted.
29. Councillor Alex Nuttall	
"Section 9.5.4.3 of the Draft Hewitt's Secondary Plan affects the existing community of St. Paul's and states that no significant redevelopment is anticipated during the planning period. The policy applies to one specific section of the Youngs St. Mixed use corridor and could negatively impact the future potential of the area. There is no reason why this area should be targeted for such a policy when other parts of the Mixed Use Corridor will be able to develop and redevelop. The defined Policy Area serves no purpose, is unnecessarily restrictive, negatively impacts an important section of Youngs Street and should be deleted."	Section 9.5.4.3 is intended to reflect the unique character of this existing community which includes a number of heritage properties. The lands are included in the Yonge Street Mixed Corridor, and the policy does not restrict the type of development but indicates that "any permitted development be generally compatible with the existing surrounding community, while recognizing the potential for intensification particularly on the Yonge Street frontage." However, the wording can be modified to clarify its intent. In addition, a review of the extent of the overlay designation indicates that the

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	<p>boundary can be refined to focus on the older parts of the community.</p> <p>Proposed Plan Modifications:</p> <ul style="list-style-type: none"> • That Section 9.5.4.3 be modified to delete the sentence "Not significant redevelopment is anticipated during the planning period." • That Schedules 9C and 9E be modified to remove the southerly portion of the Section 9.5.4.3 Defined Policy Area.

Agency Input

A. Ministry of Municipal Affairs and Housing

General and Overall Comments

<p>A.1 "How will the Hewitt's and Salem Official Plan Amendments work with the parent Official Plan (OP) and the other secondary plans of the City of Barrie? The current OP does not list or link to the other approved secondary plans. Will these OPAs be stand-alone documents solely available on the City website?"</p>	<p>The February 2013 documents which were circulated establish the Secondary Plans as new sections to the Official Plan. They will be part of the Official Plan and will not be stand-alone documents. The Salem Secondary Plan will be Section 8 to the Plan and the Hewitt's Secondary Plan will be Section 9 to the Plan. No change is proposed to the other City secondary plans.</p>
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Key Issues

<p>A.2 "Appendix 9A and 8A.... refer to future land uses that have not yet been justified through a municipal comprehensive review.....Taking into account these lands have not yet been justified for Industrial/Business Park uses and Residential uses as per the Growth Plan and the Provincial Policy Statement (PPS), it is recommended that these appendices not be included in the OPAs. Further policies 8.2.5 and 9.2.5 reference Appendix 8A and 9A and should be removed."</p>	<p>The planning for the lands in the Secondary Plan areas was based on consideration of their ultimate development. This was an important factor in determining the preferred land use and transportation pattern, as well as in the preparation of servicing and transportation plans.</p> <p>It is recognized that development beyond 2031 cannot occur without a municipal comprehensive review. Sections 8.2.5 and 9.2.5 are intended to make this clear, while referencing the ultimate plan. This is similar to the intent of the Province in releasing revised population and employment numbers to the year 2041, while still prohibiting planning documents to establish plans beyond a twenty year horizon.</p> <p>The ultimate plans are in an appendix and do not form part of the Secondary Plan. The reference to the ultimate plans in Section 8.2.5 and 9.2.5 indicate they simply provide a "framework for consideration of future urban development.... as part of any review of the ...Secondary Plan and a</p>
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Agency Input	
	municipal comprehensive review....". No change is proposed to the Plans in response to the submission.
<p>A.3 "Growth Forecast to 2031 -Grow Plan policy 2.2.1.1 requires that population and employment forecasts contained in Schedule 3...be used for planning and managing growth in the Greater Golden Horseshoe (GGH). Policy 6.2.1 of the Growth Plan requires that in the application of the policies in the Growth Plan, in the Simcoe Sub-are, Schedule 7 will be applied instead of Schedule 3. Schedule 7 of the Growth Plan sets out forecasts to 2031 of 210,000 people and 101, 000 jobs for the City of Barrie.</p> <p>The City's Growth Management Study, Phase 4,5 and 6, May 2012 ('growth management study') states that the Annexed Area is expected to accommodate 39,300 people and 8,800 jobs to 2013. The total combined forecast to 2031 in the draft Hewitt and Salem Plans is approximately 40,850 people and 10,430 jobs which appear to be higher than the growth management study. It is unclear if this higher growth forecast distribution to the annexation lands would result in the City exceeding its overall growth forecast of 210,000 people and 101,000 jobs to 2031. Please confirm that the City's population and employment forecast as distributed to the annexation lands and within the "old" City municipal boundary, is in conformity with the Growth Plan's forecast in Schedule 7."</p>	<p>The population and employment forecasts for the Annexed Lands were prepared in consultation with the City's Growth Management Study consultant. It is anticipated that the overall City population and employment numbers will continue to meet the Growth Plan forecasts and these forecasts will continue to be reflected in the Official Plan.</p>
<p>A.4 "Natural Heritage Policies - The Ministry appreciates the City of Barrie's undertaking in protecting the natural features and areas within the ... Secondary Plans through a Natural Heritage Systems (NHS) approach. The NHS approach is encourage d in the PPS ...however it does not exempt municipalities from considering and protecting the full suite of policies of section 2.1 of the PPS. The Ministry of Natural Resources (MNR) has brought forward concerns with the NHS throughout the process. MNR continues to have significant concerns of the process of identifying core areas and the limited field work to address significant wildlife habitat and the significant habitat of endangered and threatened species for the large geography that covers the secondary plans. The NHS cannot on its own address the identification and protection of the significant habitat of endangered and threatened species. Policies need to be added to the....Secondary Plans OPAs to ensure they are consistent with policy 2.1.3 and 2.1.6 of the PPS.</p> <p>In regards to significant wildlife habitat, the NHS</p>	<p>Through discussions with MNR, it was apparent that it would not be possible to resolve issues related to significant wildlife habitat and the significant habitat of endangered and threatened species at the level of the Secondary Plans, but that resolution of such issues would have to occur at the plan of subdivision or site plan stage. Section 6.11 of the Official Plan, which is referenced in Sections 8.7.2 and 9.7.2 allows the City to require the necessary studies to address this issue as part of an application. However, for clarification purposes, modification of Sections 8.7.2 and 9.7.2 in a manner similar to that suggested by the Province is proposed.</p> <p>Proposed Plan Modification: Add the following at the end of Sections 8.7.2 and 9.7.2:</p> <p>"In addition, development and site alteration shall not be permitted in significant habitat of endangered or threatened species and the City will require an Environmental Impact Statement prepared to the City's satisfaction to determine the location of significant habitat of endangered and</p>

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Report (September 2012) discussed further works or areas that could be subject to further studies. The OPAs to not identify these areas or build in any other requirements or triggers for Environmental Impact Study to identify and/or protect significant wildlife habitat. The NHS land use designation and the policies of the OPAs do not fully address significant wildlife habitat as per policy 2.1.4 of the PPS and the recommended approach of the Ministry's Significant Wildlife Technical Guide and the Natural Heritage Reference Manual. Further, it remains unclear how the recommendations of the outstanding areas of the NHS Report have been addressed in the OPAs. The Ministry suggests adding the following to policies 8.7.2 and 9.7.2:

Notwithstanding the above, development and site alteration shall not be permitted in significant habitat of endangered or threatened species and the City will require an Environmental Impact Statement prepared to the City's satisfaction to determine the location of significant habitat of endangered and threatened species. Development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated that there is no negative impacts on the natural features and their ecological functions through an Environmental Impact Statement prepared to the City's satisfaction."

threatened species. Development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated that there is no negative impacts on the natural features and their ecological functions based on an Environmental Impact Statement required by the City and prepared to the City's satisfaction."

A.5 "Lake Simcoe Protection Plan (LSPP) Policies
–The policies listed in Hewitt's OPA, 9.3.7 and Salem's OPA, 8.3.7, appear to be a comprehensive list of all the applicable LSPP policies for the subject lands. The subject lands were not part of an existing settlement area at the time the LSPP came into effect (June 2, 2009), therefore LSPP policies 6.20 to 6.29 apply to the subject lands, as well as 6.36, 6.40, and 6.45. Please refer to the LSPP for reference.

- The policies of Sections 8.3.7 and 9.3.7 are not intended to be all inclusive. However, reference to Sections 6.36 and 6.40 could be added to the Plans given the potential groundwater recharge areas in the Plan Areas. However, the policies of 6.20 to 6.26 have been addressed through the Secondary Plan delineation of the NHS and it would be confusing to specifically reference them in this context. Nevertheless, given the comment from MMAH it is suggested that this fact be clarified in the policy.

Proposed Plan Modifications:

- The addition of a new subsection c) to Sections 8.3.7 and 9.3.7, as follows:
"an application for major development as defined by the LSPP within a significant groundwater recharge area subject to LSPP policies 6.36 –DP and 6.40-DP."
- The addition of the following new sentence at the end of Sections 8.3.7 and 9.3.7:
"The policies of Sections 6.21-DP to 6.26-DP of the LSPP, have been addressed in

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<p>The NHS is intended to include all buffers for various features; however, the buffers utilized in policies 9.3.2.1 (b) of the Hewitt's Secondary Plan and 8.3.2.1 (b) of the Salem Secondary Plan is not consistent with the LSPP. Policy 6.24-DP of the LSPP requires a minimum 30 metre vegetation protection zone for all key hydrological features and key natural heritage features, or larger if determined by a natural heritage evaluation. To off the best protection for these features and their functions, a minimum 30 metre buffer for those areas that are considered key natura heritage features and key natural hydrologic features in accordance with the LSPP should be mapped as part of the NHS and the identified policies should be strengthened to be consistent with the LSPP."</p>	<p>the Secondary Plan through the establishment of the Natural Heritage System."</p> <ul style="list-style-type: none"> As detailed in the NHS Report (NRSI 2012), specifically Section 7.5, the NHS is based on core areas and is not premised on the identification of significant woodlands. The key difference between the 30m in LSPP is that this plan approaches woodlands as isolated features not part of a system, and require that the woodland be significant. In the system-based approached used for the NHS, woodlands do not need to be significant to be included in core areas, and since these woodlands are part of a diverse and connected core, a 10m buffer from woodlots is sufficient.
<p>A.6 "Stormwater Management Facilities - Within the Lake Simcoe Watershed, LSPP policy 6.23 – DP(e) states that development or site alteration is not permitted within a key natural heritage feature, a key hydrologic feature and within the related vegetation protection zone except in relation to specific activities including retrofits of stormwater management works, but not new stormwater management works. Hewitt's Secondary Plan policies 9.3.4 (h) and 9.3.6 and Salem Secondary Plan policies 8.3.4 (h) and 8.3.6 permit the development of new Stormwater Management Facilities within the NHS buffer for core areas, as well as Natural Linkage Areas and this is not consistent with the LSPP. Therefore, this policy should be removed.</p> <p>Outside the LSPP, the PPS provides direction for natural heritage systems under policy 2.1.2.... The development of Stormwater Management Facilities is not recommended within any parts of the NHS to provide a consistent approach to the NHS across the two OPAs."</p>	<p>The LSPP does not permit new Stormwater Facilities within a key natural heritage or hydrologic feature and related vegetation protection zone. The policies of the Secondary Plans relate to locations in buffers to the entire Natural Heritage System not to individual natural heritage or hydrologic features. The buffer to the NHS may be the same as a vegetation protection zone around a feature but it also may not be related to a specific feature. Wording to reflect that fact is suggested. In addition, while the objective of consistency across the NSH is preferred, it is not essential and given that that is the only reason provided for not differentiating between the two parts of the NHS the current policies are proposed to be maintained for those lands in the Salem Secondary Plan outside the LSPP.</p> <p>Proposed Plan Modification: Add the following new sentence at the end of Sections 8.3.6.1 and 9.3.6.1:</p> <p>"Further, retrofits of existing stormwater management works (ie. improving the provision of stormwater services to existing development in the watershed where no feasible alternative exists) shall be permitted, but notwithstanding the foregoing, no new stormwater management facility shall be permitted in the Lake Simcoe Watershed, in any key natural heritage feature, key natural hydrologic feature or related vegetation protection zone."</p>
<p>A.7 "Rural Area Designation and Non-Agricultural Uses - The proposed Rural designated lands presently lie within a Special Rural designation as per the Town of Innisfil's Official Plan. These lands</p>	<ul style="list-style-type: none"> A comprehensive Agricultural Impact Assessment was carried out as part of the background research on which the Secondary Plans were developed. The Study Area for the

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were considered to be representative of prime Agricultural lands as per the PPS. Since justification has been provided to utilize a portion of this area for urban development the remaining Rural designated lands should be designated as either Special Rural or Agricultural until such lands are justified for urban development. Consequently it is recommended that wherever "Rural" is referenced be replaced with "Special Rural" or "Agricultural"....

In addition to the Settlement Area Boundary expansion policies of the Official Plan (Section 3.1.2.4) the City needs to include policies to address Section 2.3.5 of the PPS regarding removal of land from Prime Agricultural Areas in both Hewitt's and Salem Secondary Plans to be consistent with the PPS.

Non-agricultural uses, such as education facilities, community facilities, and public facilities are not permitted on prime Agricultural designated areas as per Section 2.3.5.1 c) of the PPS. The following changes are recommended to address this:

- "Special Rural" or "Agricultural" be added before "Natural Heritage System" on Hewitt's policy 9.5.2 and Salem's Policy 8.5.2; and,
- "except within designated Special Rural Areas" or "except within Agricultural designated areas" be added after "in any designation" to policies 9.7.3.4 (a) and 8.7.3.4 (a).

Growth Plan policy 2.2.9 provides direction for when development outside of settlement areas may be permitted. Growth Plan policy 2.2.2.1 (i) requires that population and employment growth will be accommodated by directing development to settlement areas, except where necessary for development related to the management or use of resources, resource based recreational activities and rural land uses that cannot be located in settlement areas."

Assessment included all of the lands in the Secondary Plans. It concluded that:

"It was determined that the Annexed Lands are located in an area of transition. This area of transition incorporates many attributes including: a change in land use from the large agricultural lands to the south to the small residential properties identified in areas of linear development.

Given the geographical location of these lands, it is the conclusion of this study that any development in the Annexed Lands can be done so with orderly fashion from the agricultural perspective and will have minimal impact on the surrounding agricultural activities."

Given the location of the lands and their identification as an area of transition a designation as "Special Rural" appears more appropriate than a designation as "Agricultural".

Proposed Plan Modification: That the "Rural Area" designation be renamed "Special Rural Area on Schedules 8A, 9A,8C, 9C,8E, 9E, Appendix 8A, Appendix 9A, Appendix 8B and Appendix 9B and in the text of the Secondary Plans, as well as in the text and schedule of the Official Plan Amendment."

- Section 3.1.2.4 of the Official Plan establishes the policies for expansion of the Settlement Boundary and these include policies related to agricultural lands. It is preferable to establish all the criteria for Settlement Boundary Expansion in one section of the Plan to ensure clarity in interpretation.
- Sections 8.5.2 and 9.5.2 permit certain land uses in all designations, with the exception of the Natural Heritage System. The proposed change would also prohibit these uses "as of right" in the Rural designation. However, the majority of the uses are appropriate "as of right" in the Rural designation including such uses as accessory uses, forest, fish and wildlife management and flood and erosion control projects. It is more appropriate to identify those uses which should not be permitted as of right in the Rural Area including educational facilities, and to limit group homes and emergency housing to existing buildings.

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	<p>Proposed Plan Modifications: Add</p> <ul style="list-style-type: none"> • the phrase “with the exception that such uses shall not be permitted in the Special Rural Area designation except in existing buildings or structures or additions thereto” at the end of Sections 8.5.2 h) and 9.5.2 h); and, • the phrase “provided that such uses are located in existing buildings or structures or additions thereto” at the end of Sections 8.5.2 j) and 9.5.2 j). • Sections 9.7.3.4 (a) and 8.7.3.4 (a) relate to public uses and reflect the fact that legally such facilities are permitted in all designations. It is more appropriate for clarity to retain the direction.
Technical Modifications and policy considerations	
<p>A.8 LSPP Policies – “Sections 8.3.10 b) and 9.3.10 b) should be changed to “the ...<u>quality and quantity</u> of the groundwater <u>in these areas</u> and the function of the recharge <u>areas</u> will be protected, improved and restored” to be consistent with the LSPP.”</p>	<p>Proposed Plan Modification: Generally, in accordance with the changes as noted.</p>
<p>A.9 Woodlands – Within the study areas several large blocks of plantations that would add to the core areas and connectivity are excluded from the NHS Areas. The MNR’s Natural Heritage Reference Manual, Section 7.3.2 states that “Generally plantations (excluding fruit orchards and Christmas tree plantations) are recognized as investments made with the objective of forest restoration and can be considered to be woodlands.” Some of the excluded blocks are currently or formerly Simcoe County Forests and have a long history of establishment and management, as a result these plantations are quite advance along the path of restoration to more natural hardwood and mixed forest type.</p> <p>The larger woodland areas excluded from the NHS on the basis of their plantation status should be considered as part of the NHS. The Ministry recognizes however that the Natural Heritage Reference Manual is a technical document to aid municipalities in identifying significant features and that it is the municipalities’ responsibility to identify and determine criteria and approaches to protect significant woodlands.</p> <p>To be consistent with the LSPP, all key natural heritage features should be protected from</p>	<p>The City’s environmental consultant has reviewed the information provided. As detailed in the NHS Report (NRSI 2012), specifically Section 7.5, the NHS is based on core areas and is not premised on the identification of significant woodlands. Specific plantations that were not included in the NHS are discussed under the section pertaining to the core areas. Areas outside the NHS that may require further surveys at later stages in the planning process are only with respect to the identification of the habitat of endangered species and significant wildlife habitat.</p>

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<p>development. Woodlands in the LSPP are defined as treed areas, woodlot or forested areas other than cultivated fruit or nut orchard or a plantation established for the purpose of producing Christmas trees (ORMCP). The only exception in the LSPP regarding plantations specifically pertains to mineral aggregate operations and wayside pits and quarries (6.42 (c) LSPP) and would not be applicable to this undertaking.</p> <p>Although the OPAs refer to the appropriate LSPP policies, it is recommended that the woodlands that are protected through the LSPP, that are outside the NHS, be identified in the Official Plan Schedule or alternatively incorporated into the NHS.”</p>	
<p>A.10 Specific Natural heritage Policy Comments. Policies 9.3.3.1 (b) of the Hewitt's Secondary Plan and 8.3.3.1 (b) of the Salem Secondary Plan allow for minor modifications of core areas. Provincially Significant Wetlands are included as core areas of the NHS. Any modifications to their boundary should involve MNR as the approval authority for these Provincially Significant Wetland boundaries. Further detail should be added to this policy concerning no minor adjustments for core areas with provincially significant wetland features without a seeped EIS or field survey by a qualified individual using the Ontario Wetland Evaluation System to confirm the boundary of the Provincially Significant Wetland.</p> <p>It is unclear what is meant by "existing" in policies 8.3.4 (c) of the Salem Secondary Plan and 9.3.4 (c) of the Hewitt's Secondary Plan. Are these meant to be uses existing today?</p> <p>Policies 9.5.3.1 (d) of the Hewitt's Secondary Plan and 8.5.3.1 (d) of the Salem Secondary Plan permit passive recreational uses including pathways in the NHS. The primary purpose of a NHS is to maintain, restore and where appropriate, improve</p>	<ul style="list-style-type: none"> The intent of this policy is very clear that the modifications are minor and are not to negatively impact the NHS. The current policy references the need to consult with the Conservation Authority on this issue. The Ministry of Natural Resources can be added as an approval authority where the boundary is adjacent to a Provincially Significant Wetland. <p>Proposed Plan Modification: That the following new sentence be added at the end of Sections 8.3.3.1 (b) and 9.3.3.1 (b): “Further, any minor modification which might result in a change to the boundary of a Provincially Significant Wetland shall require approval of the Ministry of Natural Resources based on the submission of studies required by that Ministry.”</p> <ul style="list-style-type: none"> Existing means legally existing uses as of the date of the adoption of the Secondary Plan. A definition of the term “existing” is proposed to be added to the Secondary Plans. <p>Proposed Plan Modification: That the following be added to Sections 8.8.7 and 9.8.7:</p> <p>“Existing</p> <p>Existing uses are legally existing uses as of the date of adopt of the Secondary Plan.”</p> <ul style="list-style-type: none"> While the primary purpose of the NHS is to protect a linked natural heritage system, the location of such a system in an urban area will result in human activity. The intent of the policies is to recognize that fact and to ensure that such activity occurs in a manner which is

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natural features (PPS policy 2.1.2). not to provide for recreation opportunities. Sensitive features and areas may not be appropriate for recreational use without negative impacts on the feature and its functions, such as rare plants. Policies 8.3.4 (g) in the Hewitt's Secondary Plan and 9.3.4 (g) in the Salem Secondary Plan further permit the development of "low intensity recreational uses that require very little terrain or vegetation modification...." but does not trigger the requirement for an EIS to determine if it meets the tests of PPS policy 2.1.4, 2.1.5 and 2.1.6). The NHS should not be misinterpreted as a parks system; it appears this goal is not consistent with the intent of an NHS. It is recommended that these policies be strengthen to provide greater clarity regarding the development of passive recreational uses while still meeting the primary purpose of the NHS.

Policy 8.7.4 (c) and 9,7.4 (c) requires that all development be monitored to ensure that the health of the natural heritage system is being maintained and enhanced. Please clarify how this will be carried out.

compatible with the intent of the NHS. This is clear in the detailed policies in Sections 8.3.4 g) and 9.3.4 g) which state that not only should low intensity recreation uses require very little terrain or vegetation modification but that the uses be "located to maximize protection of features". We note that the policy wording for section 8.3.4 g) and 8.3.4 g) provides specific direction with respect to the protection of features. However, otherwise it is taken directly from Section 6.23-DP of the LSPP which prohibits development or site alteration within key natural heritage features, key hydrologic features and related vegetation protection zones except in relation to a number of specific uses including "low intensity recreational uses that require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following:

- i. non-motorized trail use;
- ii. natural heritage appreciation;
- iii. unserviced camping on public and intuitional land; and,
- iv. accessory uses for existing buildings or structures."

Given that the policies of the Plan provide the City the option of requiring an EIS as part of an application, and the direction in the policy with respect to the protection of features, it is unnecessary to provide specific direction in this policy with respect to an EIS. However, to clarify the relationship of passive recreation to the NHS, it is proposed that the Goals for the NHS in Section 8.5.3.1 d) and 9.5.3.1 d) be modified to reflect the relationship.

Proposed Plan Modification : That Sections 8.5.3.1 d) and 9.5.3.1 d) be modified as follows:

"To provide the opportunity for passive recreation uses, including pathways, in the natural heritage system, if such uses occur in a manner which is compatible with the long term sustainability of the system within the urban context."

The details of the program have not been determined. However, with it will reflect the directions provided with respect to monitoring in the City of Barrie Annexed Lands Natural Heritage System Report prepared by NRSI.

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<p><u>A.11 Growth Plan for the Greater Golden Horseshoe</u> Please ensure the Growth Plan is properly referenced as the "Growth Plan for the Greater Golden Horseshoe".</p> <p>Please replace all references to population and/or employment "targets" with "forecasts".</p> <p>Please clarify Policy 7 of the General OPA which states "it generally follows the City boundary except in the Salem and Hewitt Secondary Plan Areas:</p>	<ul style="list-style-type: none"> • The City's Official Plan, as is appropriate, identifies the Growth Plan for the Greater Golden Horseshoe in Section 1.3 and then abbreviates the title to Growth Plan. The reference to Growth Plan in the amendments follows the introduction of the abbreviated form and is appropriate in that context. <p>Proposed Plan Modification: Replace all references to population and/or employment "targets" with the term "forecasts".</p> <ul style="list-style-type: none"> • The current sentence indicates that the settlement boundary is the City Boundary. That will no longer be the case because the settlement boundary in the Annexed Lands is a line within the City Boundary. The boundary follows a boundary established for growth to 2031. <p>Proposed Plan Modification: Modify Item 7 of the General OPA so that the proposed new sentence in Section 3.1.2.4 reads as follows: "The settlement area boundary is shown on Schedule A- Land Use of this Plan. The settlement area boundary generally follows the City boundary except in the Salem and Hewitt Secondary Plan Areas where it follows a boundary which will accommodate forecasted growth to the year 2031 as identified on Schedule A."</p>
<p><u>A.12 Minimum Intensification and Density Targets</u> Growth Plan policy 2.2.3.1 requires that by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each single-tier municipality will be within the built-up area. Growth Plan policy 2.2.4.5 requires that the Downtown Barrie Urban Growth Centre (UGC) will be planned to achieve, by 2031 or earlier, a minimum gross density target of 150 residents and jobs combined per hectare. Growth Plan policy 2.2.7.2 requires that the designated greenfield area of each single-tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare. It is unclear how a higher distribution of growth forecasted to the annexation lands will impact the City's ability to achieve its Growth Plan targets. Please confirm that the City will plan to achieve the minimum intensification</p>	<ul style="list-style-type: none"> • Section 3.1.2.3 of the Official Plan establishes policies with respect to density and intensification. No change is proposed to those targets and the City is continuing to plan to achieve the targets.

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<p>target, and the minimum density targets for the designated Greenfield area and the UGC as per the Growth Plan.</p> <p>Policy 8.4.5 of the Salem's Secondary Plan and 9.4.5 of the Hewitt's Secondary Plan should include a statement that, notwithstanding what initial development occurs, the City shall ensure that density targets in the policy 8.2.8 and 9.2.8 are met.</p> <p>Policy 8.5.9.3 (a) and (b) of the Salem Secondary Plan and 9.5.6.3 (a) and (b) of the Hewitt's Secondary Plan should ensure that this particular mix of planned residential densities (in particular, the proposed minimum densities) would not limit its ability to plan to achieve its minimum density target.</p> <p>Policy 9.5.4.1 (a) of the Hewitt's Secondary Plan should consider how the development of large format retail within the Yonge Street Mixed Use Corridor could potentially impact its ability to plan to achieve its minimum density target.</p> <p>Please clarify how policy 4.9.4 of the General Growth Management OPA will ensure that the city meets its overall density targets with the OP's planning horizon if density standards are not achieved.</p>	<ul style="list-style-type: none"> Proposed Plan Modification: The proposed modification of Sections 8.4.5 and 9.4.5 to address this request is by modifying the second sentence as follows: "However, it is recognized that the initial development will not necessarily reflect the ultimate built form, <u>although the City will work to ensure that the density target of Section 8.2.8 is achieved.</u>" The mix of planned densities has been considered through the design of the Master Plan to ensure that the minimum density target can be achieved. The issue of commercial development was a major issue in the consideration of the policies for this area. The policies have been designed to address the issue of achievement of the density target. The policies for the Mixed Use Nodes and Corridors establish minimum densities which new development will have to achieve. The intent is that this base number will allow overall targets to be met between development that meets the minimum and other development that exceeds it.
<p>A.13 Urban Growth Centre ("UGC") Growth Plan policy 2.2.4.5 as cited above, sets out a specific gross density target for the Downtown Barrie UGC. The City's growth management study states that: "based on minor necessary adjustments to the boundary of the UGC, the developable area is 156 ha and encompasses the gross area of 201 ha less the Water Pollution Control Centre property, natural areas and public open spaces". Based on this statement, it is unclear if the City's calculation of the UGC minimum gross density is based on the gross or developable land area. Please clarify this point further moving forward.</p> <p>While the mapping in Schedule I of the General Growth Management and Related Amendment appears to show a smaller gross area for the urban growth centre than the City Official Plan, 2011, a</p>	<ul style="list-style-type: none"> The calculation is based on developable land area. Proposed Plan Modification: The note on Schedule I is proposed to be modified to reflect the smaller area.

<p>Agency Input</p> <p>gross area of 200 hectares is still indicated in this schedule. Please ensure that any minor necessary adjustments in delineating the UGC boundary to reflect a smaller gross area (i.e.156 hectares) are implemented in the growth management amendment</p>	
<p><u>A.14 Minimum Density Target for the Designated Greenfield Area</u></p> <p>Growth Plan policy 2.2.7.3 requires the density target will be measured over the entire designated greenfield area of each single-tier municipality, excluding the features identified in policy 2.2.7.3 in any applicable official plan or provincial plan, and where the applicable provincial plan or policy statement prohibits development in these features.</p> <p>The City's growth management study estimates that of the total annexation land area of 2,293 hectares, approximately 931 hectares will be required to accommodate the City's growth forecasted to 2031. This study also states that the 931 hectares does not "take into account the natural heritage system...and major infrastructure". It is unclear from this statement if the City is considering excluding additional features from its minimum density target calculation other than what is required in policy 2.2.7.3 of the Growth Plan, please clarify.</p>	<p>The definition of developable land in the Secondary Plans which forms the basis for the density calculation is based on the definition accepted by the Province in a number of Official Plans, in particular the Region of York Official Plan, where the definition has been approved by the Ontario Municipal Board.</p>
<p><u>A.15 Potential Housing Units</u></p> <p>In section 6 of the Growth Management Amendment, the potential housing unit yields to 2031 within the "old" City municipal boundary and the annexation lands appear to be consistent with the City's growth management study. However, the City appears to have distributed a higher growth forecast to 2031 to the annexation lands than the City's growth management study. Please clarify why the population forecast is distributed differently in draft Hewitt and Salem Plans than in the City's growth management study, while the potential housing unit yields appear to be consistent</p>	<p>Proposed Plan Modification: This is an oversight and is proposed to be corrected.</p>
<p><u>A.16 Cultural Heritage Policies:</u></p> <p>The Official Plan does not currently speak to a potential exemption of parking requirements for heritage resources. The draft secondary plans include general parking requirements in Section 9.4.4.5. The City may wish to include in this section a statement that Council shall, when appropriate for specific development proposals, consider excluding</p>	<p>The suggestion is appropriate. However, the referenced section relates to urban design considerations. The policies on Parking in Sections 8.6.3.5 and 9.6.3.5 are a more suitable location for the introduction of this direction.</p> <p>Proposed Plan Modification: It is proposed that subsection c) of Sections 8.6.3.5 and 9.6.3.5 be</p>

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<p>designated heritage resources from the parking requirements of the Zoning By law or the Secondary Plan to facilitate the retention of those heritage resources.</p>	<p>modified by the addition of the following sentence at the end of the subsection: "In addition, the City at its discretion may exempt heritage properties or other uses considered of significance to the City from all or a portion of the parking requirements and the payment of cash-in-lieu of parking."</p>
<p>A.17 Special Needs Housing Policy 8.5.9.2 of the Salem Secondary Plan and 9.5.9.2 of the Hewitt's Secondary Plan restrict assisted and special needs housing to major collector and arterial roads. This would appear to contradict policy 4.2.1 of the OP which allows these uses throughout all residential designations.</p>	<p>The Secondary Plans can be more specific in their directions, as is the case in this situation.</p>
<p>A.18 Transportation Policies Both the Salem and Hewitt's Secondary Plan fail to address Section 3.2.3 of the Growth Plan requiring public transit to be the first priority for transportation infrastructure planning and major transportation investments. Please modify the Hewitt's and Salem Secondary Plans to conform to Section 3.2.3 of the Growth Plan.</p> <p>Policy 8.3.5 (Infrastructure) of the Salem Secondary Plan notes "use non-standard cross-sections designed to minimize impacts on the natural environment and keep to the minimum width possible". The Ministry of Transportation (MTO) requires all provincial facilities to be designed and constructed to MTO design standards. The standards must be applied for operational and safety considerations.</p> <p>Policy 8.5.4.4 (Land Use Policies) of the Salem Secondary Plan notes the consideration of bike paths and enhanced treatments along McKay Road. Should these types of treatments or bike</p>	<ul style="list-style-type: none"> • This type of general direction is a Citywide direction and should be in the Official Plan. The policies in the Secondary Plans already make it clear that the "City streets are to be planned and developed as multi-modal transportation corridors" to accommodate pedestrian, bicycle, transit and vehicular movement. Further, the policies indicate that the City "shall work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services." <p>Proposed Plan Modification: To address this direction, it is proposed to modify Section 5.4.1 (c) of the Official Plan by adding at the end of the section the following new sentence: "Public transit would be a first priority for transportation infrastructure planning and major transportation investments where financially feasible."</p> <ul style="list-style-type: none"> • It was not the intention that this would apply to Highway 400 or other Provincial facilities, however, the section can be clarified. <p>Proposed Plan Modification: By the addition of the following phrase after the word "utilities" in Section 8.3.5: " with the exception of any provincial infrastructure facilities"</p> <ul style="list-style-type: none"> • Comments are noted and City staff and consultants are aware of the requirement and have taken it into consideration in the

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<p>facilities be considered for infrastructure within the ministry's Right of Way (ROW)/Controlled Access Highway (CAW), MTO endorsement and design requirements will be required.</p> <p>Policy 8.6.3 (Transportation) of the Salem Secondary Plan flags a number of items:</p> <ul style="list-style-type: none"> - As McKay Road is identified as an Arterial Road, this section notes that arterial roads are identified to provide a max 7 lanes and a ROW of 41 metres. MTO would like to know what cross section configuration is accommodated by these criteria (e.g. what lane widths, etc.)? Please note that infrastructure within the ministry's Controlled Access Highway must meet MTO design requirements - e.g. 3.75m lane widths, etc. - MTO's minimum intersection spacing requirement must be maintained. The north-south road intersecting McKay Road immediately east of Hwy. 400 at the proposed new McKay Road IC (shown in Schedule 8 diagrams) must provide enough spacing for the proposed IC ramps so not to create operational or safety issues. 	<p>preparation of the Transportation Master Plan. City staff and consultants have worked with MTO with respect Transportation Master Plan.</p>
<p>A.19 Land Use Compatibility</p> <p>Sections 8.4.5 of the Salem Secondary Plan and 9.4.5 of the Hewitt's Secondary Plan should include policies to address concerns associated with land use compatibility within the mixed use nodes and corridors and adjacent to their surrounding areas. In addition, the City should consider whether day care and day nursery uses are appropriate in all designations (e.g. Industrial/Business Park designation}, as outlined in policies 8.5.2 (h) of the Salem Secondary Plan and 9.5.2 (h) of the Hewitt's Secondary Plan.</p>	<p>Policies are provided in the Official Plan with respect to Mixed Use Nodes and Corridors that address urban form. The land uses within the Mixed Use Nodes and Corridors are inherently compatible. Development adjacent these areas have been located to minimize conflicts in accordance with the Master Plans. Consequently, no additional policy direction is required. The option of providing day care for employees should be available in Industrial/Business Park areas.</p>
<p>A.20 Waste Disposal Site Policies</p> <p>Waste management policies should be developed for Sections 8.0 and 9.0 for all operating and non-operating waste disposal sites, including policies regarding development within 500 metres of their D-4 Assessment Areas. Two waste disposal sites exist within and adjacent to the areas of Hewitt's and Salem Secondary Plans (Please see Appendix A). One site is located on the south 1/2 of Lot 21 Concession 11 depicted by a red circle. This site has Certificate of Approval # A252210 for a waste disposal site that was reportedly closed on March 1, 1987. This site is located along the 20th Side road adjacent to the Hewitt's Secondary Plan; however, the 500 metre D-4 Assessment Area includes part of the Hewitt's Secondary Plan. An additional approved waste disposal site, currently owned by The Ministry of Transportation (MTO), is</p>	<p>Proposed Plan Modification: Appropriate policies and designations can be added to the Plans to recognize two waste disposal sites.</p>

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<p>located near the corner of Salem Road and Essa Road. Although MTO removed the waste from the site it remains an approved site.</p>	
<p>A.21 Floodplain and Hazard Policies and Mapping The Lake Simcoe Region Conservation and Nottawasga Valley Conservation Regulation Limits have not been included or shown in any Secondary Plan mapping. The delineation of these areas using mapping produced by the conservation authorities would help identify potential hazard areas that may not be suitable for development. While the natural hazard areas {e.g. flooding and erosion hazards} are generally located within the defined NHS, the Conservation Authority Regulation limits should also be shown as an 'overlay' on the related official plan schedules, similar to how it is delineated the Official Plan Schedule F - Watercourses.</p> <p>Section 8.8.7.4 of the Salem Secondary Plan and Section 9.8.7.4 of the Hewitt's Secondary Plan should also exclude lands associated with flooding and erosion (hazards) from the developable area. Please also identify what policy in the Growth Plan the definition of "developable area/net developable area" is referring to.</p> <p>It is recommended that Section 8.3.6.1 of the Salem Secondary Plan and section 9.3.6.1 of the Hewitt's Secondary Plan indicate that stormwater management facilities be directed outside of hazard areas and/or the respective Conservation Authority Regulation limits for clarity purposes.</p>	<ul style="list-style-type: none"> • The City has traditionally shown the regulation limits on Schedule F. The intent is to continue that approach. • The definition of developable land in the Secondary Plans is based as noted on the definition accepted by the Province in a number of Official Plans, in particular the Region of York Plan. The definition does not specifically exclude lands subject to flooding and erosion, except in so far as much (but not all) of that land will be included in the NHS. • The policies appropriately leave the final determination to Subwatershed Impact and Functional Servicing Studies which will be prepared in accordance with the directions in the Drainage and Subwatershed Management Master Plans. These detailed studies can best address the appropriate locations for each stormwater management facility. However wording can be added indicating that the facilities would generally not be located in hazard areas. <p>Proposed Plan Modification:</p> <p>Proposed Plan Modification: The modification of Sections 8.3.6.1 and 9.3.6.1 to:</p> <ul style="list-style-type: none"> • Delete the phrase in subsection c) "provided that"; • Delete the word "and" after "conveyance"; and, • Move the phrase "facilities are outside the floodline.....conveyance" to the end of Sections 8.3.6.1 and 9.3.6.1, place before it the phrase "Notwithstanding the

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	<p>foregoing”, put the phrase “are to be located” after the word “facilities, replace the word “is” with the phrase “shall be”, and place after it a period.</p>
<p>A.22 Surface Water and Ground Water Protection Policies 8.3.10 (b) of the Salem Secondary Plan and 9.3.10 (b) of the Hewitt's Secondary Plan indicate that significant groundwater recharge areas are identified in Schedule G. This is not the case. Policy 3.5.2.3.4 of the OP indicates that these will be mapped once identified.</p> <p>Schedule 9C designates parts of the Hewitt's Creek floodplain as "Medium/High Density Residential Area" and "Residential Area" along Maplevue Drive East without adequately recognizing that culvert improvements are necessary to facilitate development within these existing flood prone areas. The Secondary Plans should contain specific policies recognizing that these improvements are required prior to any development within these hazard areas and the land use schedules should also be amended with a policy notation.</p> <p>The secondary plans should include a policy requiring the need for topographical surveys for flood plain delineation and that the surveys be satisfactory to the appropriate conservation authority prior to draft plan of subdivision, or condominium or site plan approval.</p>	<ul style="list-style-type: none"> • Some mapping is available, however, input from the AMEC Team indicates that the mapping is not definitive enough to be used for the purposes of development review. It is considered more appropriate given the nature of this area, to require a review of groundwater as part of the requirements for any major development application. <p>Proposed Plan Modification: Modify Sections 8.3.10 and 9.3.10 by deleting the phrase “within the significant groundwater recharge area identified on Schedule G to the Official Plan” and replacing it with the phrase “, given the potential for significant groundwater recharge areas, “</p> <ul style="list-style-type: none"> • The Schedule is an appendix to the Plan. It is intended to reflect the situation should culvert improvements be made. A note is proposed to be added to the Master Plans to clarify the intent. <p>Proposed Plan Modification: Add note to Appendices 8B and 9B “The Potential Floodline reflects a floodline which could result from modifications such as culvert improvements which reduce areas subject to flooding. It is recognized that these floodlines have not been approved and that the detailed delineation of the Regulatory floodplain is required to be completed at the planning/ design stages of development. The actual developable area will be defined at that time.”</p> <ul style="list-style-type: none"> • The Official Plan identifies in Section 6.11 a list of study requirements. This is referenced in Sections 8.7.2 and 9.7.2 and additional studies provided for. These sections should be modified to add a requirement for detailed delineation of the Regulatory floodplain, to be completed at the detailed planning/design stages of development and which would then be supplemented with detailed topographic survey of the watercourse and floodplain. <p>Proposed Plan Modification: Add a new</p>

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<p>The Drainage and Stormwater Master Plan concludes that further geotechnical evaluation is required to more specifically define areas of steep slope and any associated potential areas for development. Some of these areas for future geotechnical evaluation have been designated for development (e.g. "Residential Area") on the land Use Schedules without recognizing the need for additional study. It is recommended that the principle of development should not be established on the Schedules to the Secondary Plans without an associated caveat or policy recognizing that further geotechnical study is required.</p> <p>"Hazard sites" is defined under the PPS as "lands that could be unsafe for development and site alteration due to naturally occurring hazards". These sites could include areas of unstable soils such as those containing organic soils found in wetlands. The Lake Simcoe and Region Conservation Authority has identified, using Ecological Land Classification, all wetlands within the Lake Simcoe Watershed. It appears that a wetland area has been designated "Neighbourhood Mixed-Use Node" on Schedule C along Lockhart Road west of Yonge Street. It is recommended that appropriate policy with corresponding notations on the Schedules be included recognizing the need for further geotechnical studies in this and any other wetland area.</p>	<p>subsection d) to Sections 8.7.2 and 9.7.2 as follows:</p> <p>"d) delineation of the Regulatory floodplain, to be completed at the planning/design stages of development and supplemented with a detailed topographic survey of the watercourse and floodplain."</p> <ul style="list-style-type: none"> The Official Plan identifies in Section 6.11 the requirement for a "Hazard lands/slope and stability report" which should cover this requirement. However, specific areas can be identified on the Land Use Schedule and a specific reference to the geotechnical study for natural hazards can be added to the Secondary Plan study requirements in Sections 8.7.2 and 9.7.2. <p>Proposed Plan Modification:</p> <ul style="list-style-type: none"> Add areas where a Geotechnical study is required to Schedules 8C, 8E, 9C and 9E; and, Add as a requirement to Sections 8.7.2 and 9.7.2 "Geotechnical study for natural hazards including slope and soil stability" <ul style="list-style-type: none"> The City's environmental consultant has carried out a more detailed analysis and advises that the only wetland north of Lockhart, west of Yonge Street is a small area which is located in a Natural Core Area and thus is appropriately protected.
<p>A.23 Specific Land Use Schedules: Lake Simcoe Protection Plan Requirements: It is recommended that Schedule 8C include the Lake Simcoe watershed boundary. We recommend that wellhead protection areas and significant groundwater recharge areas should also be included in Schedules 8B and 8C, if applicable.</p>	<ul style="list-style-type: none"> LSPP boundary can be added to Schedule 8C. However there are no wellhead protection areas in the Secondary Plan areas and it is not appropriate to identify significant recharge areas <p>Proposed Plan Modification: Add LSPP boundary to Schedule 8C.</p>

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Waste Disposal Site Requirements:

All operating and non-operating waste disposal sites and their 500 metres assessment areas should also be included in Schedules 8C and 9C. Two waste disposal sites exist within and adjacent to the areas of Hewitt's and Salem Secondary Plans (Please see Appendix A). One site is located on the south 1/2 of Lot 21 Concession 11 depicted by a red circle. This site has Certificate of Approval # A252210 for a waste disposal site that was reportedly closed on March 1, 1987. This site is located along the 20th Side road adjacent to the Hewitt's Secondary Plan; however, the 500 metre D-4 Assessment Area includes part of the Hewitt's Secondary Plan. An additional approved waste disposal site, currently owned by The Ministry of Transportation (MTO), is located near the corner of Salem Road and Essa Road. Although MTO removed the waste from the site, it remains an approved site and requires the schedule 8C to include the waste disposal site and its 500 metre assessment area.

Wellhead Protection Requirements:

Sections 8.3.10 and 9.3.10 refer to Schedule G, but Schedule G does not include the data information for the areas of Hewitt's and Salem Secondary Plans. We recommend that Schedule G should include the data information for the areas of Hewitt's and Salem Secondary Plans. Otherwise, Schedules 8G and 9G for Wells and Wellhead Protection Areas should be developed for the areas of Hewitt's and Salem Secondary Plans.

Natural Heritage System Requirements:

Salem OP Schedule 8E & 8C - The Extractive Industrial land use designation should not have NHS features identified within their existing permitted and licensed areas, as the NHS is a land use designation and not an overlay. It is not appropriate to identify NHS areas within their existing mineral extraction operation at this time.

- These can be shown on schedules 8C, 8E, 9C and 9E.

Proposed Plan Modification: Modify Schedules 8C, 8E, 9C and 9E to identify waste disposal assessment areas.

- There are no Wellhead Protection Areas identified in the Secondary Plan areas which is why they are not identified.

Proposed Plan Modification: Delete Sections 8.3.10 a) and 9.3.10 a).

- It is important to identify the NHS in its entirety given that it is a linked system and that ultimately it should be reflected in the Extractive Industrial Area once extraction is complete. It is proposed to identify the area as a Defined Policy Area.

Proposed Plan Modification: That Schedule 8C be modified to add a Defined Policy Area designation on the lands in the NHS in the Extractive Industrial designation. That the following policy be added to Section 8.5.3: "8.5.3.4 Defined Policy Area – Natural Heritage System

The Natural Heritage System designation identified as a "Defined Policy Area" on Schedule 8C in the Extractive Industrial designation is an overlay designation. The overlay designation recognizes that the lands which are the subject of the overlay designation are subject to the Extractive

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<p>Settlement Area Boundary: Schedules A and B of the OP need to show the settlement area boundary, including in both the Hewitt's and Salem Secondary Plans. In addition, the legend item identified on Schedules 8A, 8B, 8C and 9A, 9B, and 9C as "Urban Boundary Area" should be replaced with "settlement Area Boundary".</p> <p>Agriculture and Minimum Distance Separation Requirements (Schedule 8A, 8C, 8E & Appendix 8A & 8B and Schedule 9A, 9C, 9E & Appendix 9A & 9B): Minimum Distance Separation (MDS) calculations were undertaken by the City's consultant as per the March 8, 2012 Agricultural Assessment Report. It appears that in certain instances the calculated MDS I requirements were not met for those lands proposed to be designated for urban purposes. It is recommended the affected areas be designated as Special Rural with a policy requiring compliance with the MDS I.</p>	<p>Industrial designation and policies until such time as the mineral aggregate operation is no longer licensed under the Aggregate Resources Act. At that time the policies of the Natural Heritage System designation shall be applicable to the lands which are subject to the Defined Policy Area designation."</p> <ul style="list-style-type: none"> Proposed Plan Modifications: The modifications generally as proposed, are proposed to the Schedules. The lands have been justified for inclusion in the settlement area boundary and are considered urban. MDS is not considered to be applicable.
B. Director of Culture, City of Barrie, Rudi Quammie Williams	
<p>Indicates a need for an event park – a public space that is event ready suitable for large crowds and that has appropriate infrastructure. When not in event use it would be a public space for residents for picnicking and enjoying the outdoors. Also notes need to better address the needs of the 16-30 year olds which will be a significant part of the population in a decade.</p>	<p>Provision has been made for a large park in the Salem Secondary Plan.</p> <p>The direction of the plan to make the new development pedestrian and transit friendly and to provide a linked NHS and other parks and recreation facilities also addresses the needs of the 16-30 year olds.</p>
C Bell Canada	
<p>C.1 Requests the addition of the PPS definition of infrastructure to the Secondary Plans and a definition of utilities</p>	<p>Modification: Add the PPS definition of infrastructure and a definition of utilities to the Secondary Plans.</p>
<p>C.2 Requests that the term "infrastructure" in Sections 8.3.4 and 9.3.4 be revised to add after it "inclusive of telecommunications/communications infrastructure"</p>	<p>No change required as PPS definition of infrastructure is proposed to be added to Plan.</p>
<p>C.3 Requests reference to utilities in Sections 8.3.5 and 9.3.5 be revised to add after it "inclusive of telecommunications/communications infrastructure".</p>	<p>No change required if definition of utilities added to Plan.</p>

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C.4 Requests modifications to Sections 8.6.6 and 9.6.6 to clarify their intent.	<p>Proposed Plan Modification:</p> <ul style="list-style-type: none"> In Sections 8.6.6. and 9.6.6 a) add the phrase "providers shall work with the landowner(s) and the City" instead of the word "are" in the first sentence. In Sections 8.6.6. and 9.6.6. c) add "and feasible" after "where possible" in the first sentence , and add "where it is feasible" at the end of the last sentence.
D. Simcoe County District School Board	
D.1 Support the number, type and general locations of the proposed schools.	Comment noted.
D.2 Elementary schools are to have a net acreage of 6 acres Secondary School sites are to have net acreage of 20 acres. Master Plans do not meet these requirements.	In accordance with Provincial Policy, the Secondary Plans have been designed to make efficient use of land and to develop communities which are pedestrian and transit friendly. As result the intent is that schools should be easily accessible through active transportation modes and not as reliant on vehicular access. Smaller site sizes are the objective. The plan is conceptual and permits some modifications based on detailed work at the development review stage. The elementary schools as proposed are in the order of 6 acres. The secondary schools are located on transit routes and are in the order of 15 acres. No modifications to the Master Plans are proposed.
D.3 Comments are provided on the Landowners Plan for the East.	Comments noted.
D.4 Support is given to seeing school sites adjacent to parks.	Comments noted.
E. NVCA	
General Comments	
E.1 Policy that identifies additional hazard studies are required as part of a site specific application in Section 8.3.9.	<p>Study requirements for specific applications are established in Section 8.7.2 which in turn references Section 6.11 of the Official Plan. One of the listed studies in Section 6.11 is a "Hazards lands/slope and soil stability report". However, as noted in response to the Provincial comments above the following is proposed to be added to 8.7.2 and 9.7.2</p> <p>Proposed Modification: Add a new requirement to Sections 8.7.2 and 9.7.2 as follows:</p> <p>"Delineation of the Regulatory floodplain, to be completed at the planning/design stages of development and supplemented with a detailed topographic survey of the watercourse and floodplain."</p>
E.2 Policy that identifies that additional stormwater management studies are required as part of a site specific application in Section 8.6.5.	The Subwatershed Impact Studies requirement is intended to address this issue and ensure that stormwater management is examined in a broader

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	context than just a specific site. However, if additional site specific studies are required, Section 8.7.2 would provide the mechanism for such a requirement.
E.3 Section 8.7.2.2 is not yet included in the document. NVCA recommends this section outline the requirements of an Environmental Impact Study (NVCA would like the opportunity to review this section).	<p>Study requirements are addressed through Section 8.7.2 which in turn references Section 6.11. The reference to Section 8.7.2.2 in Section 8.3.4 i) is a typographical error.</p> <p>Proposed Plan Modification:</p> <ul style="list-style-type: none"> • That the term "8.7.2.2" in Section 8.3.4 i) be modified by deleting it and replacing it with the term "8.7.2"; and, • That the term "9.7.2.2" in Section 9.3.4 i) be modified by deleting it and replacing it with the term "9.7.2".
E.4 Setbacks from the Natural Heritage System be identified in Section 8.3.3. The setbacks identified in the <i>Natural Heritage Systems Report</i> prepared by NRSI are generally acceptable to NVCA.	No setbacks are required from the Natural Heritage System which incorporates required buffers in the System.
Detailed Comments	
E.5 NVCA looks forward to reviewing Policy 8.7.2.2 (EIS study requirements). NVCA recommends the City, in consultation with the applicable Conservation Authority pre-consult with the applicant to <i>scope the EIS</i> based on the work already completed to develop the Natural Heritage System.	See E.3 above.
E.6 The hazard mapping has not been prepared to the level of detail required by the Ministry of Natural Resources technical guide as flooding and erosion was based on the digital elevation model which is only accurate to +/- 1 metre, however it is satisfactory for the Secondary Plan scale. NVCA staff strongly recommends that Section 8.3.9 of the Salem Secondary Plan include a policy that requires floodplain, erosion and hazardous soil studies be required as part of a complete future development application. This is to avoid future confusion on the part of the landowner/applicant. The studies can be scoped based on available information.	See Sections E.1 and E.2 above.
E.7 NVCA staff strongly recommends that Section 8.6.5 of the Salem Secondary Plan include policy that clearly states that additional site specific study is required for stormwater management at the time of a development application. The 2013 Drainage and Stormwater Master Plan may imply that additional modeling will not be required for the sizing of stormwater management facilities, and that cumulative unitary storage rates can be applied. This is not conformity with NVCA	<p>See Sections E.1 and E.2 above.</p> <p>In addition, the Drainage and Stormwater Master Plan provides that additional study is required at detailed planning/design stages. For example:</p> <p>Section 4.4.2: "Storage and discharge rates presented here represent general guidelines for development planning in the Annexed Lands in order to meet in-stream flow targets generated for this study. Optimization of individual</p>

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Development Guidelines or Section 4.4.5 of the Drainage and Stormwater Master Plan.	stormwater management facilities would be completed at the detailed planning stage and would be expected to vary depending on the detailed land use and facility design."
E.8 The Natural Heritage Report clearly outlines recommended setbacks to environmental features. This is not carried into the Salem Secondary Plan Policies. NVCA recommends including setbacks into policy for clarity, consistency and defensibility. The components of the Natural Heritage System should be outlined in the Natural Heritage Report or Salem Secondary Plan for this reason, as well.	No setbacks are required from the Natural Heritage System which incorporates required buffers in the System.
E.9 Section 8.3.6.1 indicates that stormwater management ponds should be located outside of the Natural Core area and High and Medium constraint corridor areas, with exception of any buffer area. The setback area between a stormwater management pond and wetlands and woodland dripline should be clearly identified, as is the need for an EIS. NVCA guidelines generally recommend 30 metres from wetlands and watercourses.	As noted, in the response to the Provincial comments, the policies appropriately leave the final determination to Subwatershed Impact and Functional Servicing Studies which will be prepared in accordance with the directions in the Drainage and Subwatershed Management Master Plans. These detailed studies can best address the appropriate locations for each stormwater management facility. However wording can be added indicating that the facilities would generally not be located in hazard areas.
E.10 It is recommended that Section 8.3.6.1 indicate that stormwater management facilities be directed outside of hazards areas, for clarity purposes.	Proposed Plan Modification: The modification of Sections 8.3.6.1 and 9.3.6.1 to: <ul style="list-style-type: none"> • Delete the phrase in subsection c) "provided that"; • Delete the word "and" after "conveyance"; and, • Move the phrase "facilities are outside the floodline....conveyance" to the end of Sections 8.3.6.1 and 9.3.6.1, place before it the phrase "Notwithstanding the foregoing" and place after it a period.
E.11 Section 8.7.4 requires monitoring of the natural heritage system. Please clarify how this will be carried out.	The details of the program have not been determined. However, with it will reflect the directions provided with respect to monitoring in the City of Barrie Annexed Lands Natural Heritage System Report prepared by NRSI.
E.12 Section 8.8.7.4, should also exclude lands associated with flooding and erosion (hazards) from the developable area. Appendix A mentions this definition is provided for in conformity to the Growth Plan, however NVCA staff are unable to find this component in the Growth Plan, or the term "Developable Area" in the Salem Secondary Plan.	As noted, this definition is provided in conformity with the Growth Plan. It relates to the calculation of developable area which is an input to the delineation of the Urban Area boundary in the Secondary Plan.
Other Comments	
E.13 The Secondary Plan policies refer to the 2012 Drainage and Stormwater Master Plan. A 2013 version has been drafted. Should the Secondary	It is appropriate to refer to the 2013 Master Plan. Proposed Modification: Revise all references to the

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Plan policies be updated to reflect this?	2012 Drainage and Stormwater Master Plan to the 2013 Drainage and Stormwater Master Plan
E.14. Appendix A comment 22.15 refers to a LSRCA/NVCA catchment divide. Please note that both the creeks referenced are in the LSRCA watershed.	Comment noted.
Natural Hazards	
E.15. The floodplain and erosion hazard modeling utilized a digital elevation model which is only accurate to +/- 1 metre and used cross sections that can underestimate the floodplain and erosion hazard. The text and schedules of the master drainage plan and Secondary Plan should note that hazards may exceed what is mapped.	<p>It is noted that application of DEM in floodplain delineation can result in overestimation of the floodplain as well as underestimation. Therefore the existing language in the Drainage and Stormwater Master Plan is considered appropriate:</p> <p>Section 2.2.3 of the Drainage and Stormwater Master Plan states the following: "It is understood that detailed delineation of the Regulatory floodplain, and floodplains for other more frequent events would be completed at the detailed planning/design stages of development and would then be supplemented with detailed topographic survey of the watercourse and floodplain"</p> <p>Additional commentary on the accuracy of the floodplain delineated for the Master Plan is offered in Section 3.2.1</p> <p>Further, the Secondary Plan policies allow for refinement to the limits of the Regulatory floodline and it is expected that this will be completed by proponents as part of subsequent studies and the updated Regulatory floodplains would be submitted to the agencies for approval/adoption at that time. Further, it is expected that final Regulatory floodplains would be subject to refinements in not only the site specific topography, but also in site specific land use and stormwater management, therefore refining the floodplains is considered premature at this time. No change to the Secondary Plan is proposed to address this submission.</p>
E.16 Future hazard studies would need to be accompanied by topographic geodetic information prepared by a Professional Engineer or Ontario Land Surveyor. NVCA staff recommends the Secondary Plan contain a policy that requires this information.	See E.1 above
E.17 A revised floodplain was calculated based on culvert revisions, the details of which have not been provided to the NVCA. NVCA cannot comment on these matters until we review detailed plans and in the meantime note the mapping of developable lands may not be accurate, and this should be clearly identified in the Salem Secondary Plan and the Master Drainage Plan.	<p>As noted in the response to the Provincial Comments the following modification is proposed.</p> <p>Proposed Plan Modification: Add note to Appendices 8B and 9B Proposed Plan Modification: Add note to Appendices 8B and 9B "The Potential Floodline reflects a floodline which could result from modifications such as culvert</p>

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	improvements which reduce areas subject to flooding. It is recognized that these floodlines have not been approved and that the detailed delineation of the Regulatory floodplain, is required to be completed at the planning/ design stages of development. The actual developable area will be defined at that time."
E.18. NVCA regulates hazardous soils, but does not have mapping for this feature. NVCA would require hazardous soils be identified and remediated prior to development. A policy should be included that clearly states geotechnical studies will be required to examine for hazardous soils.	As noted in the response to the Provincial Comments above, the Official Plan identifies in Section 6.11 the requirement for a "Hazard lands/slope and stability report" which should cover this requirement. However, specific areas can be identified on the Land Use Schedule and a specific reference to the geotechnical study for natural hazards can be added to the Secondary Plan study requirements in Sections 8.7.2 and 9.7.2. Proposed Plan Modification: <ul style="list-style-type: none"> • Add areas where a Geotechnical study is required to Schedules 8C, 8E, 9C and 9E; and, • Add as a requirement to Sections 8.7.2 and 9.7.2 "Geotechnical study for natural hazards including slope and soil stability"
Stormwater Management	
E.19. Section 1.4 of the Stormwater Management Master Plan should make reference both to the NVCA's "Planning and Regulation Guidelines" and the NVCA's "Development Review Guidelines".	Section 1.4.6 of the Drainage and Stormwater Master Plan makes reference to both documents.
E.20. Please provide a copy of the Low Impact Development Design Standards referenced in the Official Plan Document. While Low Impact Development is encouraged, NVCA staff wishes to review the Standards to ensure they are in harmony with the NVCA procedures regarding infiltration and low impact development.	The City will provide a copy to the NVCA.
E.21 Figure 9 shows a proposed channel north and south of McKay Road. Please provide more information on the proposed function of the channel.	AMEC, the City's consultant with respect to stormwater management, has addressed this comment in previous responses to NVCA