



Bill No. 081

BY-LAW NUMBER 2014-

**A By-law of The Corporation of the City of Barrie to
adopt an amendment to the Official Plan (O.P.A. #38)**

WHEREAS, Section 21 of The Planning Act, R.S.O., 1990 Chapter P.13 authorizes councils to initiate an amendment to or repeal of any official plan that applies to the municipality;

AND WHEREAS, by Motion 14-G-126 the Council of The Corporation of the City of Barrie deems it expedient to pass such a by-law to adopt an amendment to the City of Barrie Official Plan.

NOW THEREFORE, the Council of The Corporation of the City of Barrie enacts as follows:

1. **THAT** Amendment No. 38 to the Official Plan for the Salem Secondary Plan attached to and forming part of this by-law, is hereby adopted.
2. **THAT** this By-law shall come into force and have effect immediately upon the final passing thereof.

READ a first and second time the 16th day of June, 2014.

READ a third time and finally passed this 16th day of June, 2014.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

**AMENDMENT NO. 38 TO THE OFFICIAL PLAN
OF THE BARRIE PLANNING AREA**

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INTRODUCTION

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT, consisting of the following text and schedules constitutes Amendment No. 38 to the City of Barrie Official Plan.

Also attached is **PART C - THE APPENDIX**, which does not constitute part of this amendment. This appendix contains the Public Meeting Minutes associated with this amendment.

PART A - THE PREAMBLE

Purpose

The purpose of this amendment is to amend the City of Barrie Official Plan to add to the Official Plan the Salem Secondary Plan.

Location

The amendment to the City of Barrie Official Plan applies to lands generally described as the 2010 Annexed Lands West which have an area of approximately 1,470 hectares with boundaries as follows:

North

- Mid concession in the block bounded by Maplevue Drive West to the north, Veterans Drive to the east, Salem Road to the south and Simcoe County Road 27 to the west; and,
- Salem/Lockhart Road between 5th and 10th Sideroads.

East – Huronia Road

South – Mid concession south of McKay Road between Huronia Road and Simcoe County Road 27

West – Simcoe County Road 27

Basis

The City is required to conform to the Provincial Growth Plan, and be consistent with the Provincial Policy Statement, 2014. The City recently carried out a Section 26 Official Plan Review and amended its Plan to conform to the Provincial Growth Plan. The City has undertaken a strategic planning process to address how the population and employment growth in accordance with the Growth Plan will be accommodated. This includes the population of 210,000 and employment of 101,000 for 2031 for Barrie in Schedule 7 of the Growth Plan (Amendment No. 1). The process was initiated with the preparation of the Growth Management Strategy. The Growth Management Strategy is the foundation for land use planning, infrastructure plans, business plans and budgets.

In addition, Official Plan Amendments including Secondary Plans for the Annexed Lands which became part of the City of Barrie in January 1, 2010, and related general amendments were prepared. The process included detailed background technical analyses as well as the consideration of land use options and the endorsement of a preferred Concept Plan by Council as a basis for the preparation of the Secondary Plans.

The background analysis included the following reports:

- City of Barrie Annexed Lands: Background and Options Report;
- Existing Conditions Report Built Heritage & Cultural Heritage Landscapes, Annexed Lands;
- Intensification and Annexed Lands Aboriginal Engagement Program and Stage 1 Archaeological Resource Assessment for the Annexed Lands;
- Agricultural Impact Assessment;
- Annexed Lands Natural Heritage System Framework;
- Annexed Lands Natural Heritage System Report;
- Annexed Lands: Background and Options Report; and,
- Staff Report IDC007-12 Annexed Lands Secondary Plan Preferred Concept Plan.

A Fiscal Impact Assessment was also part of this process. In addition, Infrastructure Master Plans were prepared for the entire City, as well as updated plans and studies for Fire, Solid Waste, Parks and Recreation and Transit. 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 general Official Plan Amendments, Secondary Plans and Infrastructure Master Plans was conducted in accordance with both the Planning Act and Phases 1 and 2 of the Municipal Class Environmental Assessment. This process included an extensive public consultation program including a vision workshop in March 2011; a combined Master Plan Public Information Centre (PIC #1)) and Land Use Option Workshop on September 13, 2011, a combined Growth Management Strategy and Master Plan PIC#2 on April 25, 2012, consideration of the preferred Concept Plan report at a public meeting of Development Services Committee in May 8, 2012 and at General Committee on June 11, 2012, and a Preliminary Draft Secondary Plans – Annexed Lands Public Information Centre on September 27, 2012, which also provided an update on the Infrastructure Master Plans. Finally, a combined Statutory Public Open House and Master Plan Public Information Centre (PIC#3) was held on March 6, 2013 and a Statutory Public Meeting on March 18, 2013. Council also considered the Secondary Plan Consultant Team Response to Stakeholders Submissions Report at a public meeting of General Committee on December 9, 2013 and released revised plans on December 30, 2013.

This Official Plan Amendment which incorporates the Salem Secondary Plan for the 2010 Annexed Lands West, together with the Official Plan Amendment which incorporates the Hewitt's Secondary Plan for the 2010 Annexed Lands East, as well as an Official Plan Amendment which incorporates related changes to the Official Plan, have been developed based on the results of a detailed evaluation including input from the public and stakeholders received as part of the public process and through written submissions.

Part B – The Amendment

Details of the Amendment

The Official Plan is amended as follows:

1. By adding to the Table of Contents a new Section 8.0 entitled “Salem Secondary Plan (2010 Annexed Lands)”
2. By adding a new Section 8.0 and related schedules and appendices as set out in Schedule 1 to this amendment.

Implementation and Interpretation

The provisions of the Official Plan, as amended from time to time, shall apply in regard to this Amendment.

SCHEDULE 1 TO OFFICIAL PLAN AMENDMENT NO. 38

**SECTION 8.0: SALEM
SECONDARY PLAN
(2010 Annexed Lands West)**

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SALEM SECONDARY PLAN

8.1 INTRODUCTION

8.1.1 PURPOSE OF THE SECONDARY PLAN

The Salem Secondary Plan establishes a detailed planning framework for the future urban development of the Secondary Plan Area. The Salem Secondary Plan Area is comprised of two industrial/business park districts and four residential districts as identified on Schedule 8A, Salem Secondary Plan Community Structure Plan (Salem Community Structure Plan).

8.1.2 LOCATION

The lands which are the subject of the Salem Secondary Plan are shown on Schedule B, Planning Areas of the Official Plan, and Schedule 8A Salem Community Structure Plan and are bounded by:

- a) North: Mid concession in the block bounded by Mapleview Drive West to the north, Veterans Drive to the east, Salem Road to the south and Simcoe County Road 27 to the west; and, Salem/Lockhart Road between Veterans Drive and Huronia Road;
- b) East: Huronia Road;
- c) South: Mid concession south of McKay Road between Huronia Road and Simcoe County Road 27; and,
- d) West: Simcoe County Road 27.

8.1.3 FORMAT OF THE SECONDARY PLAN

The Secondary Plan text consists of the following sections:

- a) Section 8.2 Community Vision and Structure;
- b) Section 8.3 Natural Heritage System
- c) Section 8.4 Community and Sustainable Design Strategy
- d) Section 8.5 Land Use Strategy;
- e) Section 8.6 Community Services Strategy;
- f) Section 8.7 Development Review and Growth Management; and,
- g) Section 8.8 Implementation and Interpretation.

The Plan also includes the following schedules:

- a) Schedule 8A Community Structure
- b) Schedule 8B Natural Heritage System Components
- c) Schedule 8C Land Use Plan
- d) Schedule 8D1 Transportation Plan
- e) Schedule 8D2 Street Widening Plan
- f) Schedule 8E Development Phases

8.2 COMMUNITY VISION AND STRUCTURE

8.2.1 PURPOSE

The Community Vision and Planning Principles provide the general framework for the development of the 2010 Annexed Lands, including the Salem Secondary Plan Area and the Hewitt's Secondary Plan Area. The Community Structure establishes the planning context for the Salem Secondary Plan Area, including general land use, the planning period, population and employment forecasts, average density and housing mix.

The directions in this section with respect to Vision, Principles and Community Structure represent an expression of general intent and are not to be interpreted as direct statements of planning policy; rather they form a basis for the policies in the Salem Secondary Plan. In particular, it is not proposed that the directions in this section be applied directly in the evaluation of any development or redevelopment application

8.2.2 VISION

Salem and Hewitt's Secondary Plan Areas will be gateways to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work and play in their community. These areas will be developed based on an interconnected natural heritage system, open space network and transportation system that seamlessly incorporates the Salem and Hewitt's Secondary Plan Areas into the Barrie community, and encourages active transportation and transit.

8.2.3 PLANNING PRINCIPLES

The following principles are intended by Council to guide future development in the Salem and Hewitt's Secondary Plan Areas:

- a) That the City of Barrie continues 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, streets, water, and wastewater be built at the same time or in advance of the issuance of occupancy permits.
- c) That all new neighbourhoods and business areas 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 planning.
- d) That the City of Barrie continues 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 continues 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 continues to provide a diversity of housing types in new neighbourhoods.
- h) That the City of Barrie continues 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.

8.2.4 COMMUNITY STRUCTURE

8.2.4.1 Community Structure Plan

Schedule 8A, Salem Secondary Plan Community Structure Plan, establishes the key components that define the general arrangement of land use and activity for the Salem Secondary Plan Area. Each component has its own function which is described in the following sections.

8.2.4.2 Natural Heritage System

The Natural Heritage System is a linked system of natural core areas which includes key natural and hydrological features or groupings of features, together with buffers and adjacent lands intended to protect the function of these features and ensure long term sustainability of the System within the urban context. Linkage areas include areas which link the core areas together to maintain and enhance their environmental sustainability.

8.2.4.3 Industrial/Business Park Area

The Industrial/Business Park Area accommodates development which is comprised of predominately employment generating uses including a wide range of industrial and office uses. Some limited retail and service commercial uses generally located in central locations and designed primarily to service the businesses and employees will also be permitted.

8.2.4.4 Mixed Use Nodes and Corridors

The Mixed Use Nodes and Corridors are the most urban component of the Salem Secondary Plan Area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses. Mixed use development is encouraged, but development may also occur in single purpose buildings. The primary focus of this form of development is along

Essa Road. Two other areas are identified on McKay Road. These act as focal points for several residential neighbourhoods. They will be predominately medium and high density residential in character, however, a range of other uses will also be permitted including retail and service commercial use, live-work and institutional uses. Provision for retail and service commercial uses shall be encouraged on the ground floor of residential, office or institutional buildings.

8.2.4.5 Residential Area

Residential areas permit a range of low and medium density residential uses which will be predominately ground related development. In addition, related uses such as parks, schools, places of worship, special needs housing, and home occupations will also be located in Residential Areas. Residential areas will be organized such that residents are generally within a 5 minute walk of parks facilities. In addition, the City will work to ensure that access to other community facilities, particularly elementary schools, is maximized.

8.2.4.6 Special Rural Area

The Special Rural Area includes lands outside the lands planned for development to 2031 and the natural heritage system. This area will continue to be used for rural land uses as permitted by the Zoning By-law including agriculture, existing golf courses, existing aggregate operations and other existing uses until such time as urban expansion is justified as part of municipal comprehensive review in accordance with the policies of Section 3.1.2.4 of the Official Plan.

8.2.4.7 Transportation System

The community will be developed based on a modified grid street system and related off-street pathway system, designed to provide for a full range of transportation options with a focus on maximizing the potential for transit service and active transportation.

8.2.5 PLANNING PERIOD

The planning period for the Salem Secondary Plan is from 2013 to 2031 and it shall be reviewed a minimum of every five years. The Plan does not reflect the ultimate plan for the Salem Secondary Plan Area; however it has been prepared in the context of a potential ultimate plan which is found in Appendix 8A to the Salem Secondary Plan. The potential ultimate plan provides a framework for consideration of future urban development in the Salem Secondary Plan Area as part of any review of the Salem Secondary Plan and a municipal comprehensive review in accordance with the policies of Section 3.1.2.4 of the Official Plan.

In any municipal comprehensive review with respect to employment lands, priority will be given to consideration of employment development on lands in the vicinity of the railway to maximize the use of this critical freight carrying facility. Further, if development proposals for employment uses are made for lands in the vicinity of the railway, the City will as a priority undertake a municipal comprehensive review and address any other requirements for expediting consideration of such development.

8.2.6 POPULATION

The population growth forecast for Salem Secondary Plan Area is approximately 14,850 by 2031. The total population growth forecast for the Salem and Hewitt's Secondary Plan Areas will reflect the population growth forecast for both the Plan Areas combined.

8.2.7 EMPLOYMENT

Growth forecast for Salem Secondary Plan Area is 6,270 by 2031. The total employment growth forecast for the Salem and Hewitt's Secondary Plan Areas will reflect the employment growth forecast for both the Plan Areas combined.

8.2.8 DENSITY

The average density for population and employment for the Salem and Hewitt's Secondary Plan Areas is 50 persons and jobs per hectare which reflects the density for both the developable Plan Areas combined.

8.2.9 HOUSING

8.2.9.1 Housing Mix Target

The housing mix target for the Salem and Hewitt's Secondary Plan Areas will reflect the housing mix target for both the Plan Areas combined and is:

- a) 83% low and medium density ground related; and,
- b) 17% medium and high density non-ground related.

8.2.9.2 Affordable/Special Needs Housing

The City will support the development of affordable housing in conformity with the provisions of Section 3.3, Housing of the Official Plan.

8.3 NATURAL HERITAGE SYSTEM

8.3.1 PURPOSE

The purpose of the Natural Heritage System, the majority of which is intended to be in public ownership, is to protect, preserve, and where appropriate, enhance the natural environment. The focus of the System is on the protection of important natural heritage and hydrological features and functions, including key features, to ensure their long term sustainability in an urban context, while recognizing and maintaining linkages between natural area features. The Natural Heritage System also contributes to the enhancement of air and water resources and aesthetics, and provides for limited, passive recreational needs. Related to the Natural Heritage System, but subject to separate policy direction, are natural hazard areas

8.3.2 NATURAL HERITAGE SYSTEM COMPONENTS

The Natural Heritage System designation on the Salem Secondary Plan Schedules is comprised of the following key components as designated on Schedule 8B, Natural Heritage System Components.

8.3.2.1 Natural Core Area

- a) The Natural Core Area designation on Schedule 8B includes important natural heritage, hydrological and hydrogeological features or groupings of such features, including key natural heritage and hydrological features, together with required buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within an urban context.
- b) A core area approach focuses on protecting not only the features, but their ecological functions as well. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site specific factors. The factors are based on both features and functions and the boundaries include a 30 metre buffer from the edge of the wetlands and watercourses within the Natural Core Areas, a 10 metre buffer from the dripline of woodland features, and a 5 metre buffer where the boundary of the Natural Core Area is an existing meadow or thicket.
- c) The general ecological principles considered included:
 - i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species;
 - ii) Size – Sufficient size to protect interior habitat;
 - iii) Contiguity – Designed to create contiguous units;
 - iv) Connectivity – The unit can be linked to other units;
 - v) Significance – The areas support significant species or habitats; and,
 - vi) Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

8.3.2.2 Natural Linkage Area

- a) The primary function of the Natural Linkage Area designation on Schedule 8B is to connect two or more Natural Core Areas, or to connect a Natural Core Area to habitats outside the Salem Secondary Plan Area. Linkages are important for a variety of plants and wildlife, facilitating daily and seasonal movements, as well as gene flow. In most cases, the Natural Linkage Areas also provide available habitat.
- b) The Natural Linkage Areas are primarily associated with stream corridors that connect two or more Natural Core Areas. In order to sustain potential movement between the Natural Core Areas, a minimum linkage width of 100 metres was established. In addition, a number of linkage-specific criteria reflecting site-specific characteristics formed the basis for the establishment of the Natural Linkage Area designation which is generally 100 metres in width or greater as designated on Schedule 8B.

8.3.2.3 High Constraint Stream Corridor Area

High Constraint Stream Corridor Areas as designated on Schedule 8B include identified watercourses with associated riparian lands, and the Corridor Area shall include buffers measured from stable top-of-bank. These areas are located within Natural Core and Natural Linkage Areas. They must be protected in their existing locations for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013.

8.3.2.4 Medium Constraint Stream Corridor Area

- a) Medium Constraint Stream Areas as designated on Schedule 8B include identified watercourses and adjacent riparian lands, including buffers measured from stable top-of-bank. These areas are also located within Natural Core and Natural Linkage Areas. They must be protected for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013 (Drainage and Stormwater Master Plan). However, they may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.
- b) Where a Medium Constraint Stream Corridor Area in a Natural Linkage Area designation is relocated, the land use designation on the abutting lands on Schedule 8C, Land Use Plan, shall apply to the lands from which the Corridor and Natural Linkage Area designation is relocated.

8.3.2.5 Low Constraint Stream Corridor Area

- a) Low Constraint Stream Areas as designated on Schedule 8B include identified watercourses and adjacent riparian lands, including buffers measured from stable top-of-bank. These areas are also located within Natural Core and Natural Linkage Areas. They must be protected for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013 (Drainage and Stormwater Master Plan). However, they may be modified and/or relocated and consolidated with other watercourses or removed provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.
- b) Where a Low Constraint Stream Corridor Area in a Natural Linkage Area designation is relocated or removed, the land use designation on the abutting lands on Schedule 8C, Land Use Plan, shall apply to the lands from which the Corridor and Natural Linkage Area designation is relocated.

8.3.3 NATURAL HERITAGE SYSTEM BOUNDARIES

8.3.3.1 Natural Core and Natural Linkage Areas and High Constraint Stream Corridor Areas

- a) The boundaries of the Natural Core Area, Natural Linkage Area and High Constraint Stream Corridor Area designations on Schedule 8B, Natural Heritage System shall be maintained generally in accordance with the designations on Schedule 8B.
- b) Minor modifications may be considered to the boundaries of these designations when the boundary is surveyed as part of the development review process to reflect differences in scale and level of detail. However, such minor modifications shall not negatively impact the Natural Heritage System as determined by the City, in consultation with the applicable Conservation Authority, nor shall such minor modifications result in any significant decrease or increase in the size of the Natural Heritage System. 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.

8.3.3.2 High (S), Medium and Low Constraint Stream Corridor Areas

- a) The location and boundaries of the Medium Constraint Stream Corridor Area designations in Natural Core Areas shall be maintained generally in accordance with the designations on Schedule 8B. Minor modifications may be considered in accordance with the provisions of Section 8.3.3.1 b).
- b) The location and boundaries of the High (S), Medium and Low Constraint Stream Corridor Area designations outside of Natural Cores on Schedule 8B shall be determined in accordance with the directions in the Drainage and Stormwater

Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations during the preparation of a Subwatershed Impact Study required by Section 8.7.2 of this Plan. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

8.3.4 PERMITTED USES, BUILDINGS AND STRUCTURES

Development or site alteration shall be prohibited in the Natural Heritage System except in relation to the following permitted uses:

- a) forest, fish and wildlife management;
- b) stewardship, conservation, restoration and remediation undertakings including the deepening, relocation or consolidation of Medium and Low Constraint Stream Corridor Areas in accordance with the policies of Section 8.3.3.2;
- c) existing uses and accessory uses, buildings and structures to the existing uses;
- d) flood or erosion control projects, but only if the projects have been demonstrated to be necessary in the public interest after alternatives have been considered;
- e) retrofits of existing stormwater management works (i.e. improving the provision of stormwater services to existing development in the watershed where no feasible alternative exists);
- f) infrastructure, including tunneling of underground services, subject to the policies of Section 8.3.5, but only if the need for the project has been demonstrated through an Environmental Assessment, including a Class Environmental Assessment or other similar environmental approval and there is no reasonable alternative;
- g) low-intensity recreational uses that require very little terrain or vegetation modification and few, if any buildings or structures, and which are located to maximize protection of features such as wetlands, streams and wooded areas, including, but not limited to, non-motorized trail/pathway use, natural heritage appreciation, and unserviced camping on public or institutional land;
- h) stormwater management facilities subject to the policies of Section 8.3.6; and,
- i) grading for permitted uses such as lots, streets and public facilities located outside of, but adjacent to the Natural Heritage System, in the Natural Heritage System buffer in accordance with the directions established in the relevant Subwatershed Impact Study, and any applicable Federal, Provincial policies and regulations and Conservation Authority regulations and through the preparation of an Environmental Impact Study(EIS) required by Section 8.7.2 of this Plan, provided that upon completion of the grading the buffer shall be planted and maintained as natural self-sustaining vegetation for lands subject to the Lake Simcoe Protection Plan.

8.3.5 INFRASTRUCTURE

- a) Streets and related utilities, with the exception of any provincial infrastructure facilities, located in the Natural Heritage System shall:
 - i) use non-standard cross-sections designed to minimize impacts on the natural environment and be kept to the minimum width possible;
 - ii) generally only cross the Natural Heritage System in the general areas of the street designations on Schedules 8C and 8D1 and 8D2 or, as defined through an Environmental Assessment, including a Class Environmental Assessment, using low impact construction methods such as tunneling/directional drilling for underground services;
 - iii) be designed to minimize grading;
 - iv) be located outside key natural heritage and key hydrologic features to the maximum extent possible;
 - v) provide for the safe movement of wildlife in the design and construction of the street as much as feasible; and,
 - vi) be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area to the maximum extent possible, or as defined through an Environmental Assessment, including a Class Environmental Assessment, and shall use low impact construction methods such as tunneling/directional drilling for underground services.

- b) Other infrastructure including waste water and water facilities, and gas pipelines shall be located whenever possible in conjunction with street rights-of-way or existing infrastructure corridors. Where infrastructure is required to be located in alternative locations it shall generally satisfy the applicable criteria in Section 8.3.5 a) and shall use low impact construction methods such as tunneling/directional drilling for underground services.

- c) Federally regulated telecommunication towers or similar facilities may not be located on lands within the Natural Heritage System, unless deemed necessary and appropriate. Locations within the Natural Heritage System may be considered only if co-location or other site options have been determined not to be feasible. Where telecommunications facilities are propose, the proponent shall prepare an Environmental Impact Statement satisfactory to the City to identify and mitigate any impacts on natural heritage features and functions.

8.3.6 STORMWATER MANAGEMENT FACILITIES

8.3.6.1 Location

Stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, provided that the final number, size and configuration of such facilities shall be determined through required Subwatershed Impact and Functional Servicing Studies and such facilities and the use of Low Impact Development Design Standards shall, with respect to the Natural Heritage System as designated on Schedule 8B be located:

- a) outside the Natural Core Area designation with the exception of any related buffer;

- b) outside any High or Medium Constraint Stream Corridor Areas with the exception of any related buffer; and,
- c) in Natural Linkage Areas as designated conceptually on Schedule 20B, provided that the facility does not occupy more than 50% of the width of the Natural Linkage Area. Notwithstanding the foregoing, facilities are to be located outside the floodline, meanderbelt allowance, erosion/access allowance and any confined valley and there shall be no loss of flood storage or conveyance.

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.

8.3.6.2 Design

Any stormwater management facility fully or partially located in the Natural Heritage System shall be designed to:

- a) be naturalized and unfenced, except where the facility abuts private property;
- b) be as small as feasible;
- c) have the minimum required access for maintenance; and,
- d) incorporate natural self-sustaining vegetation.

8.3.7 LAKE SIMCOE WATERSHED

Notwithstanding any other policies of this Secondary Plan, the relevant policies of the Lake Simcoe Protection Plan (LSPP) shall apply to lands in the Lake Simcoe Watershed including the following:

- a) development in or adjacent to a permanent or intermittent streams shall be subject to the LSPP policies 6.8-DP to 6.11-DP inclusive;
- b) where a buffer or vegetation protection zone is required LSPP policies 6.27-DP, 6.28-DP and 6.29-DP shall apply; and,
- c) an application for major development as defined by the LSPP within a significant groundwater recharge area subject to LSPP policies 6.36-DP and 6.4—DP.

The policies of Sections 6.21-DP to 6.26-DP of the LSPP, have been addressed in the Secondary Plan through the establishment of the Natural Heritage System.

8.3.8 NATURAL HERITAGE SYSTEM SECUREMENT

8.3.8.1 Ownership

The designation of lands as part of the Natural Heritage System 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. Notwithstanding the foregoing, the City recognizes that public securement of the lands in the Natural Heritage System will provide opportunities for enhanced management of the System. The City shall investigate all options for the securement of the lands in the Natural Heritage System. Once lands are in public ownership, the City will maintain the lands in public ownership to protect the System.

8.3.8.2 Parkland Dedication

Lands in the Natural Heritage System shall not be acceptable as parkland dedication under the Planning Act unless:

- a) The lands can be used without impact on the environmental quality and function for some passive open space/recreational use such as a trail use or interpretative display; and,
- b) The City is satisfied that sufficient land has been dedicated, or cash-in-lieu provided, to satisfy the City's requirements for active parkland for development.

8.3.9 FLOODPLAIN MANAGEMENT, EROSION, HAZARDOUS SITES AND FILL CONTROL

The policies of Section 3.5.2.3.1 of the Official Plan shall apply to floodplain management, erosion, hazardous sites and fill control. Schedule 8B identifies the Regulatory Floodline based on current available information. The precise boundaries of flood and erosion hazard areas and associated setbacks shall be established, to the satisfaction of the City, in consultation with the applicable Conservation Authority, through the Drainage and Stormwater Master Plan and as part of the review of specific development applications without further amendment to this Plan. Changes to the boundaries may include any reductions such as those due to the introduction of additional or larger culverts downstream. Development in flood and erosion hazard areas determined through this process shall be subject to the policies of the Natural Heritage System regardless of their designation. In addition, the applicable Conservation Authority shall be satisfied with respect to its own legislative and regulatory powers. Development in lands which are established to be outside flood and erosion hazard areas shall be in conformity with the underlying or adjacent land use designation on Schedule 8C.

8.3.10 SURFACE WATER AND GROUND WATER PROTECTION

Surface water and ground water shall be protected in accordance with the applicable recommendations of the Drainage and Stormwater Management Master Plan. In addition, major development, given the potential for significant groundwater recharge areas, will require submission of an Environmental Impact Study, Risk Management Assessment and/or Plan, and Hydrogeological Study as required by Section 6.11 that demonstrates that the quality and quantity of the groundwater and the function of any identified recharge areas will be protected, improved or restored.

8.4 COMMUNITY AND SUSTAINABLE DESIGN STRATEGY

8.4.1 PURPOSE

The objective of the Salem Secondary Plan, as set out in the Vision and Planning Principles for the Salem and Hewitt's Secondary Plan Lands, is the creation of a complete community providing a range of employment, housing, and a mix of other uses that allow residents to live, work and play in their community. High quality and sustainable community design is a key to the achievement of this objective and the policies of this section establish general design policies for the Salem Plan Area.

8.4.2 COMMUNITY FORM

- a) The Salem Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a complete community and sustainable development through the efficient use of land and infrastructure including such features as the Natural Heritage System; the land use arrangement including mixed use nodes and corridors, provision of live-work opportunities and a mix of housing and employment opportunities; a modified grid street system which enhances the opportunity to provide transit and active transportation facilities; neighbourhoods with parks and schools as their focal points within a five minute walk of most residents; and measures designed to maintain the natural hydrologic cycle and function of the watersheds and protect ground and surface water quantity and quality. Schedule 8A, Community Structure illustrates this conceptual design, together with Schedule 8C, Land Use Plan and Schedule 8D1, Transportation Plan.
- b) The Salem Master Plan in Appendix 8B is intended to illustrate graphically the design of the Salem Secondary Plan Area, and how the policies and Schedules of the Plan are to be implemented.
- c) Prior to the commencement of any phase of development in accordance with the phasing policies of Section 8.7.3.2, or a specific neighbourhood within a phase, or a sub-area of a General Industrial or Highway 400 Industrial/Business Park Area, the City shall determine, after consultation with all affected landowners in the general area to which the Application or Applications apply, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 8B. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.
- d) The City shall require the preparation of an area design plan for one or more of the areas identified in subsection c), to the satisfaction of the City, prior to draft plan approval or approval of other development plans in a specific area identified in subsection c), where:
 - i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 8B; and/or,
 - ii) the City, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between the landowner's plans.

A proposed plan of subdivision or other development plan shall be considered to be inconsistent with the Master Plan if it is deemed by the City not to conform to the Design and Sustainable Development Policies Directions in Section 8.4.4. The following shall not generally be considered to be inconsistent with the Master Plan, provided that the City determines that the plan of subdivision or other development plan conforms to the Secondary Plan:

- i) modifications to, or relocations of, portions of the street or trail pattern;
 - ii) modifications to Medium and Low Constraint Stream Corridors;
 - iii) relocation of public facilities and parks;
 - iv) relocation, deletion or other modifications to stormwater management facilities; or,
 - v) reconfiguration of land use categories and lot depths provided the overall minimum density of development and population and/or employment forecasts are maintained.
- e) Where required, an area design plan shall be prepared in conformity with the policies and schedules of the Salem Secondary Plan and will provide detailed direction with respect to, but not limited to the following:
- i) a street and pathway pattern, including local streets and a pedestrian and cycling system and transit routes;
 - ii) specific boundaries of land use categories and designations, including the density and distribution of housing types where applicable;
 - iii) the location, size and general configuration of public facilities including parks, village square and schools;
 - iv) the location, size and general configuration of stormwater management facilities;
 - v) the surveyed boundary of the Natural Heritage System in accordance with Section 8.3.3.1;
 - vi) the location, alignment and boundaries of Medium and Low Constraint Stream Corridor Areas;
 - vii) the location and distribution of ancillary commercial and service facilities in Industrial Areas;
 - viii) provision for potential commercial facilities in neighbourhood mixed use nodes;
 - ix) co-ordination, including provision for street and pathway connections, with adjacent existing and proposed development.
- f) Such area design plans shall be prepared in accordance with terms of reference approved by the City and the applicant(s), by the City or a consultant retained by the City at the applicant's cost. The approval of an area design plan by the City shall not require an amendment to this Plan.

8.4.3 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT GUIDELINES

Urban Design and Sustainable Development Guidelines shall be prepared by the City as part of the Salem and Hewitt's Secondary Plans Implementation Strategy. All development applications and City facilities shall be evaluated by the City to ensure that they are consistent with the Guidelines, in addition to the policies of the Secondary Plan.

8.4.4 DESIGN AND SUSTAINABLE DEVELOPMENT POLICIES

Development in the Salem Plan Area shall also be evaluated in accordance with the following policies:

8.4.4.1 Official Plan General Design Guidelines

The policies of Section 6.5.2.2, General Design Guidelines of the Official Plan, with the exception of subsection 6.5.2.2 (c) and (d) iii), v), and vi), shall apply in the Salem Secondary Plan Area.

8.4.4.2 Community Design

- a) All development, particularly in the Mixed Use Nodes and Corridors identified on Schedule 8A, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.
- b) Each residential neighbourhood will have distinctive characteristics, but also a number of common features including:
 - i) a central focal point including a Neighbourhood Park, and where required an elementary school or schools, and related facilities such as day care and central mail pickup facilities, within a five minute walk of most residents;
 - ii) a character which is primarily residential, but which will also include a range of uses including live-work, institutional and open space uses;
 - iii) a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population; and,
 - iv) a variety of open space including parks, Village Squares, and private open space in accessible locations which can act as "meeting places" for residents.
- c) A hierarchy of institutional, commercial and open space uses shall be established with:
 - i) major facilities in locations which form part of, or in the case of institutional uses, are adjacent to Mixed Use Nodes and Corridors, to allow them to serve as focal points for the Salem Plan Area and its neighbourhoods and employment areas;
 - ii) elementary schools and neighbourhood parks, and other uses which are primarily designed to serve neighbourhoods including day care facilities and recreation clubs located to serve as focal points for neighbourhoods within a five minute walk of most dwelling units;
 - iii) Village Squares located to serve subneighbourhoods which are generally more than a five minute walk from a neighbourhood park, while urban squares are

located in mixed use areas to contribute to a vibrant streetscape and provide a meeting place for residents and visitors.

- d) The Salem Secondary Plan Area has a number of barriers to connectivity and accessibility, both internally and externally including Highway 400, limited street connections to surrounding areas, the Trans Canada Pipeline corridor, the width of arterial streets, and the Natural Heritage System. To address this issue, development shall be based on:
- i) a modified grid street system generally as identified on Schedule 8D1, with an interconnected networks of streets which is also designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service, as well as supporting walking and cycling. In addition, a pathway system will be provided for walking and cycling;
 - ii) a local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system and recognition of topography and the Natural Heritage System. Cul-de-sacs will generally only be permitted when warranted by site conditions;
 - iii) street and pathway crossings of the Natural Heritage System, Highway 400, and the railway and utilities and connections to adjacent areas generally as identified on Schedule 8D1;
 - iv) street cross sections for all streets, and access and parking provisions which reflect the abutting land uses (e.g. context sensitive design) and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle and transit friendly environment; and,
 - v) connections will be made to other parts of the City whenever possible through street, pedestrian and bicycle links to ensure the community functions in an integrated manner.
- e) The Natural Heritage System is a central feature of the Planning Area and the development form should reflect this fact including:
- i) a system of trails/pathways which are designed to require very little terrain or vegetation modification and few, if any, buildings or structures, and which are located to maximize protection of features such as wetlands, streams and wooded areas, and are limited to non-motorized use and located generally in accordance with the pathway system on Schedule 8D1; and,
 - ii) provision for views and accessibility, both physically and visually to the System through a range of approaches including, but not limited to, single loaded streets, crescent streets, and locating public open space and other public facilities and/ or high density residential and employment uses adjacent to the System generally as shown on the Master Plan.
- f) Views and accessibility to other public facilities, particularly recreation centres, schools and parks which will serve as “meeting places” for residents, are also important with the total linear perimeter distance around recreation centres, schools and parks being in the order of 50% of the perimeter bounded by streets and open space as generally identified in the Master Plan.

- g) The integration of existing uses in the Secondary Plan Area, where they are anticipated to remain in the long term, will be considered in the design of development. Where new development abuts existing development it will be designed to be generally compatible with the existing development, while maintaining options for future redevelopment.

8.4.4.3 Cultural Heritage Conservation

Cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. In addition, the assessment and conservation of significant archaeological resources and areas of archaeological potential shall also be subject to the policies of Section 3.4 of the Official Plan.

8.4.4.4 Streetscape Design

The streetscape consists of streets and public frontages. The streets provide for traffic and parking capacity, as well as cycling facilities. The public frontage provides for pedestrian circulation and contributes to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters, street trees and other street furniture, as well as features such as centre medians. The policies of Section 8.6.3 provide direction with respect to the standards for typical streets, while the Urban Design and Sustainable Development Guidelines will provide detailed direction for public frontages and other design treatments which reflect the following directions;

- a) **General Street Design Objectives**
Five types of streets are established, although variations may be considered by the City based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage System and open space uses and achievement of other design objectives:
 - i) **Arterial Streets** are high capacity streets which serve as major gateways to the City. A balance must be achieved between their transportation function, including the accommodation of transit and cycling, and their ability to provide access to flanking land uses and to provide a socially vibrant public space. It will also be important to minimize their barrier effect. To assist in achieving this balance, these streets will have the highest standard of design including features such as wide sidewalks, centre medians, special tree and feature planting, street furniture, paving, lighting and signage particularly in Mixed Use Nodes and Corridors. Consideration may be given to permitting on-street parking in Mixed Use Nodes and Corridors, particularly at off-peak periods and parking bays may also be provided;
 - ii) **Major and Minor Collector Streets** connect neighbourhoods to each other and to other parts of the community. These streets will have a high standard of design which will be achieved through tree planting, lighting and signage and will permit on-street parking particularly in off-peak periods. The design will complement the planned abutting land uses, including wider sidewalks and street furniture such as benches, in Mixed Use Nodes and Corridors.

- iii) Local Streets support local transportation needs, as well as providing an attractive environment for pedestrians and cyclists through the provision of sidewalks and appropriate tree planting.
 - iv) Lanes/Service Streets will be considered where direct driveway access from a street is not appropriate, or in response to special design features such as development fronting directly onto open space. “Window” streets may also be considered in limited circumstances. Such streets shall be designed to provide access for public maintenance and emergency vehicles; and to maximize safety and security.
- b) Pedestrian/Cyclist Comfort
- Pedestrian/cyclist comfort and safety will be a priority in streetscape design:
- i) In Mixed Use Nodes and Corridors, in particular, an enhanced streetscape and sidewalk environment will be provided, in addition more frequent signalization may be considered;
 - ii) Sidewalks shall generally be provided on both sides of all streets with the exception of the following where sidewalks shall only be required on one side of the street:
 - Local streets in industrial areas;
 - Residential streets with less than ten dwelling units or cul-de-sacs;
 - Window streets; and,
 - A street flanking the Natural Heritage System or a public park.
 - iii) The City may also give consideration to permitting one sidewalk on some additional Local Streets where the City is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of-way width of 18 metres. The geographic extent of the pedestrian circulation plan shall be sufficient to demonstrate how the above conditions are met, as well as the relationship of the area to the transit system, community facilities and shopping areas.
 - iv) The length of a residential or mixed use development block makes a significant difference in creating a pedestrian and transit friendly environment. Blocks should be short and regular, generally a maximum of 250 metres in length, to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, a wide public mid-block pathway should be provided to shorten walking distances.
 - v) Provision for cyclists to travel either on the street or on pathways separated from the street system, which may or may not include a designated lane, shall be recognized in the design of all arterial and collector streets. In addition, bicycle parking standards for other than freehold, ground related housing, shall be prepared and implemented through the zoning by-law.
 - vi) A system of pathways will be developed primarily in the Natural Heritage System based on the conceptual system on Schedule 8D1. The pathway system shall be subject to further study to the satisfaction of the City, in consultation with the applicable conservation authority and the land owners.

c) **Street Frontage**

The following policies relate to the relationship between the street and abutting land uses:

- i) Reverse Lotting will not be permitted unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. A range of alternatives will be used to ensure a high quality streetscape including lanes, service streets and “window” streets. If there is no alternative to reverse lotting, it will be kept to the minimum and landscaping, as well as site and landscape design, will be used to mitigate the impact on the streetscape.
- ii) Noise sensitive properties will be buffered through mechanisms such as restrictions on the type of land use, building design, building location on the lot, location of outdoor living space and through the provision of landscaping such as enhanced planting of street trees. Buffering such as noise fences, berms and rear lotting, with the exception related to rear lotting identified in sub section i) above, and where side yards flank arterial streets, which restrict visual and physical access to the street shall generally not be utilized.
- iii) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. The heights of buildings should be related to street widths to create a more comfortable pedestrian environment, so that generally the wider the street, the higher the building height;
- iv) Buildings on corner lots on Arterials and Collectors should be sited and massed toward the intersection
- v) In residential areas, garages shall be designed so they are not the dominant feature in the streetscape in particular, attached garages should not generally project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law.

8.4.4.5 Parking

Options to replace at-grade parking areas will be encouraged, particularly in Mixed Use Nodes and Corridors, including on-street parking, municipal parking lots and parking garages. In addition, as many buildings as possible shall be encouraged to be located at the street line. Where at-grade off-street parking areas are provided they shall be designed to reduce their visual impact on the adjoining streetscape and people using the facility by:

- a) Screening the parking lot at the street and adjacent to residential or mixed use development with a residential component through the use of features such as low fences, walls and/or landscaping, and in a manner which reflects the safe community design policies of Section 8.4.4.7;
- b) Locating the parking lot to the side or rear of the main building and prohibiting parking, or permitting only minimal parking generally occupying not more than 10% of the front yard, in front of the main building or buildings in Mixed Use Nodes and Corridors and Residential Areas. However, where large retail stores are proposed, design alternatives will be considered, including the location of large retail stores in the interior of the development with smaller stores located abutting the public street; or lining the frontage of the large store with smaller stores with multiple building entrances while prohibiting parking in front of buildings. 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.

- c) Generally limiting parking areas between the street and buildings in industrial and business park areas to a double row of parking, however, design alternatives will be considered related to the use and size of the site.
- d) Providing pedestrian walkways in parking areas adjacent to buildings, between building clusters and to provide access from the building to transit stops, public sidewalks and other developments. These walkways may be required to cross parking lots, particularly larger lots, to provide required access and to ensure the safety and comfort of pedestrians.

8.4.4.6 Landscaping

The City shall establish specific landscaping requirements in the Urban Design and Sustainable Development Guidelines to ensure:

- a) the provision of landscape features which contribute to the definition of the public realm, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions;
- b) the enhancement of pedestrian comfort and scale of development; and,
- c) water efficient, drought resistant landscaping including the use of native plants.

8.4.4.7 Safe Community Design

The City shall work with the Barrie Police Service to promote safety and security and accessibility to all development and public areas based on the principles of Crime Prevention through Environmental Design (CPTED).

8.4.4.8 Sustainable Development

Sustainable development requires a balance of a healthy environment, economy and society which can be achieved by creating development which is adaptive and resilient. The Urban Design and Sustainable Development Guidelines will encourage infrastructure and development which is based on sustainable technologies, resource efficiency and responsible consumption related to factors such as energy efficiency, water conservation and management, and, material resources and solid waste within the framework of the following directions:

- a) The policies of Section 3.7.1 to 3.7.4 of the Official Plan inclusive with respect to energy conservation and renewable energy systems shall be applicable to the Salem Secondary Plan Area.
- b) Development will be encouraged to be designed in a manner which:
 - i) promotes green building and site design practices;

- ii) maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices;
 - iii) minimizes the use of material resources and reduces solid and hazardous waste;
 - iv) controls, and to the extent practical, eliminates, water, soil, noise and air pollution; and,
 - v) encourages innovative design which will achieve enhanced sustainability.
- c) The City will consider the potential to establish a district energy system within the Salem Secondary Plan for the employment lands in the vicinity of Highway 400 and McKay Road and adjacent areas. Such a system shall be subject to a feasibility assessment and funding partnerships with other public and/or private organizations. The City will also consider the establishment of standardized guidelines and technical standards to encourage the establishment of such a system.

8.4.4.9 Gateways

“Gateways” are designated on Schedule 8A. They are recognized as key points of entry to the City which require special design treatment of both the street allowance and any development adjacent to the street allowance including enhanced landscaping and building design which creates a potential “landmark”. In addition, it is recognized that the railway also serves as a “gateway” to the City, and consideration will be given to the design of any development along the tracks to minimize its visual impact.

8.4.4.10 Public Utilities

Careful consideration will be given to the location of public utilities within the public rights-of-way, as well as on private property in accordance with the policies of Section 8.6.6.

8.4.4.11 Accessibility and Visitability

The principles of universal design will be generally applied to all public spaces and within new developments to ensure access and visitability for all individuals, while recognizing the need for balance where cultural heritage resources are involved. Regard shall also be given to the *Ontarians with Disabilities Act*, *Ontario Building Code*, and any City cultural heritage policies or guidelines.

8.4.4.12 Public and Community Facilities

All public facilities including City and school facilities, shall be designed to contribute to the achievement of the policies of the Salem Secondary Plan including the creation of compact neighbourhoods through the use of multi-storey buildings, joint use of buildings, joint use of parking areas, joint use of open space, use of adjacent roads for visitor parking and other means to reduce land requirements.

8.4.5 MIXED USE NODES AND CORRIDORS: INTERIM AND ULTIMATE DEVELOPMENT

Development in Mixed Use Nodes and Corridors identified on Schedule 8A is intended to provide primarily for mixed use development. However, it is recognized that the initial development will not necessarily reflect the ultimate built form, although the City will work to

ensure that the density target of Section 8.2.8 is achieved. To ensure that the ultimate development is not constrained by the interim land uses, the following principles will form the basis for development:

- a) The initial development shall be planned on the basis that intensification will occur, either in future phases of development, or by intensification or redevelopment, or both. Nevertheless, except for minor buildings and structures, buildings and other facilities will be viewed as if they are permanent (i.e. potentially remaining for the long term). Accordingly, buildings shall be located on the site to the urban standards set out in this section and in the Urban Design and Sustainable Development Guidelines, and planned so future phases of intensification are not restricted.
- b) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. However, where large retail stores are proposed, design alternatives will be considered, in accordance with the provisions of Section 8.4.4.5 b).

8.5 LAND USE STRATEGY

8.5.1 PURPOSE

The land use designations on Schedule 8C establish the planned land use pattern in the Salem Secondary Plan Area. The policies for these designations are set out in this section.

8.5.2 GENERAL

The following land uses shall be permitted in all land use designations with the exception of lands in the Natural Heritage System, including areas where Medium and Low Constraint Stream Corridor Areas may be ultimately relocated, which shall be subject to the policies of Section 8.3. In addition, any development proposed within flood and erosion hazard lands and associated setbacks shall be subject to the policies of Section 8.3.9:

- a) accessory uses to permitted uses;
- b) replacement of existing uses, as well as additions and other modifications to existing uses in conformity with the policies of Section 6.1.4 of the Official Plan. Such modifications may include the addition of accessory uses, buildings and structures;
- c) forest, fish and wildlife management;
- d) stewardship, conservation, restoration and remediation undertakings including the deepening, relocation or consolidation of Medium and Low Constraint Stream Corridor Areas in accordance with the policies of Section 8.3.3.2;
- e) flood or erosion control projects;
- f) infrastructure including utilities;
- g) stormwater management facilities in accordance with the directions established in the Drainage and Stormwater Master Plan;
- h) educational facilities, including public and private elementary and secondary schools, community colleges, universities, day care and day nursery uses subject to the regulations of the zoning by-law, provided that elementary and secondary school uses will not be permitted in the Highway 400 Industrial/Business Park and the General Industrial designations unless they are related to, or supportive of, an employment use, and 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;
- i) home occupations in any legally established residential unit, subject to the regulations of the zoning by-law;
- j) group homes and emergency housing subject to the regulations of the zoning by-law provided that such uses are located in existing buildings or structures or additions thereto;

- k) uses owned by the federal, provincial or municipal government or their agencies excluding elementary and secondary schools, but including fire, ambulance, police and any other emergency service facilities, hospitals or satellite health services facilities, transit terminals and other transit related facilities, works yards, parks, pumping stations, water towers, libraries, and recreational facilities provided that the uses are designed and constructed to enhance compatibility with adjacent uses; and ;
- l) a *secondary suite* as provided in Section 3.3.2 of the Official Plan;
- m) alternative energy systems and renewable energy systems in accordance with the policies of Section 3.7 of the Official Plan;
- n) adaptive reuse of designated or listed heritage sites, buildings and structures that cannot fulfill their existing role provided that the reuse is designed and constructed to enhance compatibility with adjacent uses.
- o) archaeological activities;
- p) community mail boxes;
- q) bed and breakfast and farm vacation uses with the exception of the Highway 400 Industrial/Business Park and the General Industrial designations;
- r) community gardens; and,
- s) garden suite as provided in Section 6.9.2 of the Official Plan.

8.5.3 NATURAL HERITAGE SYSTEM

8.5.3.1 Goals

- a) To create, protect, preserve, and where appropriate, enhance, a linked natural heritage system to ensure the long term sustainability of the system within the urban context.
- b) To work with the landowners to achieve public ownership of the natural heritage system.
- c) To design the natural heritage system so that it contributes to the enhancement of air and water resources.
- d) 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.

8.5.3.2 Permitted Uses, Buildings and Structures

The uses, buildings and structures permitted in the Natural Heritage System designation on Schedule 8C, Land Use Plan, shall be in accordance with the policies of Section 8.3.

8.5.3.3 Land Use Policies

The policies for the lands in the Natural Heritage System designation shall be in accordance with the policies of Section 8.3.

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 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.

8.5.4 HIGHWAY 400 INDUSTRIAL/BUSINESS PARK

8.5.4.1 Goals

- a) To ensure that lands in the vicinity of Highway 400, a key gateway to Barrie, are developed as a showcase for the strength of the City’s economy and its commitment to a high quality business environment.
- b) To ensure that the area develops primarily for industrial, research and development and office uses which can maximize the benefits of the proximity to Highway 400 and the planned McKay Road interchange.

8.5.4.2 Permitted Uses, Buildings and Structures

Permitted uses may include:

- a) industrial operations in enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling;
- b) office based uses such as information processing, call centres, computer based services, design studios and similar uses;
- c) research and development facilities; and,
- d) hotel and related convention, conference and banquet facilities.

8.5.4.3 Commercial Uses

The zoning by-law will establish specific limitations on commercial development to ensure that it is clearly ancillary or accessory to the primary use of the site in function and floor space occupancy. Permitted commercial uses shall include only:

- a) accessory retail sales of products produced, assembled, fabricated and/or repaired on

- the premises as part of an industrial use;
- b) the accessory retail sale of products which are being distributed as part of a distribution use;
 - c) limited commercial uses such as restaurants and service establishments including print shops, financial institutions and personal service establishments subject to the following criteria:
 - i) located on the ground floor of an industrial, office or research and development building at a key street intersection; and,
 - ii) the commercial use is clearly ancillary to the primary use; and,
 - d) automotive related uses provided such uses shall not be located at the intersections of arterial roads with other arterial roads, with the exception of automobile sales operations, and subject to a detailed design review based on the directions in the Urban Design and Sustainable Development Guidelines and an amendment to the zoning by-law.

8.5.4.4 Place of Worship and Funeral Home Uses

Applications for place of worship and funeral home uses may be considered in the Highway 400 Industrial/Business Park designation on properties fronting on Veteran's Drive or McKay Road West subject to an amendment to the zoning by-law and the submission of an evaluation that demonstrates the use can satisfy the Ministry of Environment separation guidelines and a traffic impact analysis.

8.5.4.5 Land Use Policies

- a) Development abutting Highway 400 or any related service roads shall be designed so that:
 - i) all elevations facing the Highway or a street present an attractive, articulated elevation and are designed as one of the "main" faces of the building;
 - ii) trees, berms and landscaping screen elements such as parking, service and loading areas; and,
 - iii) service, outdoor storage and loading facilities will not generally be permitted in any yard facing Highway 400 and, regardless of location, will be screened from Highway 400.
- b) McKay Road and Veterans Drive represent major access/gateway routes into and through the community. The City will ensure that they are designed with an enhanced and co-ordinated approach to landscaping, street tree planting, sidewalks, lighting, private/public utilities, bike paths and boulevards in accordance with the Urban Design and Sustainable Development Guidelines, and subject to any required Environmental Assessment. Further, the City shall, through the subdivision, zoning by-law, and site plan control processes, control development along these roads to ensure both a high quality of site design and use. In particular:
 - i) buildings shall be oriented to the street and designed to foster an urban character, with the scale and placement contributing to the pedestrian orientation

- of the street. Buildings shall have a minimum height of 6 metres and shall be encouraged to exceed one storey in height;
 - ii) high profile buildings will be encouraged to locate adjacent to the interchange and the intersection of McKay Road and Veterans Drive, and commercial uses such as automotive related uses and restaurants shall be prohibited unless they are located on the ground floor or an office or industrial building;
 - iii) parking will be at least partially screened by low walls and fences and landscaping,
 - iv) service and loading facilities will not generally be permitted in any yard facing these streets and, regardless of location, will be screened from these streets shall not be permitted in ; and,
 - v) careful consideration will be given to ensure that safe and functional vehicular and pedestrian access is provided.
- c) Development abutting the Natural Heritage System shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the Natural Heritage System. In particular, careful consideration shall be given to the design of impervious surfaces and other factors that impact on stormwater management and lighting should be designed to minimize impacts on the System.
- d) No minimum or maximum development density or height is established, but the City's objective with respect to the lands in the Highway 400 Industrial/Business Park designation is to maximize the use of these lands. To achieve this objective, through the development review process and in the Zoning By-law, the City will specify measures such as minimum and maximum building setbacks, innovative stormwater management controls, siting arrangements, minimum and maximum parking requirements and other measures to encourage the most efficient use of these lands.

8.5.5 GENERAL INDUSTRIAL

The policies of Section 4.4.1, Goals; Section 4.4.2.1, General Policies and Section 4.4.2.2, General Industrial, shall apply to the lands in the General Industrial designation on Schedule 8C. In addition, the following policies shall also apply.

8.5.5.1 Commercial Uses

The zoning by-law will establish specific limitations on commercial development to ensure that it is clearly ancillary or accessory to the primary use of the site in function and floor space occupancy. Permitted commercial uses shall include only:

- a) accessory retail sales of products produced, assembled, fabricated and/or repaired on the premises as part of an industrial use;
- b) the accessory retail sale of products which are being distributed as part of a distribution use;
- c) limited commercial uses such as restaurants and service establishments including print shops, financial institutions and personal service establishment subject to the following criteria:

- i) located on the ground floor of an industrial, office or research and development building at a key street intersection; and,
 - ii) the commercial use is clearly ancillary to the primary use;
- d) automotive related uses, provided such uses shall not be located at the intersections of arterial roads with other arterial roads with the exception of automobile sales operations, and subject to a detailed design review based on the directions in the Urban Design and Sustainable Development Guidelines and an amendment to the zoning by-law; and,
- e) one commercial development at the intersection of Salem Road and Veterans Drive including automotive service facilities subject to detailed design considerations including buildings oriented to the street and designed to foster an urban character, with the scale and placement contributing to the pedestrian orientation of the street. Buildings shall have a minimum height of 6 metres and shall be encouraged to exceed one storey in height.

8.5.5.2 Land Use Policies

- a) Veterans Drive represents a major access/gateway route into and through the community. Development along this street shall be subject to the policies of Section 8.4.4 .9.
- b) Development abutting the Natural Heritage System shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the surrounding natural systems. In particular careful consideration shall be given to the design of impervious surfaces and other factors that impact on stormwater management.

8.5.6 EXTRACTIVE INDUSTRIAL

The Extractive Industrial designation on Schedule 8C recognizes an existing extractive operation. The site shall be zoned to recognize the use legally existing as of January 1, 2013. The policies of Section 4.4.1, Goals; and Section 4.4.2.6, Extractive Industrial, shall also apply to the lands in the Extractive Industrial designation on Schedule 8C. Any application for a significant expansion of the existing use shall require a zoning by-law amendment. The following information shall be submitted to assist the City in consideration of such an application:

- a) Effect on the Natural Heritage System designation within 120 metres of the subject lands through the preparation of an Environmental Impact Study, a hydrogeology study and stormwater management study;
- b) A rehabilitation plan;
- c) A site development plan;
- d) Haulage routes proposed and a traffic impact study;

- e) Evaluation of impacts on adjacent development related to noise, dust and vibration; and,
- f) A Planning Assessment Report.

The City shall require a development agreement with the proponent prior to the required rezoning, which agreement shall not conflict with the license requirements under the Aggregate Resources Act. The agreement shall address matters such as arrangements for specific rehabilitation of the subject lands; haulage routes; timing of operations; arrangements for visual buffering and noise mitigation and provision that no polluted water shall be discharged into a watercourse.

8.5.7 MIXED USE NODES AND CORRIDORS

8.5.7.1 Goals

- a) To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity.
- b) To create a meeting place for residents which is designed to be pedestrian friendly and maximize the use of public transit.

8.5.7.2 Permitted Uses, Buildings and Structures

The Mixed Use Nodes and Corridors designation on Schedule A means that the main uses permitted shall include a variety of residential, institutional and office uses and community facilities in single use and mixed use buildings including single use commercial buildings. Specific permitted uses include:

- a) High and medium density residential uses such as stacked townhouses, back to back townhouses, street townhouses and apartments;
- b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;
- c) Live-work developments;
- d) Office uses;
- e) Institutional uses;
- f) Retail and service commercial uses which will be primarily located on the ground floor of mixed use buildings but which may also be located in stand-alone buildings; and,
- g) Automotive related uses subject to a detailed design review based on the directions in the City's Urban Design Guidelines and an amendment to the zoning by-law.

8.5.7.3 Land Use Policies

The design of development within the Mixed Use Nodes and Corridors shall be guided by the following policies:

- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged. The boundaries of the Nodes and Corridors are conceptual and may be expanded through the development review process where required to better achieve the City's goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review;
- b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;
- c) Height – minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;
- d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;
- e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare
- f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
- g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;
- h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged; and,

Development shall be designed to facilitate access to public transit.

8.5.7.4 Interim Uses

Where the minimum density standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan

demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:

- a) The provision of local roads and small blocks;
- b) The means to achieve a pedestrian and transit friendly streetscape with the initial uses;
- c) The siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;
- d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,
- e) The ability to achieve both shorter term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites, and the latter through potential redevelopment of the initial buildings.

Based on this submission, the City will consider a reduction in the minimum density on specific sites to 0.3 FSI provided the development also generally complies with the design policies of Section 6.5 and any applicable Secondary Plan.

8.5.8 ESSA/SALEM MIXED USE NODE

Lands in the Essa/Salem Mixed Use Node designation shall be developed in accordance with the policies of Section 8.5.7, Mixed Use Nodes and Corridors, provided that:

- a) retail and commercial uses shall generally not exceed a combined total gross floor area of 4000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless this maximum is proposed to be exceeded by 25% or more;
- b) automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets; and,
- c) A minimum residential density of 45 units per net hectare shall be permitted.

Based on this submission, the City will consider a reduction in the minimum density on specific sites to 0.3 FSI provided the development also generally complies with the design policies of Section

8.5.9 NEIGHBOURHOOD MIXED USE NODE

Lands in the Neighbourhood Mixed Use Node designation shall be developed in accordance with the policies of Section 8.5.7, Mixed Use Nodes and Corridors, provided that:

- a) retail and commercial uses shall generally not exceed a combined total gross floor area of 3000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless this maximum is proposed to be exceeded by

25% or more;

- b) automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets; and,
- c) A minimum residential density of 40 units per net hectare shall be permitted.

8.5.10 RESIDENTIAL AREA

8.5.10.1 Goals

- a) To develop a residential community with its own character, while providing for a diverse range of housing options as well as live-work opportunities, and transit-supportive development patterns and densities.
- b) To develop residential districts and neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and village squares which are designed as “meeting” points for the immediate area.

8.5.10.2 Permitted Uses, Buildings and Structures

The Residential designation on Schedule 8C is intended to accommodate a range of low and medium density residential development. The permitted uses shall also include the following where such uses are located on major collector and arterial roads:

- a) High density and medium density residential uses such as stacked townhouses and apartments at a maximum density of 100 units per net hectare;
- b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;
- c) Live-work developments;
- d) Day-care facilities;
- e) Places of worship; and,
- f) Local convenience commercial facilities.

8.5.10.3 Residential Land Use Policies

Low and medium density development shall be guided by the following policies:

- a) A mix of housing types shall be permitted at the following densities and heights:
 - i) Minimum Density – 20 units per net hectare for low density development and 30 units per net hectare for medium density development;
 - ii) Maximum Density – 40 units per net hectare for low density and 70 units per net hectare for medium density development;

- iii) Maximum Height – 3 storeys for low density development and 6 storeys for medium density development
- b) The City shall require that a variety of residential building types and densities be developed throughout the Residential designation in each residential district, including a mix of low and medium density development designed to achieve a target for the Salem Secondary Plan Area of 20% medium density and 80% low density development. The City shall be satisfied as to how this target will be achieved for each phase of development prior to the approval of draft plans of subdivision in any phase.
- c) The location of the building types shall be controlled through the Master Plan process referred to in Section 8.4.2, and the zoning by-law. In this context, notwithstanding the minimum density, the City may give consideration to limited areas of housing at a minimum density of 12 units per net hectare in areas abutting the Natural Heritage System, balanced by areas of residential development with a maximum density of 60 units per net hectare elsewhere in the subdivision. However, the City shall be satisfied that the total number of units and population for the subdivision is the same as, or greater than, that would be developed if the minimum density were applied to the entire development;

8.5.10.4 Land Use Policies for Other Permitted Uses

The other permitted uses in the Residential designation will be guided by the following policies:

- a) The location of the individual uses shall be controlled through the development review process including plan of subdivision, zoning by-law and site plan control;
- b) which may include fencing and landscaping; and,
- c) Development will be oriented to the arterial or collector road.

8.5.11 SECONDARY SCHOOL AND RECREATION CENTRE/COMMUNITY PARK

8.5.11.1 Goals

- a) To locate required publicly funded secondary schools and recreation centres with related Community Park facilities where required adjacent to or in the Mixed Use Nodes to contribute to the achievement of the goals for the nodes, in particular to creating a meeting place for adjacent neighbourhoods which is designed to be pedestrian friendly and maximize the use of public transit. An elementary school may also be developed as part of a Recreation Centre/Community Park complex.

8.5.11.2 Permitted Uses, Buildings and Structures

- a) The permitted uses in the Recreation Centre/Community Park designation on Schedule 8C shall include a recreation centre with the full range of indoor recreation facilities including arenas, swimming pools, gymnasiums and meeting rooms, as well as related facilities such as day care, libraries, and a police substation. In addition, a

related Community Park with outdoor active and passive recreation uses shall be permitted ranging from sports fields, splash pads, and tennis courts to play equipment and passive recreation uses including nature viewing. Accessory uses may include illumination related to the specific uses and ancillary commercial uses. An elementary school may also be developed as part of the Recreation Centre/Community Park complex.

- b) The permitted use in the Secondary School designation on Schedule 8C shall be a publicly funded secondary school as well as related facilities such as day care, libraries and a police substation.

8.5.11.3 Land Use Policies

- a) The Recreation Centre/Community Park and Secondary School designations on Schedule 8C are conceptual and are intended to identify general potential locations for these facilities. The exact location and configuration of these facilities will be established in conformity with the policies of this Plan through the development review process.
- b) The size and configuration of the secondary school and elementary school locations shall be determined in consultation with the Boards of Education, but shall generally be a maximum of 6 hectares for secondary schools and 2.42 hectares for elementary schools adjacent to parks. Wherever possible elementary schools shall be encouraged adjacent to parks, however, where such a location is not possible, elementary school sites shall be encouraged to be no greater than 2.5 hectares in size. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial and City policy.
- c) Where a recreation centre, community park, secondary school or elementary school is not developed on all or a portion of a particular site, the uses in the underlying or adjacent land use designation on Schedule 8C shall be permitted. All recreation centre, community park and school blocks will be zoned to allow alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that these blocks are configured in a manner which will permit future development for residential uses.
- d) The size and configuration of the recreation centre/community park shall be consistent with the policies of the City's Leisure and Recreation Master Plan.
- e) A key consideration in the design of both the Recreation Centre/Community Park and the Secondary School designations and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements; use of lay-by facilities for drop-off/pick-up for school buses as well as general use; use of on-street parking for the facilities; requirements for wider sidewalks and bike lanes on key

access routes to the Recreation Centre/Community Park and Secondary School sites; and location on transit routes.

- f) To minimize impacts on adjacent residential development, the Recreation Centre/Community Parks and Secondary Schools will be encouraged to be located wherever possible adjacent to non-residential uses or in Mixed Use designations, and designed to minimize light and noise through measures such as separation distances within the parks and school sites, directional lighting, landscaping and fencing.

8.5.12 SCHOOL/NEIGHBOURHOOD PARK AREA

8.5.12.1 Goals

- a) To develop Neighbourhood Parks which provide a variety of outdoor recreational experiences as a focal point for one or more neighbourhoods.
- b) To locate Neighbourhood Parks within a five minute walk for most residents of a neighbourhood.
- c) To locate elementary schools where required adjacent to Neighbourhood Parks to maximize the use of both facilities and create a neighbourhood hub with a range of facilities and services.

8.5.12.2 Permitted Uses, Buildings and Structures

The permitted uses in the School/Neighbourhood Park Area designation on Schedule 8C include:

- a) Neighbourhood Park and the full range of active and passive recreation uses appropriate to such a scale of park ranging from sports fields, splash pads, tennis courts, seating areas to play equipment and passive recreation uses including nature viewing. Accessory uses may include a park building with washrooms, seating areas and illumination related to the specific uses.
- b) Public or privately funded elementary schools;
- c) Day-care facilities; and,
- d) Neighbourhood oriented clubs including meeting and recreation facilities.

8.5.12.3 Land Use Policies

- a) The School/Neighbourhood Park Area designation on Schedule 8C is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan through the development review process.
- b) The size and configuration of publicly funded elementary school locations shall be determined in consultation with the Boards of Education, but shall generally be a

maximum of 2.42 hectares for elementary schools adjacent to parks. Wherever possible elementary schools shall be encouraged adjacent to parks, however, where such a location is not possible, elementary school sites shall be encouraged to be no greater than 2.5 hectares in size. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial and City policy.

- c) Where an elementary school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.
- d) The size and configuration of each park shall be consistent with the policies of the City's Leisure and Recreation Master Plan.
- e) A key consideration in the design of the School/Neighbourhood Park Area designation and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements; use of lay-by facilities for drop-off/pick-up by school buses as well as general use; use of on-street parking during the key school pickup/dropoff time periods; requirements for wider sidewalks and bike lanes on key access routes to the School/Neighbourhood Park Area; and location on transit routes.
- f) To minimize impacts on adjacent residential development, Neighbourhood Parks and schools will be located adjacent to non-residential uses, and designed to minimize light and noise through measures such as separation distances within the parks and school sites, directional lighting, landscaping and fencing.

8.5.13 VILLAGE SQUARE

8.5.13.1 Goals

- a) To develop Village Squares, which are small parkettes, to provide recreation facilities and serve as meeting points for subneighbourhoods which are not within a five minute walk of a Neighbourhood Park, or for which access to a Neighbourhood Park is difficult because of barriers like the need to cross a major collector or arterial road.

8.5.13.2 Permitted Uses, Buildings and Structures

The permitted uses in the Village Square designation on Schedule 8C include:

- a) A range of active and passive recreation uses including playgrounds, gazebos, seating areas, splash pad and passive nature viewing, as well as areas for unorganized recreational and leisure activities. These facilities shall generally not be illuminated.

- b) Neighbourhood oriented clubs including meeting and recreation facilities.

8.5.13.3 Land Use Policies

- a) The Village Square designation on Schedule 8C is conceptual and is intended to identify general potential locations for these facilities. It is intended that approximately six Village Squares will be provided in the Salem Secondary Plan Area, with the total number related to the areas requiring service and the ultimate size of the individual facilities. The exact location and configuration of the Village Square will be established in conformity with the policies of this Plan through the development review process.
- b) Where a Village Square is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted.
- c) Village Squares shall generally meet the following criteria:
 - i) walk to facilities; and,
 - ii) approximately 0.3 hectares in size but may be larger or smaller depending on the location and facilities accommodated, but will have a maximum area of 0.5 hectares.

8.5.14 SPECIAL RURAL AREA

8.5.14.1 Goals

- a) To recognize and protect lands which are anticipated to remain in agricultural production during the planning period, but which may ultimately be developed for urban uses.
- b) To recognize and protect lands which are currently used or proposed to be used for major open space recreational uses.

8.5.14.2 Permitted Uses, Buildings and Structures

The permitted uses in the Special Rural Area designation on Schedule 8C include:

- a) A full range of *agricultural uses, agricultural related uses and secondary agricultural uses*, however no new livestock operations will be permitted;
- b) Ancillary agricultural uses including farm gate sales, *home businesses* and an additional residential structure for farm help; and,
- c) Existing and planned major recreational open space facilities which have limited buildings and structures including private golf courses and public facilities such as a sports field complex including limited accessory buildings and structures such as washrooms and equipment storage facilities as well as an operations centre subject to the policies of Section 4.6.2.7 of the Official Plan and an amendment to the zoning by-law, and passive recreation facilities as well as environmental, education and demonstration projects.

8.5.14.3 Land Use Policies

- a) Normal farm practices shall be permitted and encouraged. However, new permitted land uses, consents and expanding livestock operations shall comply with the Province's Minimum Distance Separation Formulae.
- b) Ancillary uses shall be permitted subject the regulations of the zoning by-law, and provided that a consent to sever such uses and related structures is generally prohibited.
- c) The City will discourage the removal of top soil in the Special Rural Area designation and will control filling by enacting appropriate by-laws under the Municipal Act.
- d) Major open space recreational uses shall be permitted subject the regulations of the zoning by-law and the policies of Section 4.6.2.7 of the Official Plan.

8.5.14.4 Defined Policy Area – Golf Course

The land shown on Schedule 8C, located in the southwest quadrant of Lockhart Road and Huronia Road, shall permit a golf course existing as of January 1, 2013 and modifications to that use, including new buildings and structures and expansions of existing buildings and structures subject to the policies of Section 4.6.2.7 of the Official Plan, an amendment to the zoning by-law and the existing site plan agreement where applicable.

8.5.15 WASTE DISPOSAL ASSESSMENT AREA

8.5.15.1 Goals

To minimize the potential risks to public health and safety from the off-site impacts associated with former waste disposal sites.

8.5.15.2 Waste Disposal Impact Assessment

- a) Waste Disposal Assessment Areas include former waste disposal sites and a 500 metre surrounding area as designated on Schedule 8C.
- b) No development shall be permitted in a Waste Disposal Assessment Area unless it can be demonstrated to the satisfaction of the appropriate approval authority that there will be no adverse impacts to persons and property from the former waste disposal site. a study of possible impacts and mitigation measures shall be required prior to the approval of any development proposal or the issuance of any building permit affecting lands in the area shown on Schedule 8C. These study(ies) shall be conducted by qualified professionals and shall have regard for the legislation and guidelines of the Ministry of Environment. The detail, extent and study area boundaries shall be scoped through terms of reference established in consultation with the City.
- c) To ensure appropriate consideration is given, lands within a Waste Disposal Assessment Area shall be the subject of a holding zone in the zoning by-law. The

holding zone shall require the study(ies) in Section 8.5.15.2 b) to be completed before consideration can be given to lifting the holding provision. The holding provision shall not apply to interior alterations or exterior alterations which do not expand the footprint of an existing structure, new structures or alterations to existing structures which are not habitable and where such structures do not prevent the free movement of air into the atmosphere, and any structure which does not require a building permit.

8.6 COMMUNITY SERVICES STRATEGY

8.6.1 PURPOSE

The Community Services Strategy provides direction with respect to the provision of transportation, water, wastewater, stormwater management, waste management, recreation, utilities and other services to the Salem Secondary Plan Area.

8.6.2 GENERAL

The policies of Section 5.0 Servicing and Transportation are generally applicable to the Salem Secondary Plan Area with the exception that:

- a) Existing development in the Special Rural Area designation, and limited new uses approved by the City through a zoning by-law amendment, shall be permitted on individual on-site services until municipal services are extended, including expansions or additions to existing development; and,
- b) The street classification for City streets shall be in accordance with the policies of this section.

8.6.3 TRANSPORTATION

8.6.3.1 General

- a) City streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City's streetscaping design policies in Section 8.4.4.4. Such facilities shall generally be designed to conform to the following standards and the other applicable policies of this Plan. Transportation facilities shall also be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (Transportation Master Plan).
 - i) Arterials
 - Vehicular Travel Lanes – 7 maximum;
 - Right-of-Way – 41 metres maximum;
 - High degree of access control for individual properties with access being via collector or local streets wherever possible;
 - Intersections with arterial, collector and local streets – non-signalized intersections permitted generally no more frequently than every 100 metres;
 - Intersections with arterial, collector and local streets – signalized intersections permitted generally no more frequently than every 350 metres, but closer signal spacing may be considered in mixed use areas and for transit stops; and,
 - On street parking may be permitted in off peak hours particularly in Mixed Use Nodes and Corridors and parking bays may also be provided.

- ii) Major Collectors
 - Major Collector Vehicular Travel Lanes – 4 maximum;
 - Right-of-Way – 27 metres maximum;
 - Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control, but access via local and collector streets encouraged wherever possible;
 - Local streets – intersections permitted as required, but generally no more frequently than every 100 metres; and,
 - On street parking permitted in off peak hours.
 - iii) Minor Collectors
 - Vehicular Travel Lanes – 2 maximum
 - Right-of-Way – 24 metres maximum;
 - Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control; and,
 - Local streets – intersections permitted as required
 - On street parking permitted.
 - iv) Local Streets
 - Vehicular Travel Lanes – 2 maximum;
 - Right-of-Way – 20 metres maximum with the exception of industrial and business park areas where the maximum shall be 23 metres;
 - Direct access from individual properties; and,
 - On street parking permitted.
 - v) Window Road
 - Vehicular Travel Lanes – 2 maximum;
 - Right-of-Way – 16 metres maximum;
 - Direct access from individual properties; and,
 - On-street parking permitted.
 - vi) Lane/Service Road
 - Vehicular Travel Lanes – 2 maximum;
 - Right-of-Way – 7.5 metres maximum with a 0.75 setback for residential properties and 12 metres with a 1 m setback for commercial/industrial properties;
 - Direct access for individual properties; and,
 - No on street parking
- b) Major transportation corridors are designated on Schedule 8D1, Transportation Plan. The location of major transportation corridors shall generally conform to the designations on Schedule 8D1, recognizing that development of transportation infrastructure may be subject to an Environmental Assessment, in addition to the Master Transportation Plan which satisfies Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations are conceptual and will only be finally determined upon completion of any required Environmental Assessments which may be completed as a component of the subdivision review process. No

amendment shall be required to the Secondary Plan as a result of changes to the road alignments.

- c) Potential street widening to existing streets are identified on Schedule 8D2. The identified widenings represent the maximum potential widening. The City will use its best efforts to reduce or delay required widening. The City shall require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the City to provide the right-of-way width established on Schedule 8D2. For alignment locations on existing roads, where not defined by an Environmental Assessment, the land will generally be conveyed equally on either side of the centre line of the original road allowance, except for boundary roads.
- d) In addition to securing the rights-of-way in accordance with the requirements of Schedule 8D2, the City may require additional lands at intersections to provide for exclusive turning lanes, bus queue jump lanes, and transit stop amenities, and other special treatments including the construction of bridges, overpasses and depressed sections of roadways, as well as lay-by parking zones adjacent to schools. Such additional right-of-way requirements shall be kept to a minimum and shall be determined at the time of the design of the transportation facilities and will become part of the required right-of-way.
- e) The reconstruction of the existing roads to an urban cross section and the construction of the remainder of the transportation facilities will be planned as part of the development review process, recognizing that where applicable, municipal road projects and transit facilities may be subject to Environmental Assessment Approval requirements.

Potential grade separations are designated on Schedule 8D1. The design of development should protect for the eventual construction of the potential grade separations based on projected traffic volumes, as well as, where applicable, possible increases in future rail traffic and the potentially limited crossings of the rail lines.

8.6.3.2 Transit

- a) The City shall work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services.
- b) The City shall plan transit facilities and service, development and facilities for pedestrians so that the majority of residents and employees are within a 400 metre walking distance of a transit stop. As part of the development review process, consideration will be given to the existing and/or proposed transit network and documentation of walking distances.

8.6.3.3 Pedestrian/Cyclist Facilities

A Pedestrian/Bicycle System shall be developed in accordance with the provisions of Section 8.4.4.4 b) of this Plan.

8.6.3.4 Travel Demand Management

- a) The City recognizes the potential role that Travel Demand Management can play in promoting the efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The City shall encourage businesses and other organizations to develop transportation demand management strategies including staggered work hours, car pooling, priority parking for car pool vehicles and energy efficient vehicles.
- b) The City will consider reduced minimum parking standards for developments which develop a travel demand management plan, and also for high density mixed use developments.

8.6.3.5 Parking

- a) The City shall require as a condition of development that adequate parking and loading facilities be provided, however, the City may also establish maximum parking standards particularly in mixed use areas to encourage the use of alternative transportation modes. This will generally include parking for bicycles in major non-residential and non-ground related residential development. Such parking may be considered to include on-street parking and municipal parking facilities.
- b) In accordance with the provisions of 8.4.4.5 options to replace at-grade parking areas will be encouraged.
- c) The City may at its discretion enter into an agreement with an owner or occupant of a building, in an area where a municipal parking lot or garage is or will be established to provide payment of cash-in-lieu of parking for all or part of the zoning by-law requirements for off-street parking. 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.
- d) The design of surface parking lots, including municipal parking facilities, shall be in accordance with the provisions of Section 8.4.4.5.

8.6.4 WATER AND WASTEWATER SERVICES

- a) All new urban development in the Salem Secondary Plan Area shall be connected to municipal water and wastewater systems, with the exception of development as noted in Section 8.6.2.
- b) Prior to the approval of new urban development in the Salem Secondary Plan Area the following City-wide plans shall be completed and approved:
 - i) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
 - ii) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
 - iii) Water Storage and Distribution Master Plan; and,
 - iv) Water Supply Master Plan Update Class EA (Phases 1 and 2).

- c) The provision of water and wastewater services shall also relate to the phasing of development as set out in Section 8.7.3.2 of this Plan and the Master Plans and Class EAs identified in Section 8.6.4 b).

8.6.5 STORMWATER MANAGEMENT

- a) All new development shall comply with the recommendations of the Drainage and Stormwater Management Master Plan with respect to stormwater management, including the use of Low Impact Development Design Standards which will be encouraged. No amendments to the Secondary Plan shall be required to implement the directions in the Master Plan, for changes to the number or location of stormwater management facilities or where the Plan supports the realignment or other modifications to streams or changes in the locations of drainage facilities.
- b) Subwatershed Impact Studies for Sub-watershed Impact Areas are a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the City, in consultation with the applicable conservation authority. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The objectives of the studies will be:
 - i) identification of a final preferred servicing plan (including public/private utilities);
 - ii) identification of a final preferred road layout;
 - iii) integration of stormwater management facilities;
 - iv) exploration of opportunities to integrate recreation opportunities with stormwater management;
 - v) phasing and cost sharing in areas of multiple ownership;
 - vi) validation of fisheries mitigation and compensation; and,
 - vii) the survey of the boundary of Natural Heritage System.

8.6.6 UTILITIES

- a) Prior to approval of development within the Salem Secondary Plan Area, all interested telecommunications providers and required utilities providers shall work with the landowner(s) and the City to confirm their plans for services to support the proposed development. The City shall work with the providers to determine appropriate locations for large equipment or cluster sites.
- b) All telecommunications services and utilities should be located within an initial common trench, whenever possible, to avoid unnecessary digging and disruption on municipal rights of way.
- c) Consideration shall be given to the location of telecommunication facilities and utilities within public rights of way as well as on private property. Utilities and telecommunications facilities shall be grouped/clustered or combined where possible and feasible to maximize the use of land and, where applicable, to minimize visual impact. Utilities and telecommunications facilities shall be placed in such a manner so as to not visually detract from the streetscape. The City shall encourage utility and telecommunications providers to consider innovative methods to make these facilities less noticeable including containing such services on or within streetscape features

such as gateways, light standards, bulk water meters and transit shelters where it is feasible.

- d) The City will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights. Development occurring adjacent to the TransCanada Pipeline easement shall be required to maintain an appropriate setback for all permanent structures and excavations. Specific standards will be included in the City's Zoning By-law.

8.6.7 PARKLAND

8.6.7.1 Parkland Classification

The parkland classification system for the Salem Secondary Plan Area includes facilities which provide the full range of active and passive recreation activities as follows:

- a) Sports Field Complex;
- b) Community Park;
- c) Neighbourhood Parks; and,
- d) Village Squares.

Policies with respect to these uses are found in Sections 8.5.13, 8.5.10, 8.5.11 and 8.5.12, respectively. The locations of these areas are designated conceptually on Schedule 8C. In addition, the City will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights.

8.6.7.2 Parkland Standard

The City shall plan for parkland in the Salem Secondary Plan Area within the context of the current City-wide standard of parkland established in Section 4.6.2.3 of the Official Plan which is 4.7 hectares per 1,000 population in accordance with the following:

- a) 3 hectares/1,000 population for Regional Parks which would include the sports field complex;
- b) 1 hectare/1000 population for Community Parks; and,
- c) 0.7 hectares/1,000 population for Neighbourhood Parks and Village Squares.

8.6.7.3 Parkland Acquisition

- a) In order to ensure that the City's parkland standard is maintained the City shall, as a condition of development, require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the *Planning Act*, specifically:
 - i) in the case of land proposed for development or redevelopment for commercial or industrial purposes, 2 percent of the land proposed for development or redevelopment or within a plan of subdivision as the case may be; and,
 - ii) 5 percent of the land in all other cases, provided that in the case of land proposed for development or redevelopment for residential purposes for densities greater than fifteen units per net hectare, the City may require that land be conveyed

instead at a rate of up to one hectare for each 300 dwelling units, unless the City has entered into an agreement providing otherwise.

- b) The City may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be expended in accordance with the provisions of the *Planning Act*. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits or earlier as agreed by the City and development proponent. The City may also exchange lands, or accept lots-in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.
- c) To ensure orderly and timely conveyance of the parkland contemplated by this Plan, the City may enter into a Master Parkland Agreement with the landowners who propose to develop their lands within the Plan. The Master Parkland Agreement would provide for conveyance to the City of the parkland contemplated by this Plan, and would provide for cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan who would otherwise be required to convey parkland or convey cash in lieu of such parkland to the City in the manner set out in Sections 8.6.7.3 a) and b) above, and the relevant provisions of the *Planning Act*, will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the *Planning Act* respecting the proposed development or redevelopment of their lands. Those landowners who execute the Master Parkland Agreement and comply with its terms will not be required to convey land or pay cash in lieu of such land to the City in the manner set out in Sections 8.6.7.3 a) and b) above.
- d) The City shall not accept as part of the parkland conveyance referred to in Section 8.6.7.3 a), lands required for drainage purposes, stormwater management facilities, connecting walkways, land susceptible to flooding, steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands which form part of the Natural Heritage System with the exception of lands identified in Section 8.3.8.2, or other lands unsuitable for development.
- e) All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City.

8.6.7.4 Joint Facilities

The City shall explore opportunities to share the use of open space and outdoor recreational facilities with public and private organizations including the School Boards, other institutional organizations and employment uses.

8.6.8 RECREATION CENTRES AND OTHER INDOOR RECREATION FACILITIES

- a) In addition to parkland, the City recognizes the need to provide for indoor recreation and meeting facilities. One recreation centre is proposed in the Salem Secondary

Plan Area in association with a Community Park. This facility may also include other uses including a library.

- b) The City shall also actively seek to expand the supply of recreation and leisure facilities through partnerships with other groups and agencies, including public/private partnerships.
- c) Lands acquired for a recreation centre or other indoor recreation facilities shall be in accordance with the City's policies, practices and guidelines.

8.6.9 LIBRARIES

- a) The City has an active library system. An additional library branch may be considered for the Salem Secondary Plan Area. Such a facility would be located in conjunction with other municipal facilities and/or in a Mixed Use Node Area.
- b) Lands and/or space acquired for library purposes shall be in accordance with the Library's policies, practices and guidelines.

8.6.10 PUBLICLY FUNDED SCHOOLS

- a) The City will work with the Boards of Education to ensure the reservation of an adequate number and distribution of school sites in the general locations identified on Schedule 8C.
- b) School sites shall generally be developed in accordance with the respective policies, practices and guidelines of the School Boards taking into account Provincial and municipal planning policies which encourage efficient use of land as directed by this Plan including Section 8.4.4.
- c) The City shall encourage the reservation and ultimate location of sites for publicly funded schools adjacent to parks and recreation centres to allow shared use of facilities. The City shall work with the Boards of Education to continue to maximize public use of school facilities.
- d) The City recognizes that not all sites identified as school sites will be required for school development. Where a school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted without amendment to this Plan. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.

8.6.11 COMMUNITY FACILITIES

- a) Community facilities include facilities designed to meet the social and cultural needs of the residents including places of worship, day care facilities, and the facilities of community organizations such as cultural and arts groups. The City recognizes the

important role such groups play, and the contributions they make, to building socially sustainable and complete communities.

- b) The City shall permit and encourage the location of such uses throughout the Salem Secondary Plan Area, in Mixed Use Nodes and Corridors and Residential Areas provided that:
 - i) the size, height, massing and scale of the use is compatible with the character of adjacent development;
 - ii) a maximum site size of 0.6 hectares is permitted in the Residential Area without a rezoning;
 - iii) sites are located on arterial or major collector streets, with public transit routes; and,
 - iv) opportunities for the joint use of parking lots with adjacent uses in order to reduce land requirements is encouraged.
- c) The City will work actively with community organizations, including faith groups, and landowners to facilitate the establishment of community facilities through the planning process. In particular, the City shall:
 - i) establish policies for City owned facilities which make them accessible for use by such organizations;
 - ii) encourage landowners to make sites available for these organizations; and,
 - iii) encourage other public agencies to make their facilities accessible to these organizations.

8.6.12 HEALTH SERVICES

The City shall work with Royal Victoria Regional Health Centre (RVH), and appropriate government and service agencies and the community to assist in providing accessible health service to the community. In particular, the City will work with RVH to develop a satellite health service facility in the Salem or Hewitt's Secondary Plan Areas.

8.6.13 EMERGENCY SERVICES

- a) The City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Salem Secondary Plan Area as it develops, in consultation with the City's Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services. This may include the location of facilities which serve a City wide function such as a fire training facility.
- b) The City shall consult with the City's Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services with respect to the specific locations of required facilities and the design of the street system to ensure that response time is minimized. Such facilities shall have convenient access to arterial roads, a close relationship to the intended service area, and shall be integrated with surrounding development including appropriate architectural design, siting and landscaping.
- c) Development proposals shall be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations.

- d) Lands and/or space acquired for emergency services purposes shall be in accordance with the respective policies, practices and guidelines of the City or agency.

8.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

8.7.1 PURPOSE

All development applications in the Salem Secondary Plan Area shall be subject to review in accordance with the policies of this section and the other applicable policies of the Salem Secondary Plan. Development shall also be subject to the growth management policies of this section.

8.7.2 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

In order for a development application to be considered complete, reports and studies shall be prepared in accordance with Section 6.11 of the Official Plan and in addition, the City may require the following reports or studies be prepared to the City's satisfaction:

- a) A Subwatershed Impact Study in accordance with the provisions of Section 8.6.5 and which also takes into consideration the Master Plan;
- b) An area design plan in accordance with the provisions of Section 8.4.2;
- c) A pedestrian circulation plan in accordance with the provisions of Section 8.4.4.4 b);
- 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;
- e) Geotechnical study for natural hazards including slope and soil stability;
- f) Waste Disposal Impact Assessment for any lands designated "Waste Disposal Assessment Area".

The requirement to prepare studies in accordance with this policy shall be satisfied when the relevant studies are submitted to the City, addressing all matters set out in approved terms of reference where applicable, but shall not require such studies to be reviewed or approved by staff or Council in order for a development application to be considered complete.

In accordance with Section 6.11, the need for any or all of the studies listed in this section or Section 6.11 shall be determined by the City of Barrie following consultation between the City and the applicant.

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 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.

8.7.3 GROWTH MANAGEMENT

8.7.3.1 Requirements Prior to Development

In order to implement the policies of the Salem Secondary Plan, and apply the principle of financial sustainability and the principle that growth pays for growth to the greatest extent possible within the law, applications for development in the Salem Secondary Plan Area can be processed, but shall only be finally approved including the registration of subdivisions, and development shall only proceed in accordance with the phasing policies of Section 8.7.3.2, and when:

- a) Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City, including the Salem Secondary Plan, over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 8.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the *Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- c) Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan, recognizing that:
 - i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights

and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

Notwithstanding the provisions of this Section such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval;

- d) Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;
- e) Landowners in the Salem Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
- f) Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

8.7.3.2 Phasing

- a) Development in the residential and mixed areas of the Salem Secondary Plan Area shall proceed in three phases as designated on Schedule 8E. Prior to the commencement of development in each phase, the policies of Section 8.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60% of the land which is available for development in the previous phase must be in draft plans of subdivision or approved site plans prior to commencement of development in the subsequent phase; and,
- b) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City's sole discretion, the phasing may be re-evaluated to the satisfaction of the City and having regard for the policies of the Salem Secondary Plan. In such circumstances, the City may, at its sole discretion, through an amendment to this Plan, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.
- c) The City will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 8.7.3.1 and 8.7.3.2 of this Plan,

and in accordance with the requirements for the provision of services established in any required Functional Servicing Plans. In particular, development approvals in the Salem Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied:

- i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
- ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,
- iii) Any required Community Parks, Neighbourhood Parks and Village Squares are prepared to an acceptable base condition as determined through the City's Parkland Standards and conveyed to the City, prior to the occupancy of development serviced by such parks.

To achieve the objectives in this subsection, the City may where necessary use mechanisms such as holding zones and conditions in subdivision agreements including staging of development within plans of subdivision.

8.7.3.4 Public Facilities

Notwithstanding the foregoing policies of Section 8.7.3:

- a) Federal, Provincial, County and City owned and/or operated public infrastructure and services such as, but not limited to, parks, emergency response services (.e.g ambulance, fire, police), stormwater management facilities, water and waste water facilities including pumping stations and above or below ground utilities such as gas lines or telecommunications facilities may proceed in any designation, at any time even if the precise requirements of Section 8.7.3 above have not been met; and,
- c) The City may, at its sole discretion, but subject to confirmation of available water and wastewater servicing, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section 8.7.3 above are not fully met, if it can be demonstrated to the City that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Salem Secondary Plan, and if there are no unacceptable negative impacts to the City as determined by Council at its sole discretion.

8.7.4 MONITORING

All development shall be monitored to ensure that:

City of Barrie Official Plan

- a) The overall progression is in accordance with the Vision and Planning Principles of the Plan;
- b) The forecasts and targets of the Plan are being achieved;
- c) The health of the Natural Heritage System is being maintained and enhanced; and,
- d) The implementation of the Plan is being carried out in an appropriate, fiscally prudent manner in accordance with the principles of the FIA.

Reports to City Council outlining the results of the monitoring program and updates on the Long Range Financial Plan (LRFP) will be submitted to Council on an annual basis. The reporting will include the status of the Development Charges fund, variances between planned and actual, and recommendations to address issues of concern. Notwithstanding the annual monitoring reports, once a landowner(s) has entered into an agreement with the City in accordance with subsection 8.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and may not be deemed to be premature.

8.8 IMPLEMENTATION AND INTERPRETATION

8.8.1 GENERAL

The implementation and interpretation of the Salem Secondary Plan shall generally be in accordance with the provisions of Section 6, Implementation and Section 7, Interpretation of the Official Plan with the exception of Section 6.4 of the Plan, and the policies of this Section. In addition, in implementing the Salem Secondary Plan, the City will have regard to:

- a) City of Barrie, Drainage and Stormwater Master Plan, Intensification and Annexed Lands 2013;
- b) City of Barrie, Wastewater Collection Master Plan and Class Environmental Assessment (EA), Intensification and Annexed Lands 2013;
- c) City of Barrie, Wastewater Treatment Master Plan and Class EA (Phases 1 and 2), Intensification and Annexed Lands 2013;
- d) City of Barrie, Water Supply Master Plan Update Class EA (Phases 1 and 2), Intensification and Annexed Lands 2013.
- e) City of Barrie, Multi-modal Active Transportation Master Plan, Intensification and Annexed Lands 2013;
- f) City of Barrie Fire Station Location Study, 2012;
- g) City of Barrie, Plan for Transit, 2012;
- h) City of Barrie, Parks and Recreation Growth Strategy, 2013;
- i) City of Barrie Sustainable Waste Management Strategy, 2012; and,
- j) City of Barrie Financial Plan, Intensification and Annexed Lands, 2014.

Prior to final approval of development in the Salem Secondary Plan Area, including registration of subdivisions, the City shall have undertaken and completed, in consultation with stakeholders, within one year of approval of the Plan, an update to the City's Zoning By-law or the preparation of a development permit by-law for all or portions of the Salem Secondary Plan Area which establish regulations consistent with the intent of the Salem Secondary Plan, and Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plan Areas.

8.8.2 ZONING BY-LAW

The Salem Secondary Plan may be implemented by appropriate amendments to the City's Zoning By-law. In this regard, the bonus provisions of Section 6.8 of the Official Plan shall be applicable. In addition, the City may recognize in the zoning by-law an existing land use which is not permitted in accordance with the provisions of the Secondary Plan, and may provide for its expansion and enlargement, where such are deemed by the City to not adversely affect the

implementation of the policies of the Secondary Plan, and the use is, or can be made, compatible with adjacent proposed uses.

8.8.3 CONSENTS

Subdivision of land shall generally take place by plan of subdivision. However, consents may be permitted in accordance with:

- a) The provisions of Section 6.2.1.2 of the Official Plan;
- b) Any applicable provisions of the Salem Secondary Plan; and,
- c) Provided that the consent does not prejudice the implementation of the Secondary Plan.

8.8.4 PUBLIC AGENCIES

It is an objective of this Plan to achieve the agreement of all public agencies involved in any aspect of development in the Salem Secondary Plan Area to comply with the policies of this Plan, the regulations of the Zoning By-law or development permit by-law, other regulations and guidelines, in order to achieve the implementation of the policies of the Plan.

8.8.5 RELATIONSHIP TO OFFICIAL PLAN

This Plan should be read in conjunction with Sections 1 to 7 of the Official Plan, which are also applicable to the Salem Secondary Plan Area. However the provisions of the Salem Secondary Plan shall prevail over the provisions of the City of Barrie Official Plan in the event of conflict.

8.8.6 INTERPRETATION

The Appendices do not form part of the Secondary Plan.

8.8.7 DEFINITIONS

8.8.7.1 Agricultural Uses

The growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures including accommodation for full-time farm labour where the size and nature of the operation requires additional employment.

8.8.7.2 Agricultural-Related Uses

Those farm-related commercial and industrial uses that are small in scale, related to the farm operation and required in close proximity to the farm operation.

8.8.7.3 Agricultural Use, Secondary

Uses secondary to the principal use of the property including, but not limited to, home occupations, home industries, and uses that produce value-added agricultural products from the farm operations on the property and, may also utilize products from other farm operations.

8.8.7.4 Developable Area/ Net Developable Area

Developable area includes all lands available for development for both public and private uses, including residential and employment uses, open space and infrastructure.

Developable area excludes:

- a) Environmental features identified in Places to Grow;
- b) The Natural Heritage System;
- c) Key natural heritage and key hydrologic features;
- d) Infrastructure rights-of-way (400 series highways, expansions of same including proposed interchanges, utility rights-of-way and railways;
- e) Existing uses;

Net Developable Area includes only the lot.

8.8.7.5 Existing

Existing uses are legally existing uses as of the date of adoption of the Secondary Plan.

8.8.7.6 Floor Space Index

The ratio of gross floor area of a building to its respective lot area.

8.8.7.7 Guidelines

A document which is non-statutory and non-mandatory that is intended to provide guidance in the implementation of the policies of this Plan.

8.8.7.8 Home Business

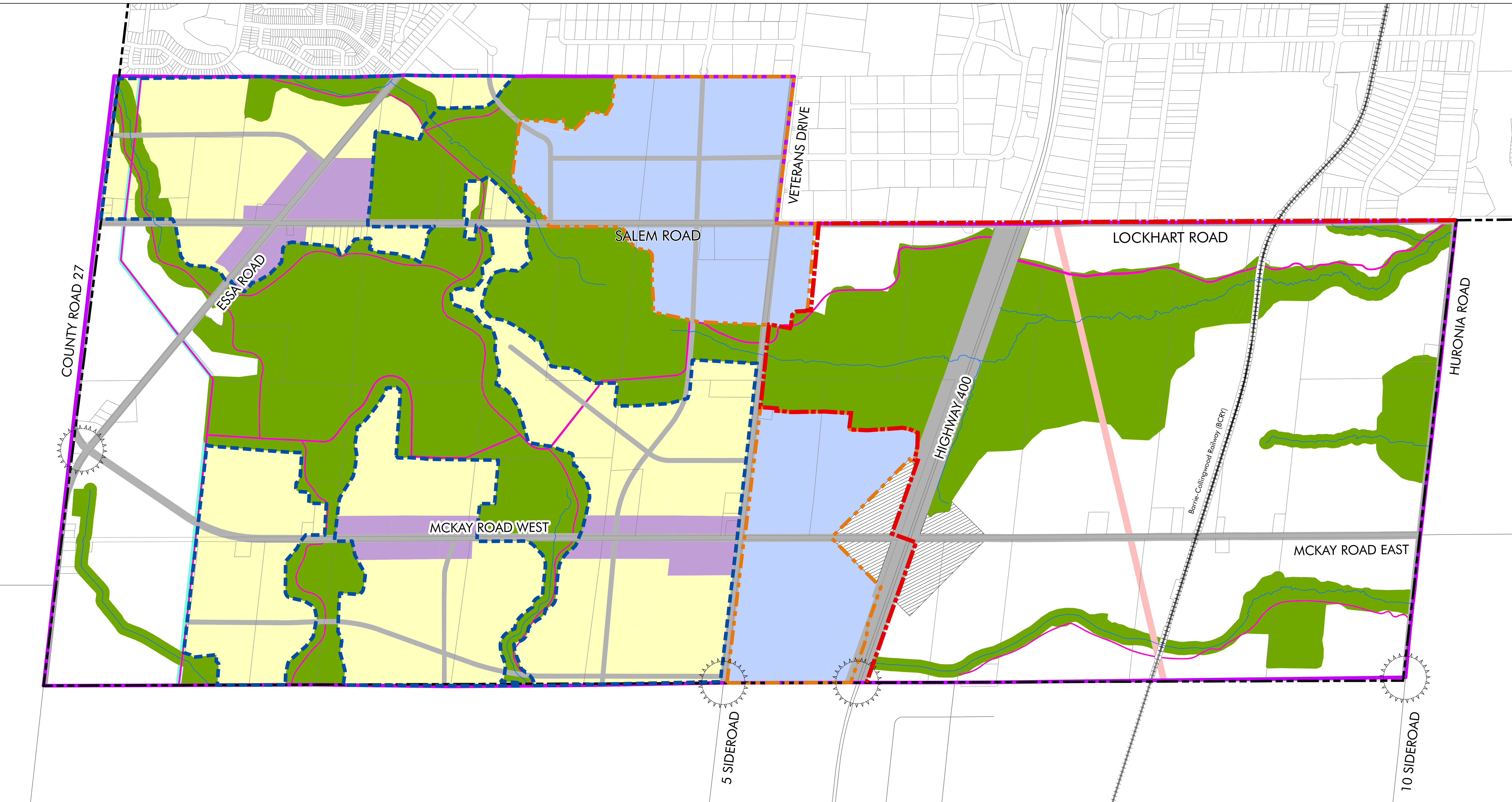
A business which is carried on in accordance with the provisions of the Zoning By-law as a small scale accessory use to a single detached dwelling or agricultural operation including the production of custom or artisanal products, or a service.

8.8.7.9 Net Hectare

Shall be calculated based on the area of the lot excluding all other areas with exception of one half of the local road on which the lot fronts.

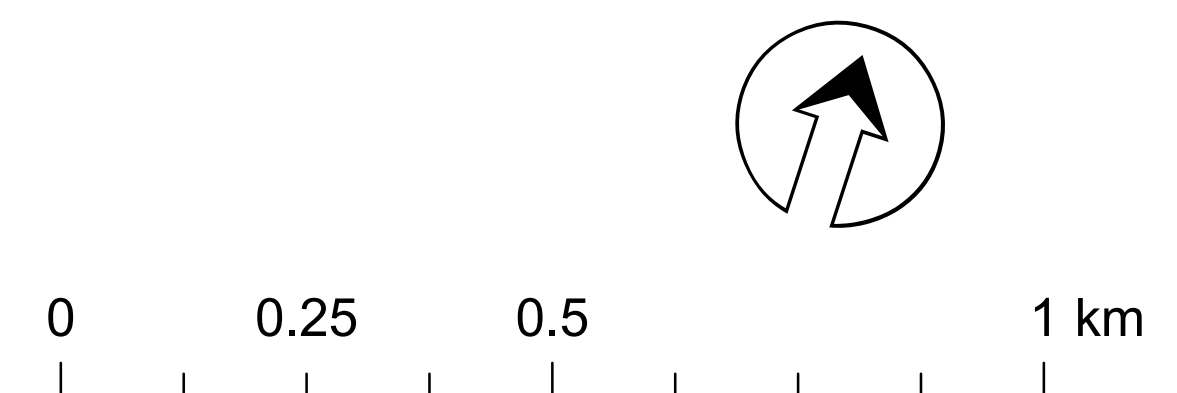
8.8.7.10 Window Streets

Local streets which are parallel or adjacent to arterial streets and permit buildings to face the arterial without requiring direct access to the arterial street.

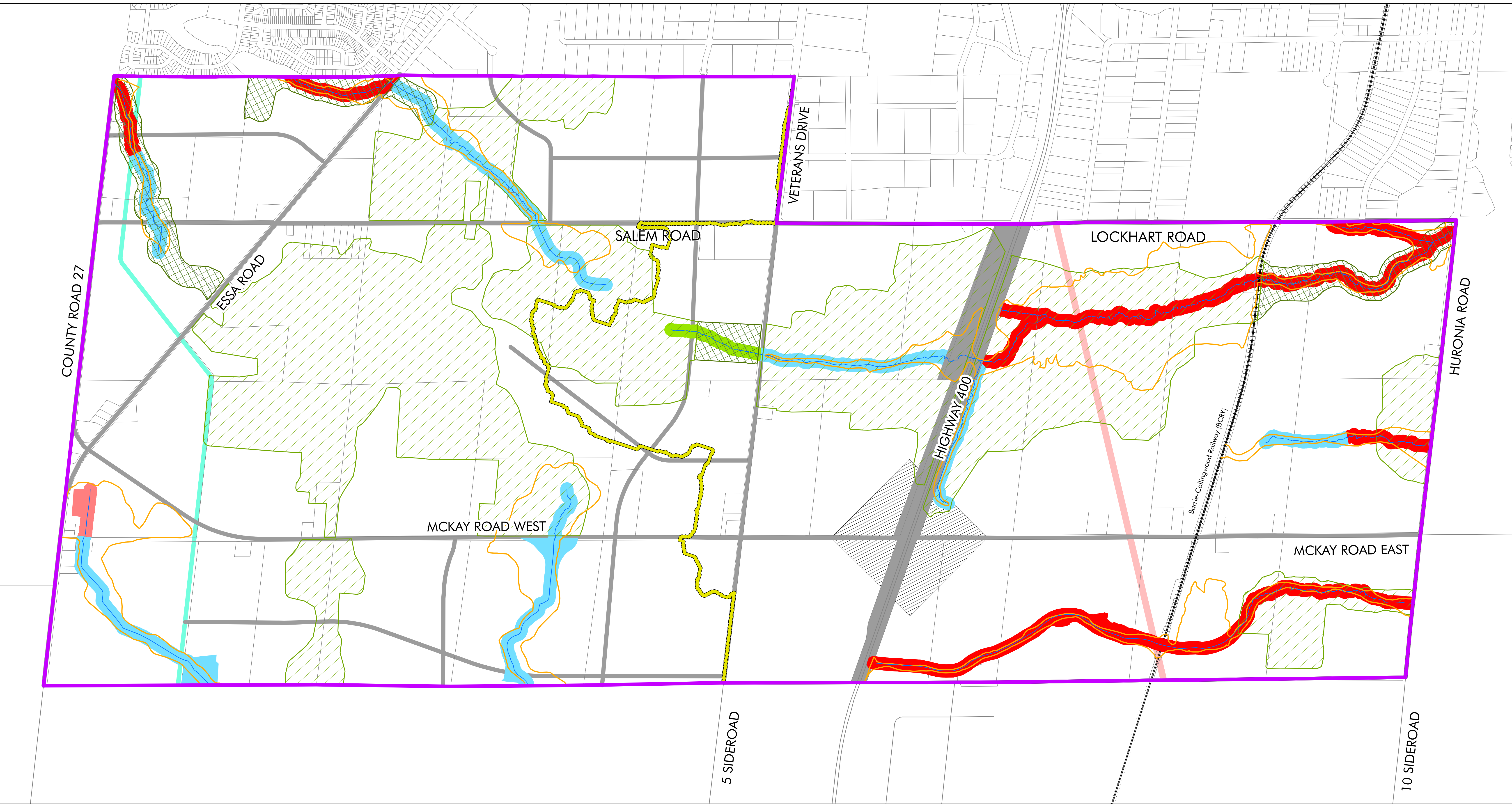


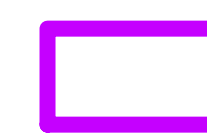
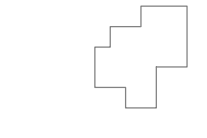
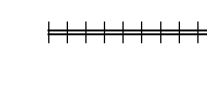

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|-----------------------------------|--|-------------------------------|
| City Boundary | Existing and Proposed Roads/
Hwy 400 Corridor | Stream |
| Secondary Plan Boundary | Future Interchange | Natural Heritage System |
| Settlement Area Boundary | Pathway System | Industrial/Business Park |
| Industrial/Business Park District | TransCanada Pipeline Easement | Mixed Use Nodes and Corridors |
| Residential District | Hydro Corridor | Residential Area |
| Existing Parcel Fabric | Gateways | Special Rural Area |
| Railway | | |


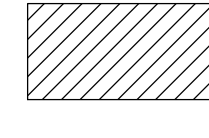



Schedule 8A
Community Structure
City of Barrie
Salem Secondary Plan

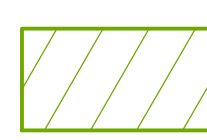
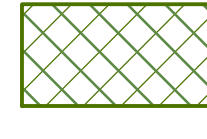


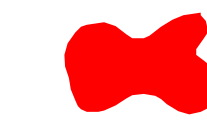




June 2014

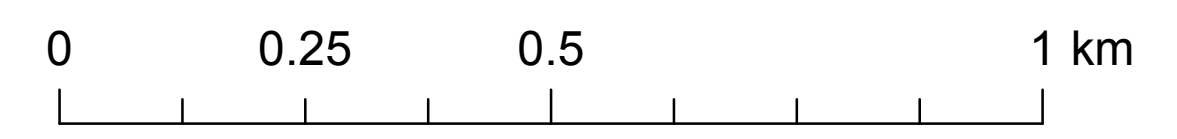
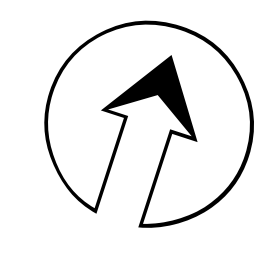


-  Secondary Plan Boundary
-  Existing Parcel Fabric
-  Railway
-  Stream

-  Existing and Proposed Roads/
Highway 400 Corridor
-  Future Interchange
-  TransCanada Pipeline Easement
-  Hydro Corridor
-  Lake Simcoe Protection Plan Boundary

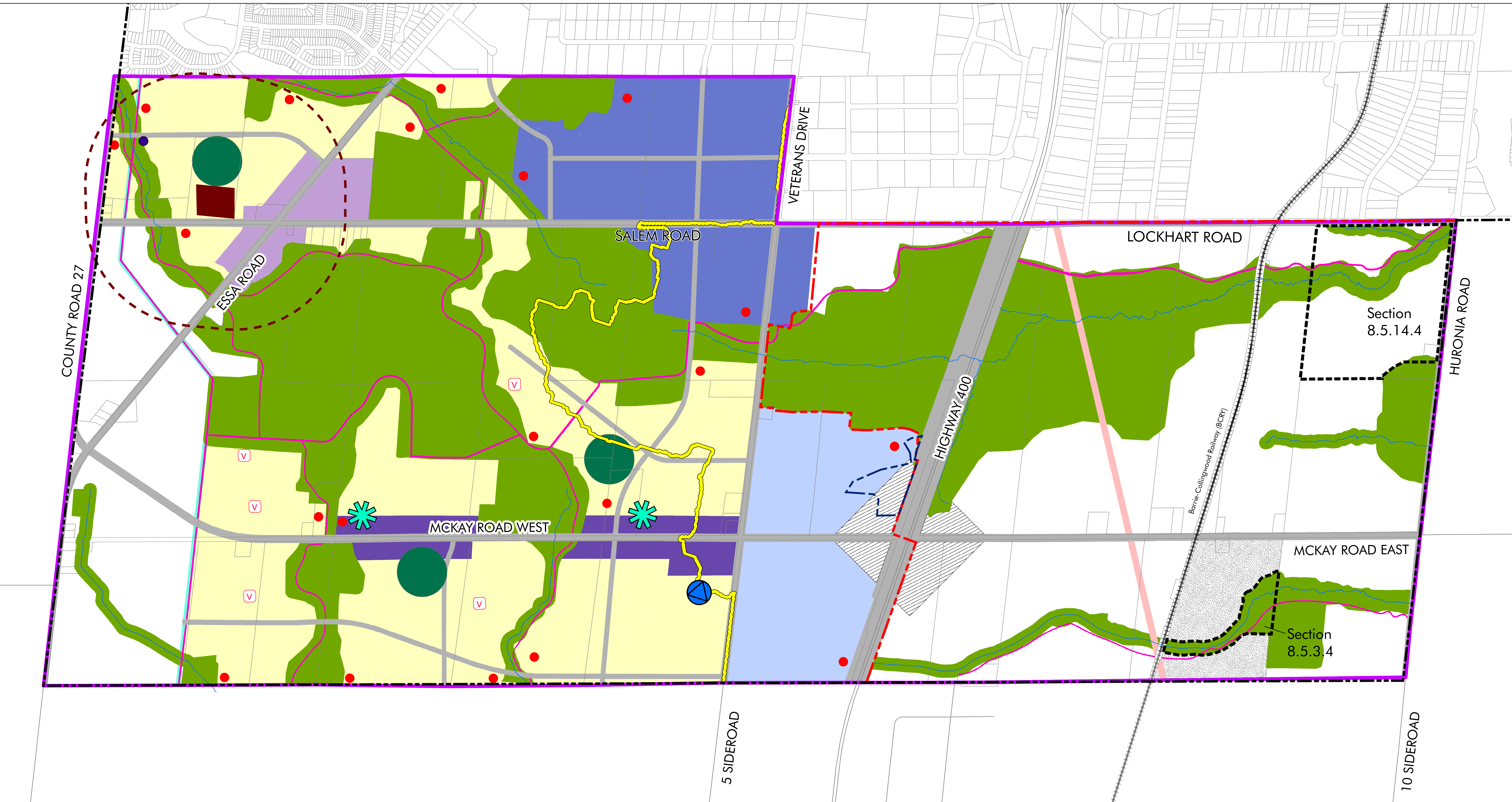
-  Natural Core Area
-  Natural Linkage Area

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



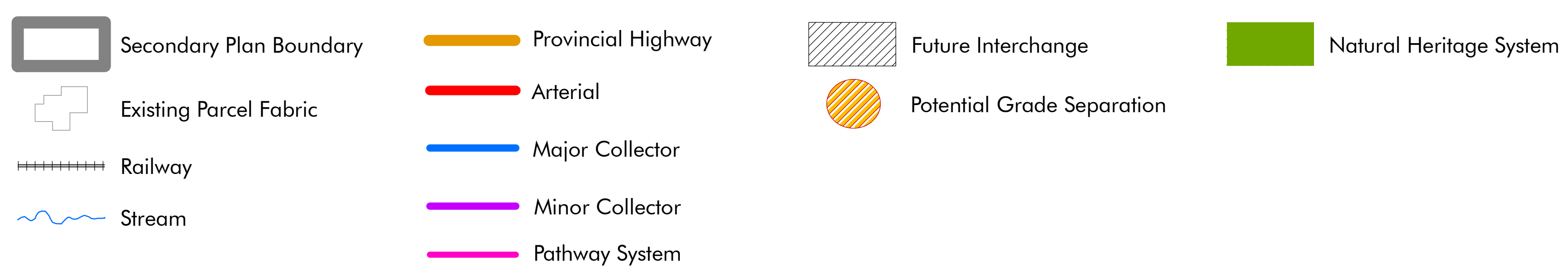
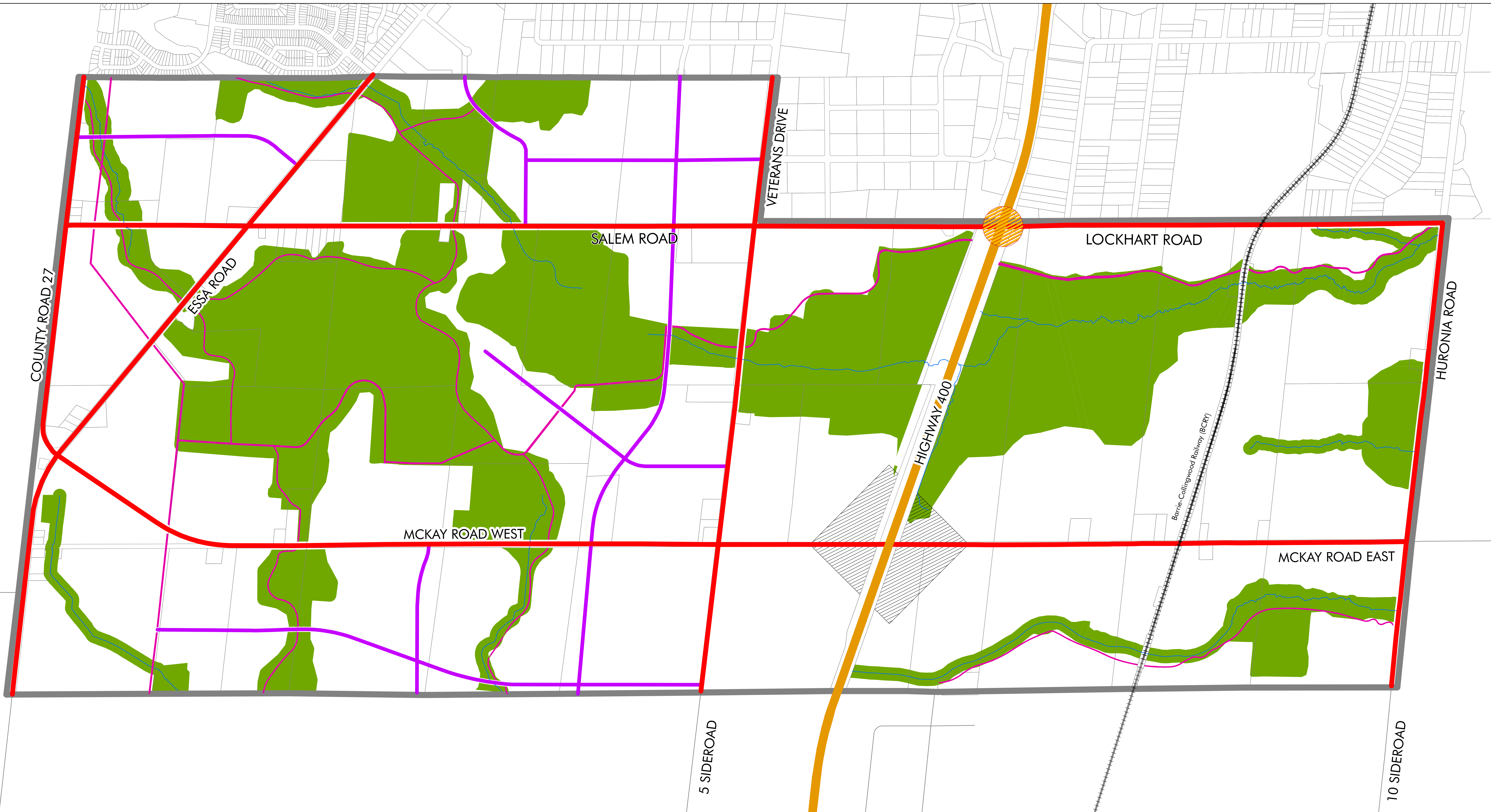
Schedule 8B
Natural Heritage System Components
 City of Barrie
Salem Secondary Plan

June 2014

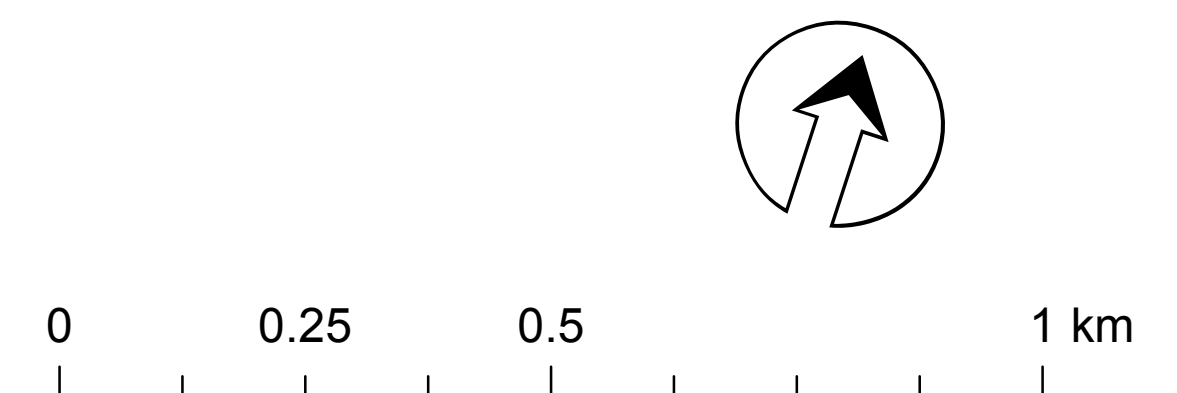


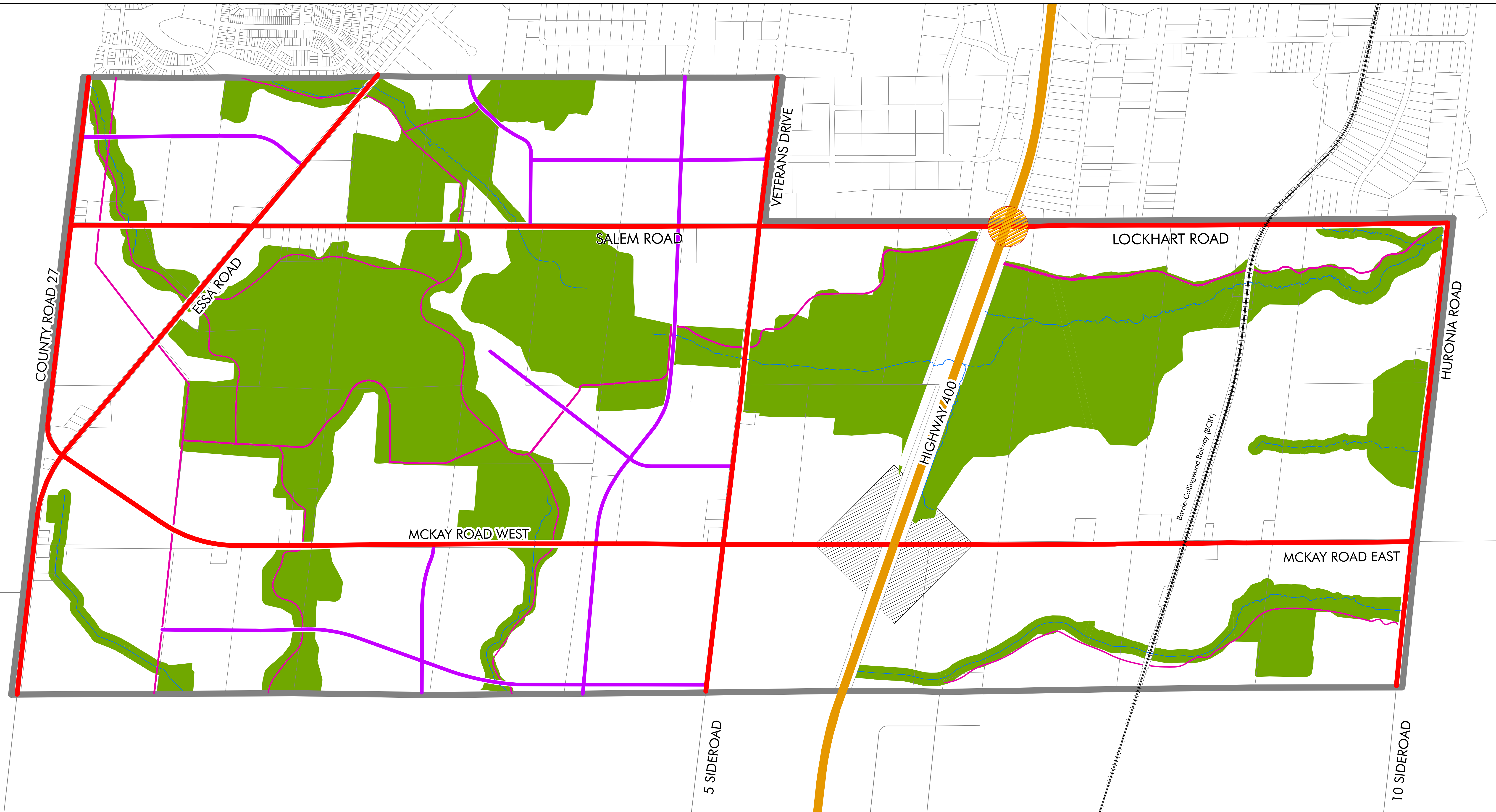
<ul style="list-style-type: none"> City Boundary Secondary Plan Boundary Settlement Area Boundary Existing Parcel Fabric Railway Stream Lake Simcoe Protection Plan Boundary Geotechnical Study Area 	<ul style="list-style-type: none"> Pathway System Existing and Proposed Roads/Hwy 400 Corridor Future Interchange TransCanada Pipeline Easement Hydro Corridor Stormwater Management Facility Stormwater Management Facility (Optional) 	<ul style="list-style-type: none"> Waste Disposal Assessment Area Former Waste Disposal Site Natural Heritage System Residential Area Essa/Salem Mixed Use Node Neighbourhood Mixed Use Node 	<ul style="list-style-type: none"> General Industrial Highway 400 Industrial/Business Park Extractive Industrial Rural Area Defined Policy Area 	<ul style="list-style-type: none"> Secondary School Recreation Centre/Community Park/School School/Neighbourhood Park Area Village Square 	<p>Schedule 8C Land Use Plan</p> <p>City of Barrie Salem Secondary Plan</p> <p>June 2014</p>
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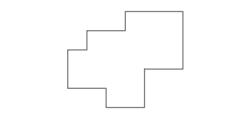
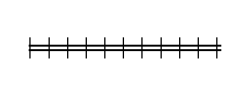
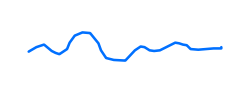





0 0.25 0.5 1 km



Schedule 8D-1
 Transportation Plan
 City of Barrie
 Salem Secondary Plan

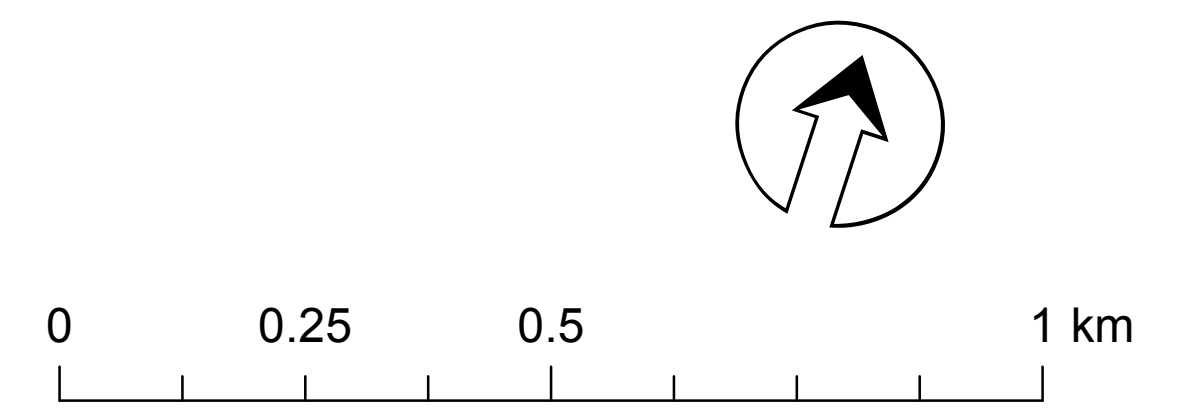




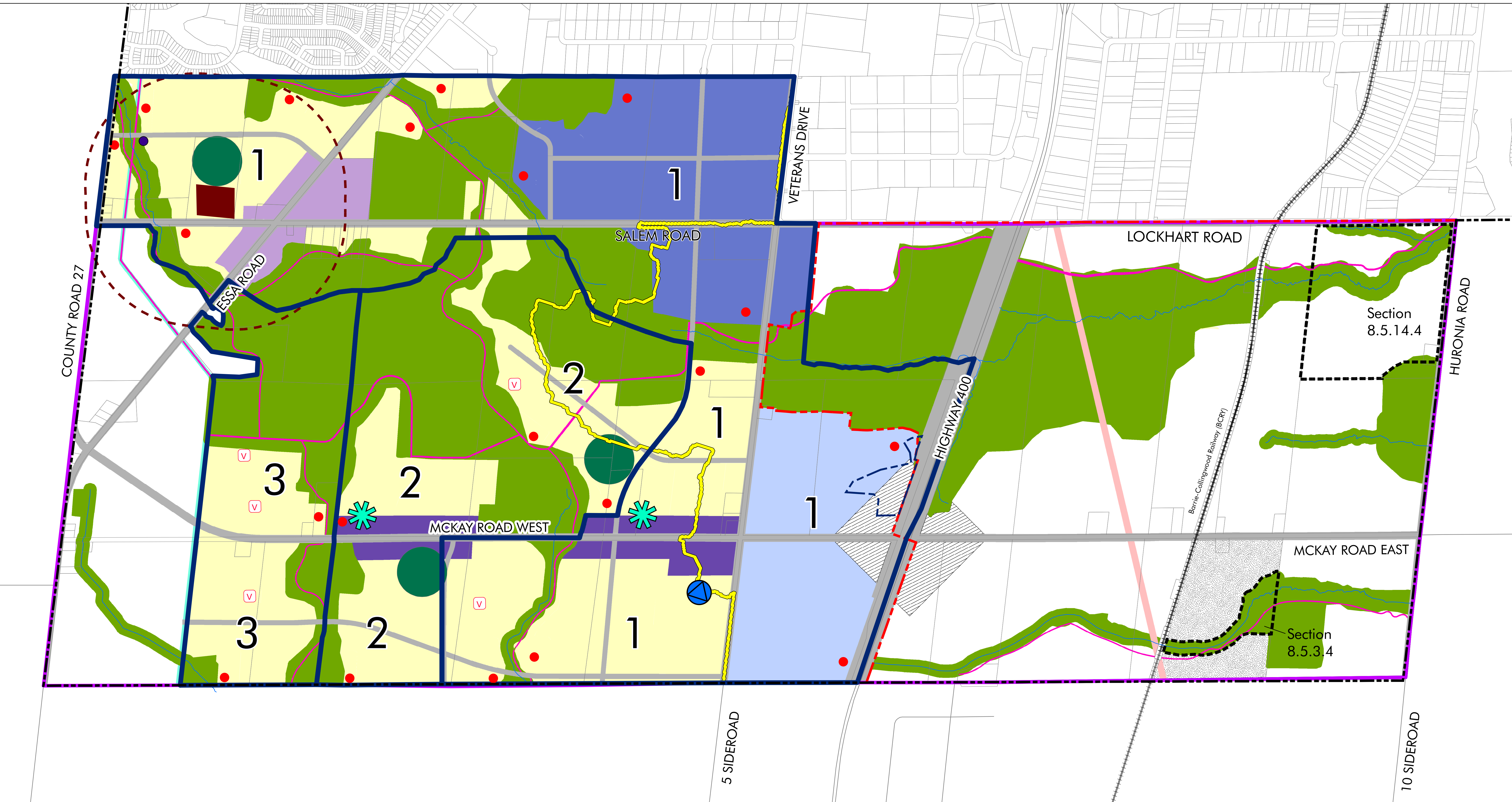
-  Secondary Plan Boundary
-  Existing Parcel Fabric
-  Railway
-  Stream
-  Provincial Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Pathway System

Maximum Width (m)
41
27
24

-  Future Interchange
-  Potential Grade Separation
-  Natural Heritage System



Schedule 8D-2
Street Widening Plan
 City of Barrie
 Salem Secondary Plan

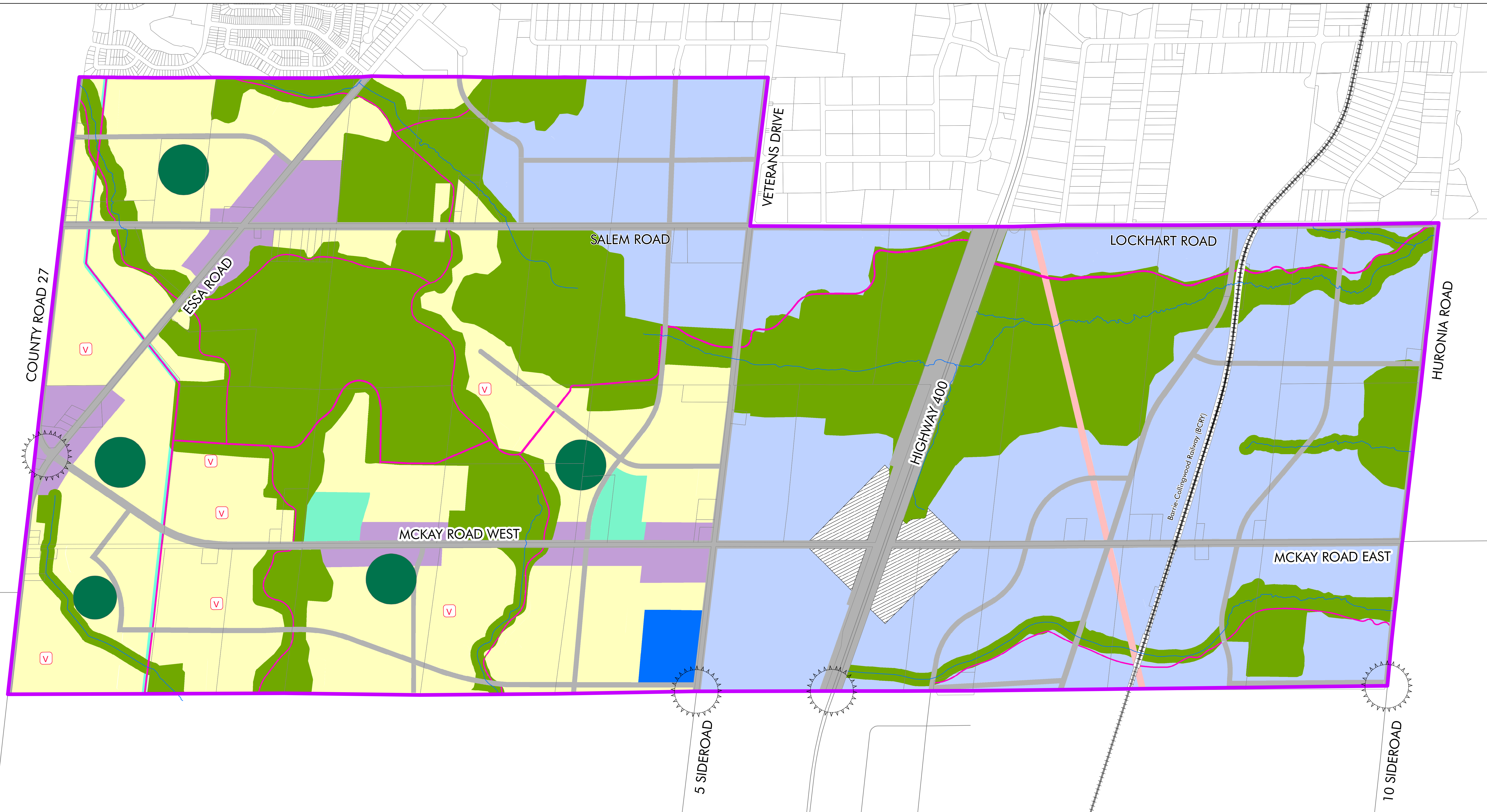


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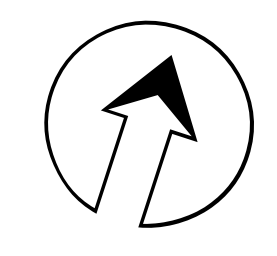
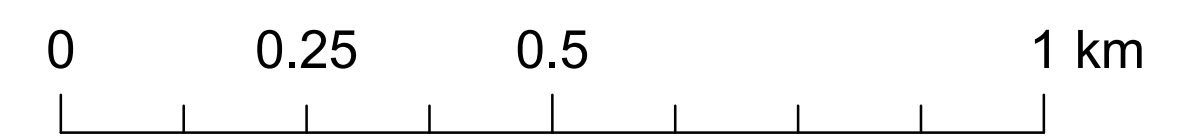
Schedule 8E
Development Phases

City of Barrie
Salem Secondary Plan

June 2014



- | | | | |
|-------------------------|--|-------------------------------|---|
| Secondary Plan Boundary | Existing and Proposed Roads/
Hwy 400 Corridor | Natural Heritage System | Secondary School |
| Existing Parcel Fabric | Future Interchange | Residential Area | Recreation Centre/Community Park/School |
| Railway | Pathway System | Mixed Use Nodes and Corridors | Community Park |
| Stream | TransCanada Pipeline Easement | Industrial/Business Park | School/Neighbourhood Park Area |
| Gateways | Hydro Corridor | Village Square | |



Appendix 8A
Ultimate Land Use &
Transportation Concept Plan

City of Barrie
Salem Secondary Plan
 June 2014

PART C - THE APPENDIX

Minutes of the General Committee Public Meeting
Staff Report
Council Resolution



City of Barrie

70 Collier Street (Box 400)
Barrie, ON L4M 4T5

Minutes - Final General Committee

Monday, March 18, 2013

7:00 PM

Council Chamber

GENERAL COMMITTEE REPORT For consideration by the Council of the City of Barrie on March 25, 2013

The meeting was called to order by Mayor Lehman at 7:02 p.m. The following were in attendance for the meeting:

Present: 11 - Mayor J. Lehman; Councillor B. Ainsworth; Councillor L. Strachan; Councillor D. Shipley; Councillor B. Ward; Councillor P. Silveira; Councillor M. Prowse; Councillor J. Brassard; Councillor A. Khan; Councillor B. Jackson; and Councillor A. Nuttall

STAFF:

Chief Administrative Officer, C. Ladd
City Clerk, D. McAlpine
Committee and Print Services Supervisor, L. Pearson
Director of Building Services, G. Allison
Director of Culture, R. Q. Williams
Director of Engineering, R. Kahle
Director of Environmental Services, J. Thompson
Director of Finance, D. McKinnon
Director of Legal Services, I. Peters
Director of Planning Services, S. Naylor
Director of Recreation, Facilities and Transit, B. Roth
Director of Roads, Parks and Fleet, D. Friary
Fire Chief, J. Lynn
General Manager of Corporate Services, E. Archer
Growth Management Co-ordinator, E. Hodgins
Policy Planner, C. Terry.

The General Committee met for the purpose of a public meeting and reports as follows:

Mayor Lehman advised the public that any concerns or appeals dealing with the application submitted by The Corporation of the City of Barrie for a Official Plan Amendment for Hewitt's and Salem Secondary Plans (Annexed Lands) and related matters should be directed to the City Clerk's Office. Any interested persons wishing further notification of the staff report regarding the application were advised to sign the appropriate notification form required by the City Clerk's Office. Mayor Lehman confirmed with the Supervisor that notification was conducted in accordance with the Planning Act.

SECTION "A"

13-G-056 OFFICIAL PLAN AMENDMENT FOR HEWITT'S AND SALEM SECONDARY PLANS (ANNEXED LANDS) AND RELATED MATTERS - CITY OF BARRIE (ALL WARDS) (MARCH 18, 2013)

L. Howson of Macaulay Shiomi Howson explained that the purpose of the public meeting is to review an application submitted by The Corporation of the City of Barrie to provide detailed planning policy direction for the development of the Hewitt's and Salem Secondary Plan Areas (Annexed Lands) as well as related amendments to the City's Official Plan.

Ms. Howson described the work completed to date and reviewed the Master Plans associated with the Hewitt's and Salem Secondary Plans. She reviewed the study process utilized to form the Secondary Plans and Master Plans. Ms. Howson provided a process map/chart outlining the master planning process. She displayed a map outlining the Preferred Land Use Option for the annexed lands. Ms. Howson described the three amendments required to build the framework for future planning which include the Official Plan Amendments, the Salem Secondary Plan (west) and the Hewitt's Secondary Plan (East). She reviewed the principles established by City Council to develop the Secondary Plans and noted that she believes each Secondary Plan reflects the principles. Ms. Howson provided maps of both the Salem Secondary Plan and Hewitt's Secondary Plan outlining the land uses and separate plans illustrating the proposed phasing of development. She displayed drawings demonstrating the detailed master plans for each secondary plan and the noted the planning principles reflected in the plans. In closing, Ms. Howson reviewed the next steps in the planning process and indicated that April 8th, 2013 is the deadline for comments from the public. She stated that a report regarding the Official Plan Amendment will be presented at a future General Committee meeting in May or June, 2013.

PUBLIC COMMENTS:

1. **Ian Rowe, on behalf of his client, Finger Lakes Estate Inc.** expressed his concerns regarding the proposed servicing within the Hewitt's Creek Secondary Planning Area. He stated that it is the Finger Lakes Estate Engineer's opinion that there is an ability to provide sanitary servicing by gravity. He explained that he feels gravity sanitary servicing is technically feasible, efficient and economical in the longer term. He recommended that sanitary servicing by gravity be considered as an option by Council.

Mr. Rowe explained that he was also concerned with the phasing of development in the secondary plans. He noted that he was unable to discern any information used to delineate the various phases and expressed concern that the current proposal will delay the development of a complete community. He noted that he believes that two of the collector roads will not be completed in Phase 1 creating inadequacies in the public transit system, school buses, garbage collection, schools and parks as well as delaying the most efficient use of the transportation network for emergency services. Mr. Rowe noted that he recommends that Phase 1 connect all of the elements of the planning area to allow the surrounding areas to provide opportunities for virtually all of the owners to develop in Phase 1. In closing, he encouraged City Council and the consultants to maintain the principles and establish all major and minor collector roads.

Members of Committee asked questions of Mr. Rowe and received responses.

2. **Jeff Wayne, Barrie Resident,** commented that he feels growth does not pay for growth and indicated that he believes the future generations will pay for growth. He stated that he feels that development is occurring by flattening farmer's fields. He observed that other countries are re-urbanizing their downtowns and he feels that the population of the City of Barrie may double by following the same form of re-urbanization. Mr. Wayne commented that he believes a forest at the corner of Essa Road and Salem Road was donated to Simcoe County and was later sold by the County to a developer. He expressed concern with this change as he feels the land was not donated for development purposes. Mr. Wayne noted that the forest contains walking and biking trails and is one of the only forested areas left in south Barrie.

3. **Jerry Jordan, Planning Consultant**, commented that he was representing the owners of 800 Essa Road, lands abutting the former City Boundary. He noted that within the proposed secondary plan, the plan shows the north end of this property as residential and the remainder of the property as a part of the Natural Heritage System. Mr. Jordan stated that he has provided comments in writing requesting that the majority of the Natural Heritage System designation for the property be designated as residential. He indicated that he feels that the property meets all of the growth policy and planning principles. Mr. Jordan noted that he believes the property is readily accessible, transit friendly, efficient, flat, well drained, contains no wetlands or farm land, is in a core area and can be integrated into the current existing communities. He commented that he feels that this piece of land is not an appropriate area for part of the Natural Heritage System and is suited for intensified development. He asked City Council to consider designating the lands for residential development, which he feels could be developed immediately.

4. **Darren Vella, Innovative Planning Consultants** commented that he was representing the owners of Innisbrook Golf Course. He noted that Innisbrook Golf Course is located at the southwest corner of Huronia Road and Lockhart Road and consists of an area of approximately 100 acres. He stated that the owners have entered into an agreement to facilitate an expansion of the golf course for a 157 acre parcel that would abutt the proposed community park adjacent to McKay Road and is intended to be developed as an adult lifestyle community. Mr. Vella explained that City Council passed a motion that directed the consultants to consider written submissions. He noted that the written submission was denied in favour of maintaining the land as Employment Lands with a provision to retain the existing golf course. He noted that he believes the active adult lifestyle community concept would integrate well with the proposed community park. Mr. Vella stated that he feels that the concept is desirable in that it provides an option for seniors to reside in a community integrated with a golf course.

Members of General Committee asked questions of Mr. Vella and received responses.

5. **Brian Zeman, MHBC Planning** explained that he was representing his clients, Pratt Construction. He indicated that his client owns land in the proposed Phases 1 and 3 of the Secondary Plans. He thanked staff and the consultants for their careful considered submission and timely responses. Mr. Zeman indicated that his client is supportive of the process to date, phasing plan and will continue to work with City staff. He stated that it is his professional opinion the mixed uses along the Yonge Street corridor are appropriately located.

6. **Bernard Pope**, stated that he feels that a net benefit study should be

completed for all development proposals. He noted that he believes growth does not always benefit everyone in the community. Mr. Pope commented that he supports the proposed expansion of Innisbrook Golf Course. Mr. Pope commented that if the development fits the net benefit criteria, the development will service the community. He stated that his lands will never be a sports field and will remain agricultural land, parkland or conservation lands as long as the current owners have control of the lands.

Members of General Committee asked several questions related to the information provided and received responses from the consultant.

WRITTEN COMMENTS:

1. Correspondence from R Baldwin, Lake Simcoe Region Conservation Authority dated March 6, 2013.
2. Correspondence from B. Hall, Royal LePage Realty dated March 11, 2013.
3. Correspondence from S. Rosenthal, Davies Howe Partners dated March 13, 2013 including correspondence from January 31, 2013.
4. Correspondence from R. Ruch received March 15, 2013.
5. Correspondence from K. MacKinnon, KLM Planning Partners Inc. dated March 18, 2013.
6. Correspondence from J. Ferri, Holcim (Canada) Inc. dated March 18, 2013 including correspondence from B. Zeman, MHBC Planning Urban Design and Landscape Architecture dated October 18, 2012.
7. Correspondence from D. Vella, Innovative Planning Solutions dated March 18, 2013.
8. Correspondence from D. Vella, Innovative Planning Solutions dated March 18, 2013.
9. Correspondence from D. Vella, Innovative Planning Solutions dated March 18, 2013.
10. Correspondence from Gary Bell, Skelton Brumwell and Associates Inc. dated March 18, 2013.
11. Correspondence from Gary Bell, Skelton Brumwell and Associates Inc. dated March 18, 2013.

This matter was recommended (Section "A") to City Council for consideration of receipt at its meeting to be held on 03/25/2013

The meeting adjourned at 10:54 p.m.

CHAIRMAN

TO: GENERAL COMMITTEE

SUBJECT: GROWTH MANAGEMENT UPDATE: MEMORANDUM OF UNDERSTANDING, INFRASTRUCTURE IMPLEMENTATION PLAN AND APPROVAL OF SECONDARY PLANS

WARD: ALL

SUBMITTED BY: E. HODGINS, MCIP, RPP, GROWTH MANAGEMENT COORDINATOR *EH*
I. PETERS, DIRECTOR OF LEGAL SERVICES *Peters*
J. WESTON, M.A.Sc, PMP, P. Eng., DIRECTOR OF ENGINEERING *Weston*

GENERAL MANAGER APPROVAL: K. BRADLEY, BA, MLA, GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT (ACTING) *Bradley*
R. FORWARD, MBA, M.Sc., P. Eng., GENERAL MANAGER OF COMMUNITY & CORPORATE SERVICES *Forward*

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

EXECUTIVE SUMMARY

Purpose – This report recommends approval of a Memorandum of Understanding (MOU) with landowners in the Annexed Area regarding the terms of financial agreements, approval of an Infrastructure Implementation Plan (IIP) regarding the hard services (water, wastewater and roads) required for development of the Annexed Area, and approval of the Salem Secondary Plan (SP) and Hewitt's SP as outlined in Staff Report IGM002-14 (subject to execution of the MOU). The report also seeks funding to update the Fiscal Impact Analysis (FIA) so that it may inform the 10-year capital plan to be included in the City's 2015 Business Plan.

Memorandum of Understanding – Since the last update to Council on March 31, 2014 through Staff Report IGM001-14, City staff and representatives of the Salem Landowners Group and the Hewitt's Landowner's Group have continued to work together to come to an agreement on the terms for implementing and financing the infrastructure required to service the Annexed Area that is in accordance with the City's Financial Policy Framework. An agreement has now been reached and documented through a MOU with the landowners in the Annexed Area.

Infrastructure Implementation Plan – The MOU includes an IIP that sets out the projects, timing and costs required to provide hard services to the Annexed Area. Project timing is based on the phasing of growth as set out in the SP's and on the time required to implement the projects. The IIP will be updated through an annual monitoring program as development occurs.

Secondary Plan Approval – The Salem SP and the Hewitt's SP have been revised to respond to comments received from stakeholders since updated drafts were released in December 2013 (refer to Staff Report IGM002-14). Based on the agreement regarding growth financing as set out in the MOU, the servicing plan as set out in the IIP, and the flexibility to adjust the plan as required based on an annual monitoring program, it is recommended that Council approve the SP's.

Fiscal Impact Analysis – Through Motion 14-G-080, Council asked staff to investigate debt reduction options for implementation through future Business Plans. This report provides a high level assessment of these debt reduction options pending a detailed analysis to be completed after the new Development

Charges (DC) By-law is approved. The FIA will then be updated to incorporate the updated DC By-law, the results of the debt analysis, and other new information, and presented to Council for approval.

Annual Monitoring and Decision Making – Council will continue to establish levels of service and set priorities on spending decisions during the annual Business Plan process. For existing assets, Council will make decisions based on an updated assessment of the risk associated with allowing existing assets to remain in service beyond their useful life. With respect to the approval of development, decisions will be guided by an annual monitoring program that will track progress on land use, infrastructure implementation, and financial sustainability. In accordance with the policies set out in the Official Plan and SP's, development will proceed when appropriate financial securities are in place. This will ensure that development is approved in a coordinated manner with the provision of municipal services.

RECOMMENDED MOTIONS

1. That the terms of the Memorandum of Understanding be approved as shown in Appendix "A" to Staff Report IGM003-14, and that the Mayor and City Clerk be authorized to execute the Memorandum of Understanding with the landowners in the Annexed Area.
2. That the Infrastructure Implementation Plan be approved as a forecast, as shown in Appendix "A" to Staff Report IGM003-14, and that the forecast be used in developing the 10-year capital plan to be approved by Council each year beginning with the 2015 Business Plan.
3. That, based on and subject to approval by Council of the Memorandum of Understanding, the Official Plan Amendment 38 (Salem Secondary Plan), Official Plan Amendment 39 (Hewitt's Secondary Plan) and Official Plan Amendment 40 (General Growth Management Related Amendments) be approved in accordance with Staff Report IGM002-14, and that pursuant to Section 17(22) of the Planning Act, no further public notification is required.
4. That funding in the amount of \$100,000 be approved from the Tax Rate Stabilization Reserve (13-04-0461) to update the Fiscal Impact Analysis as outlined in Staff Report IGM003-14.

PURPOSE & BACKGROUND

5. The purpose of this Staff Report is to recommend approval of a MOU with landowners in the Annexed Area, approval of an IIP regarding the hard services required for development of the Annexed Area, and approval of the Salem SP and Hewitt's SP and related Official Plan Amendments (refer to Staff Report IGM002-14). The report also seeks funding to update the Fiscal Impact Analysis (FIA) so that it may inform the 10-year capital plan as part of the City's 2015 Business Plan.
6. Detailed background information is provided in Appendix "B".

ANALYSIS

Memorandum of Understanding

7. Since the last update to Council on March 31, 2014 through Staff Report IGM001-14, City staff and representatives of the Salem Landowners Group and the Hewitt's Landowner's Group have continued to work together to come to an agreement on the terms for implementing and financing the infrastructure required to service the Annexed Area that is in accordance with the City's Financial Policy Framework.
8. At a high level, the negotiations focused on ensuring that development of the Annexed Area will pay for all growth related costs including debt, and providing certainty to landowners regarding the process for obtaining development approvals so that they can secure financing.

9. An agreement has now been reached and documented through a MOU with the landowners in the Annexed Area, which is attached as Appendix "A". At the time of writing this report, City staff had received confirmation from solicitors representing the landowners in the Annexed Area to the effect that the MOU will be executed by the landowners in the Annexed Area on or before May 21, 2014.
10. Through the MOU, the landowners in the Annexed Area have agreed to the new growth financing tools that were approved by Council in December 2013, including:
 - a) Capital contribution payment of \$4,500 per housing unit at time of building permit issuance for growth-related costs that are not eligible under the Development Charges Act (DCA).
 - b) Accelerated Development Charges (DC) payments at the time of execution of subdivision agreement, which is in advance of the typical timing of payment at the time of building permit. These accelerated payments have been calculated to cover the Annexed Area portion of the debt related to infrastructure that has already been built to service growth (the new Surface Water Treatment Plant and the Wastewater Treatment Facility Expansion), as well as to reduce the risk that insufficient DC funds will be available to tender the infrastructure projects in accordance with the IIP.
 - c) Front-ending of the costs of EA and design projects planned for 2014 and 2015 in the IIP, so that the work required to implement the infrastructure for servicing the Annexed Area may continue prior to DC revenue generation.
 - d) The landowners have also agreed to consider front-ending infrastructure if cash flow is insufficient, in order to allow growth to continue.
11. To recognize the significant amount of work that has been undertaken to reach this agreement, and to facilitate the timely development of the Annexed Area, the landowners in the Annexed Area have further agreed that they will not appeal the growth management policies of the SP's and OPA 40, and that they will not appeal the component of the DC By-law that sets out the growth percentages of the infrastructure projects required to service the Annexed Area as long as they are consistent with the IIP.
12. In order to ensure that the development process is able to move forward in a timely manner, the commitments in the MOU are dependent on Council approval of the SP's by the end of June 2014. The City also commits to timely processing of development applications and implementation of the infrastructure required to service the Annexed Area.

Infrastructure Implementation Plan

13. The MOU includes an IIP that sets out the estimated costs and timing required to build the hard services required for development of the Annexed Area to 2031. The IIP is attached as part of the MOU in Appendix "A".
14. The hard services that must be built to support the first phase of development of the Annexed Area are shown in the map attached as Appendix "C". As set out in the SP's, Phase 1 of the Annexed Area development is anticipated to occur by 2021, with Phase 2 anticipated to follow by 2026 and Phase 3 by 2031.
15. Through the negotiations with the landowners in the Annexed Area, the costs and timing of projects in the IIP were refined from the Infrastructure Master Plans based on more detailed information, and this information will be reflected in the final FIA. For example, certain road projects were phased or deferred beyond 2031 to better coordinate with future utilities in the same corridor, and property costs were reduced to reflect the fact that some property will be

dedicated as part of the development process. It is anticipated that periodic updates to the IIP will be required as actual development patterns and servicing timing/costs are known, and this will occur through the development monitoring process.

16. The IIP does not include the soft services required for development of the Annexed Area, such as parks, community centres, libraries, police and fire stations, however the costs and timing for providing these services are set out in the FIA and will form part of the City's capital plan subject to Council approval on an annual basis through the Business Plan process. The growth costs for these services will be part of the DC By-law and part of the capital contribution to be paid by landowners in the Annexed Area. Neighbourhood parks will be built as an integrated part of new subdivisions so that they are available for new residents to enjoy.

Annual Monitoring and Decision Making

17. The MOU and IIP are based on a forecast of future development and infrastructure costs. The actual pace of growth and infrastructure costs will be dependent on the overall economy and other factors. The growth management process has been strategically developed with built-in flexibility in order to manage this risk.
18. Going forward, Council will continue to establish levels of service and set priorities in order to make funding decisions during the annual Business Plan process. For existing assets, Council will make decisions based on an updated assessment of the risk associated with allowing assets to remain in service beyond their useful life. With respect to approval of development, decisions will be guided by an annual monitoring program that will track progress on land use, infrastructure and financing. In accordance with the policies set out in the Official Plan and SP's, development will only proceed when appropriate financial securities are in place. This will ensure that development is approved in a coordinated manner with the provision of municipal services.
19. At the Special General Committee meeting of April 22, there was an informal request for staff to review the impact of extending the duration of the growth plan to beyond 2031 in order to slow growth and achieve a more balanced cash flow. This will be addressed on an annual basis through monitoring of the actual pace of growth, actual infrastructure costs and actual cash flow, and then making appropriate choices through the annual Business Plan process to ensure the financial sustainability of the growth management program.

Secondary Plan Approval

20. Based on the MOU with the landowners in the Annexed Lands, in which the landowners in the Annexed Area have agreed to use of the new growth financing tools approved by Council, to the servicing plan as set out in the IIP, and to the flexibility to adjust the plan as required based on an annual monitoring program, it is recommended that Council approve the finalized Salem SP and the Hewitt's SP and related Official Plan Amendments (refer to Staff Report IGM002-14).

Next Steps

21. The next steps in the growth management process are attached as Appendix "D".

ENVIRONMENTAL MATTERS

22. The land use planning and infrastructure planning has been carried out in the context of a process that seeks to minimize the impact of development on the environment.

ALTERNATIVES

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

Alternative #1 General Committee could decide not to approve the Salem SP and Hewitt's SP at this time and direct staff to continue working on the terms of agreement with the development community and/or options for debt reduction.

This alternative is not recommended as an agreement has been reached and documented through an MOU with the landowners in the Annexed Area that is consistent with the City's Financial Policy Framework, following an intensive and collaborative process of information exchange and negotiation. Options for reducing non-growth related debt and addressing the City's existing asset replacement challenge will be further considered prior to finalizing the FIA in order to inform the City's annual Business Plan process.

FINANCIAL

24. The FIA was approved as a forecast by Council in December 2013 through Motion 13-G-289 (Staff Report ENG033-13) so that City staff could proceed to present the results to the development community as the basis for financial agreements to include the City's new financing tools. The FIA was subsequently issued as a draft document on February 24, 2014. It is recognized that the FIA requires updating and finalization to incorporate the results of the negotiations with the landowners in the Annexed Area, the new DC By-law and other new information. Therefore, upon approval of the DC By-law, the FIA will be updated to include the following elements:

- a) Revised capital project costs and timing in accordance with the Development Charges Background Study (including the projects included in the IIP)
- b) Terms of the MOU
- c) Debt reduction options per Council Motion 14-G-080
- d) Addressing changes to the City's financial obligations. For example, the City recently became aware that due to the expiry of federal social housing operating and financing agreements, the County of Simcoe has estimated that the social housing service will need an additional \$85 million to address a capital reserve shortfall between 2014 and 2031, of which the City's share is estimated to be \$22 million.

25. Although financing of the infrastructure required to service the Annexed Area will be managed as set out in the MOU, the City will continue to face a significant challenge in financing projects within the former City boundary, particular related to the replacement of existing assets that have reached the end of their useful life. Through Motion 14-G-080, Council directed staff to investigate debt reduction options for implementation through future Business Plans (refer to Appendix "B"). A high level preliminary assessment of these debt reduction options is provided in Appendix "E". In general, there are several viable options for reducing the City's debt and allowing more projects to be "pay-as-you-go".

26. It is important to note that, in 2011, the City's Asset Management Plan determined that average annual funding of approximately \$90 million would be required in order to be able to replace all existing assets at the end of their useful life. However, the City is currently financing an average of approximately \$30 million per year, which means that only the extreme risk assets are currently being replaced and consequently there is a backlog of assets that require replacement. The FIA determined that it would be possible to approximately double the City's annual expenditure on replacement of existing assets to approximately \$60 million per year without exceeding the City's

debt thresholds. This would allow for the timely replacement of the existing backlog, all water and wastewater assets, all extreme and high risk tax funded assets, and 10% of medium and low risk tax funded assets; the remaining 90% of medium and low risk tax funded assets such as local roads would have to remain in service beyond the end of their useful life. However, it is important to remember that the FIA is a forecast that is intended to provide guidance to Council. Actual spending decisions will be made by Council on an annual basis as part of the Business Plan process, based on the most up-to-date information regarding level of risk and prioritization of spending choices.

27. Council has expressed a concern regarding the level of investment included in the FIA for replacement of local roads, which is an average of approximately \$2 million per year. During the annual Business Plan process, Council could choose to increase this investment as local roads are prioritized with other spending choices. Currently, the timing for replacement of local roads is largely driven by the need to coordinate with the replacement of underground infrastructure (local roads on their own are at the lower end of the priority scale because of the low risk associated with their failure). However, there may be an opportunity to increase investment in local roads through expansion of the Neighbourhood Renewal Program. This innovative program was introduced in the 2014 Business Plan with an initial investment of \$0.5 million per year, and involves planning asset renewal and replacement work on a neighbourhood basis to save time and money.
28. An annual monitoring program will be used to update the City's Long Range Financial Plan and cash flow forecast to ensure that development will only proceed in a financially sustainable manner once appropriate financial securities are in place.
29. Funding in the amount of \$100,000 is required to update the FIA. It is recommended that this amount be approved and financed from the Tax Rate Stabilization Reserve (13-04-0461). This amount is recoverable from DC and the recovered amounts will be used to replenish the Tax Rate Stabilization Reserve.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

30. 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 SP and Hewitt's SP provide opportunities for growth in both people and jobs over the next two decades.
 - Manage Growth and Protect the Environment – The Salem SP and Hewitt's SP are an integral component of the City's growth management program including 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. The policies of the SP's, in concert with a MOU with landowners in the Annexed Area regarding the City's new financial tools, set out a process for Council to manage the City's financial sustainability as growth in the Annexed Area proceeds.

APPENDIX "A"

MEMORANDUM OF UNDERSTANDING

Made this <*> day of <*> 2014.

BETWEEN:

HEWITT'S SECONDARY PLAN OWNERS

SALEM SECONDARY PLAN OWNERS

(the "Landowners")

- and -

THE CORPORATION OF THE CITY OF BARRIE

(the "City")

WHEREAS the *Barrie-Innisfil Boundary Adjustment Act, 2009, c. 29*, annexed certain lands in the Town of Innisfil to the City of Barrie as of January 1, 2010 (the "Annexed Area");

AND WHEREAS the City is seeking to process amendments to its Official Plan including two secondary plans respecting the Annexed Area being the Hewitt's Secondary Plan and the Salem Secondary Plan (collectively, the "Secondary Plans") and General Growth Management Related Amendments to the City's Official Plan;

AND WHEREAS the City is considering approval for the Secondary Plans but only if it is satisfied that the development therein is able to proceed in accordance with the principles that growth ought to pay for growth and that services be available on a timely basis;

AND WHEREAS the Landowners and the City have had discussions and have shared detailed information about financial, development and infrastructure implementation matters and have reached agreement on certain financial and funding issues set out herein;

NOW THEREFORE, in consideration of the mutual covenants contained herein, the Landowners and the City acknowledge and agree as follows:

May 14, 2014

1. **Infrastructure Implementation Plan**

- (a) The Landowners and the City agree that the water, wastewater and road infrastructure required for the development of the Annexed Area to proceed is as set out in the infrastructure implementation plan for the Annexed Area attached hereto as Schedule “A” (“IIP”).
- (b) As development of the Annexed Area proceeds, modifications to the IIP may be determined to be required, through consultation between the Landowners and the City.

2. **Calculation of Annexed Area Development Charges**

- (a) The current estimated breakdown of the DC for the Annexed Area (per SDE¹) is as follows:

Wastewater ASDC:	\$2,062
Water ASDC:	\$2,321
Storm:	\$0
Roads (City wide):	\$16,886
Water Debt and treatment (City wide)	\$6,467
WW Debt and treatment (City wide)	\$4,588
Total Hard	\$32,324
Soft Services (City wide)	\$7,750
Total DC:	\$40,074

- (b) No stormwater DC will be applicable to the Annexed Area.
- (c) The Landowners agree not to appeal the City’s DC By-laws in respect of the BTE calculation for projects set out on the IIP, provided it reflects the BTE proportion in the agreed-on IIP.

3. **Payment of Development Charges**

- (a) The soft services component of the City-wide DC will be pre-paid on the execution of a subdivision agreement for development comprising the first 2,000 SDE’s to be registered in the Annexed Area, and paid on building permit issuance for the balance of development.
- (b) If the DC rate goes up following pre-payment there will be no requirement to “top-up” to the new rate for units that have been pre-paid.

¹Rates shown are for a single/semi-detached unit. The actual DC rates will be calculated and applied by unit type (i.e., lower rates applied to smaller unit types).

- (c) The entire hard service DC (roads, area-specific linear water, area-specific linear wastewater, water and treatment debt and wastewater and treatment debt) for all Phase 1 units that are not subject to site plan control will be paid at the time of the execution of subdivision agreement, except to the extent used for or offset by DC credits for infrastructure front ended by the Landowners pursuant to clauses 4(a) or (b).
- (d) The entire hard service DC (roads, area-specific linear water, area-specific linear wastewater, water and treatment debt and wastewater and treatment debt) for all Phase 1 units which are subject to site plan control² will be paid at the time of the execution of a site plan agreement, except to the extent used for or offset by DC credits for infrastructure front ended by the Landowners pursuant to clauses 4(a) or (b).
- (e) No DC payments are required to be made prior to draft plan approval and zoning being in place (except to the extent the Landowners agree to front end EA and/or design costs).
- (f) All hard service DCs collected within the Annexed Area (i.e., roads, area-specific linear water, area-specific linear wastewater, water and treatment debt and wastewater and treatment debt) will be used only to fund DC-eligible projects within the Annexed Area as set out in the IIP or to fund water and wastewater debt payments attributable to the Annexed Area, to reduce the front ending obligations of the Landowners or to refund the Landowners for front ending costs incurred. The City will borrow between hard service DC reserve funds as necessary in respect of the hard service DCs collected within the Annexed Area in order to provide for the funding of IIP infrastructure and refund of Landowner front ending costs.

4. Landowner Front Ending of Infrastructure

- (a) The Landowners shall be entitled, at their option, to design and construct DC-eligible roads, water and wastewater infrastructure where listed as potential for developer construction in the IIP. Should it be determined that the landowner(s) does not intend to build the infrastructure denoted as developer construction in the IIP notice will be given to the City 1 year in advance of the commencement of the design of the infrastructure in accordance with the time lines set out in the IIP.
- (b) The Landowners have agreed to the terms herein, including the payment of the DC Advance Funding and the capital contribution, on the basis that:
 - (i) the City will fund and construct the infrastructure required for the Annexed Area to develop, as set out on the IIP, as and when required for development proposed by the Landowners to proceed in accordance with the provisions of the Hewitt's and Salem Secondary Plans,
 - (ii) subject to paragraph 8(b) hereof, such development will not be delayed on account of the funding limitations related to infrastructure, and

² For greater certainty, this does not include street townhouses.

- (iii) the Landowners will not be required to front end the cost of any infrastructure, but will be permitted to do so at their option, as per paragraph 4(a), above.

However, in the event that the City can demonstrate to the Landowners through the reporting mechanism set out in paragraph 12(a) hereof that as a result of negative balances projected over a three year period in the amalgamated cashflow position of the City for the Annexed Area that the City is not able to fund infrastructure required for the Annexed Area within the timeframe required by the Landowners, the City may request the Landowners to front end the cost of DC-eligible infrastructure set out in the IIP to be constructed by the City or to be constructed by the Landowners. In such case the Landowners may agree to provide such front ending in accordance with terms to the satisfaction of the Landowners and the City.

- (c) Where a Landowner agrees to provide front end funding of IIP infrastructure (to be constructed either by the Landowners or City), the Landowner shall be entitled to reduce the amount of its DC Advance Funding provided for in item 6 by amounts front ended.
- (d) The full amount of all front ending provided by the Landowners through 4(a) or (b) above will be reimbursed by the City (indexed) through DC credits and, if necessary, reimbursement from DCs collected within the Annexed Area. The Landowners shall be entitled to use DC credits earned through the front ending of IIP infrastructure pursuant to 4(a) or (b) above against the full amount of any hard service DC payable, regardless of the type of front ended service which gave rise to the DC credits.
- (e) The City is to be responsible to contribute any BTE component of all IIP infrastructure, at the time of construction through progress payments.
- (f) For greater certainty, references to “front end”, “front ending” or “front end funding” herein, shall refer to the provision of funding by the Landowners to the City for the EA, design and construction by the City of IIP infrastructure by the City, or the provision of funding by the Landowners for the design and construction by the Landowners of IIP infrastructure, in exchange for DC credits or other reimbursement as provided for herein, and is not intended to refer to a front ending agreement under Part III of the *Development Charges Act*.

5. **Landowner Front Ending of IIP EA and Design Costs**

- (a) The Landowners will front end the cost of the City undertaking a comprehensive EA for IIP projects, currently estimated at \$5M.
- (b) The Landowners will front end engineering design costs for IIP projects to be constructed by the City, if required prior to DC revenue being generated in the Annexed Area, currently estimated at \$9M.
- (c) The amounts front ended by the Landowners for EA and design costs may be secured by letters of credit to be drawn down by the City as funds are expended, and will be reimbursed through DC credits.

- (d) The engineering design costs expended by the Landowners for the IIP projects to be constructed by the Landowners will also be reimbursed through DC credits.

6. DC Advance Funding

- (a) Funding in the amount of \$1,200 per SDE³ (“DC Advance Funding”) will be provided to the City on the execution of a subdivision agreement for development within Phase 1 of the Hewitt’s and Salem Secondary Plans. The DC Advance Funding may be secured by letter of credit.
- (b) The City may draw down the DC Advance Funding to fund infrastructure required for the Annexed Area to develop as identified in the IIP, or to fund the portion of future debt payments (principal and interest) for water and wastewater treatment infrastructure attributable to the Annexed Area.
- (c) The DC Advance Funding will be repaid by the City (indexed) when the aggregated cashflow position of the City in respect of all hard service infrastructure costs attributable to the Annexed Area (roads, water and wastewater area-specific infrastructure and water and wastewater treatment facilities debt) reaches a positive balance projected over 3 years, but in any event not later than the point at which development comprising 10,925 SDE’s have been registered in the Annexed Area.

7. Capital Contribution

- (a) The Landowners will pay a “capital contribution” to the City for development in Phase 1 in an amount equivalent to \$4,500 per unit average for Annexed Area development (adjusted by unit type based on PPU values used in the City’s DC background study)⁴, subject to annual indexing but no other adjustment, payable at the time of building permit issuance.
- (b) The capital contribution includes the growth related component of ineligible development charge services in the Annexed Area, and other restrictions on development charge funding, referenced in clause (c) below.
- (c) In the event that future amendments to the *Development Charges Act* result in:
 - (i) a change to the level of service cap imposed on the calculation of the transit service development charge (clause 5(1)5 of the DCA);
 - (ii) removal of the requirement that the capital costs of “soft” services funded by the development charge be reduced by 10% (clause 5(1)8 of the DCA);

³ \$1,200 per single/semi unit, \$900 per multiple unit, and \$640 per apartment unit

⁴ \$5,747 per single/semi, \$4,296 per multiple unit, and \$3,066 per apartment unit

- (iii) removal of waste management services (land fill) from the list of services ineligible to be funded by a development charge (clause 2(4)5 of the DCA); or
- (iv) removal of headquarters for the general administration of municipalities from the list of services ineligible to be funded by a development charge (clause 2(4)6 of the DCA);

the amount of the capital contribution shall be reduced to reflect the increased funding the City shall be entitled to collect through a development charge.

8. **Prematurity of Phase 1 Development**

- (a) The City and the Landowners agree that the funding requirements for infrastructure within Phase 1 shall be as provided for herein, and, subject only to the exception in clause 8(b) below, no complete application for development proposed by a Landowner in Phase 1, or any approval in respect thereof, shall be deemed to be premature pursuant to the provisions of section 9.7.3.1 of the Hewitt's Secondary Plan, section 8.7.3.1 of the Salem Secondary Plan, and section 6.1.3.1 of the Official Plan (as amended by OPA 40) if the Landowner is prepared to enter into agreement(s) securing the obligations herein, and appropriate conditions of approval have been or will be imposed requiring such agreement(s) to be executed.
- (b) If each of the following conditions are established in respect of any proposed development within a site plan, plan of subdivision or phase thereof that is proposed to be registered:
 - (i) IIP infrastructure is required for the proposed development to proceed;
 - (ii) funding is not available to the City to provide such required infrastructure within the timing required to service the development either through hard service DCs collected within the Annexed Area or the DC Advance Funding to be provided by the Landowners; and
 - (iii) the Landowners requiring such IIP infrastructure do not agree to front end such required infrastructure in accordance with clauses 4(a) or (b) hereof,

then the final registration of such plan of subdivision may be delayed for such period of time until the City has the funding for the required infrastructure, or it is provided through Landowner front ending. For greater certainty, no development in respect of which a subdivision agreement or site plan agreement including any agreement as noted under paragraph 11(b) hereof, has been executed shall be deemed to be premature, and final registration shall be permitted to proceed without delay.

9. **Participation by all Landowners**

- (a) The City will require all landowners in Phase 1 of the Hewitt's and Salem Secondary Plan areas to execute appropriate agreements with the City in accordance with the provisions of sections 9.7.3.1(c) the Secondary Plans.

- (b) The City will require all landowners in Phase 1 of the Hewitt's and Salem Secondary Plan areas to execute appropriate agreements amongst the other landowners in accordance with the provisions of section 9.7.3.1(e) of the Secondary Plans.
- (c) In the event that an appeal is made to the provisions of the Secondary Plans challenging the requirement for a mandatory cost sharing agreement, the Landowners agree to pay for any expenses incurred by the City in defending its policies and all parties will be bound by the outcome of a final decision on the validity of the policies.
- (d) Agreements will allow for the sharing and transfer of DC credits, and for such DC credits to be administered through Landowner cost sharing agreements if necessary on the understanding that a transfer of DC credits will not take precedence over the planning approvals process.

10. No Appeal of Agreed-On Growth Management Secondary Plan and OPA 40

- (a) The Landowners will not appeal the Growth Management policies of the Secondary Plans and OPA 40 to be agreed on and appended hereto as Schedule "B".
- (b) The Growth Management policies of the Secondary Plans and OPA 40 will provide that the financial obligations of the Landowners for Phase 1 of the Annexed Area will be as set out in this Memorandum of Understanding. No development within Phase 1 of the Annexed Area will be deemed to be premature on account of financial and infrastructure considerations, provided that the Landowner is prepared to enter into an agreement agreeing to make the financial contributions provided for herein.

11. Implementation

- (a) Conditions of draft plan approval and holding zones, where necessary for servicing purposes, will be used to implement the principles found herein.
- (b) Agreements, which may include subdivision and site plan agreements, for the Phase 1 lands will be entered into prior to registration of a draft plan of subdivision, or final site plan approval, as the case may be, which agreements will secure the servicing and financial requirements consistent with the principles set out herein.

12. Other Conditions and Agreements

- (a) The City will keep an ongoing detailed and current accounting in respect of the matters provided for herein, including the collection and expenditure of all hard service DCs, DC Advance Funding and capital contributions within the Annexed Area, and Landowner front ending, including the accrual and use of DC credits and other reimbursements. Landowner(s) will provide to the City in a timely way all information related to infrastructure constructed by a landowner for purposes of ongoing detailed and current accounting. The accounting of expenditures will be detailed by project. All of the foregoing accounting will be provided to the Landowners quarterly. The City will also prepare and provide the Landowners quarterly a current amalgamated hard service cashflow for the Annexed Area detailing revenues and expenditures for all IIP infrastructure and debt payments related to water and wastewater infrastructure

attributable to the Annexed Area including 3 years projections where required by these principles.

- (b) Council shall approve Secondary Plans for the Hewitt's and Salem areas by the end of June 2014, failing which the commitments herein are at an end.
- (c) Planners for Salem and Hewitts will meet with City staff and Elizabeth Howson to establish a work plan for the zoning by-law as soon as is practicable.
- (d) Provided the Landowners provide the funding of infrastructure as set out in this MOU in accordance with the provisions above, there are no servicing or allocation constraints for Phase 1 of the Annexed Area.
- (e) A decision regarding draft plan approval and rezoning will be made by the City within 1 year of the applications being deemed complete under the *Planning Act*.
- (f) The City will commit sufficient staffing resources to efficiently process the draft plan and rezoning applications and engineering drawings submitted by the Landowners.
- (g) The City commits to providing the appropriate resources to ensure continuity in the coordination of draft plan applications and associated rezonings, and determination as to whether an application adheres to the City's Tertiary Plan/Master Plan.
- (h) The City will make its best efforts to work with the Conservation Authorities and the landowners and other stakeholders so that the approval of the Subwatershed Impact Study occurs within one year of the approval of the Secondary Plans.
- (i) Pre-consultation meetings may commence as soon as Council adopts the Secondary Plans and OPA 40 to establish the required studies in support of draft plan approval and re-zonings to be commenced as soon as possible.
- (j) Subject to the provisions regarding appeal of BTE set out in paragraph 2(c) hereof, this MOU is subject to approval of an acceptable Development Charges by-law, for which the Landowners retain their rights of appeal.

13. Counterparts

The Landowners and the City agree that this Memorandum of Understanding may be executed by telecopy/facsimile or by e-mailed "pdf" file in multiple counterparts, each of which, when so executed and delivered, shall be deemed to be an original, but all of which together shall constitute one agreement binding on the parties hereto.

14. Enurement

This Memorandum of Understanding shall enure to the benefit of and be binding upon each of the Owners and the City and their respective successors and assigns.

IN WITNESS WHEREOF the parties have executed this Memorandum of Understanding as of the date first written above.

May 14, 2014

BEMP HOLDINGS 1 AND 2 INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

LOCKHART INNISFIL INVESTMENTS LTD.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

May 14, 2014

RAINSONG LAND DEVELOPMENT INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

CRISDAWN CONSTRUCITON INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

May 14, 2014

1091369 ONTARIO INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

1597229 ONTARIO LIMITED

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

May 14, 2014

SOBEYS CAPITAL INCORPORATED

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

2121191 ONTARIO INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

May 14, 2014

WATERSAND CONSTRUCTION LIMITED

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

WORMWOOD DEVELOPMENTS INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

May 14, 2014

BARRIE FINANCIAL INC.

Name:

Title:

Name:

Title:

I/We have the authority to bind the corporation.

THE CORPORATION OF THE CITY OF BARRIE

Jeff Lehman, Mayor

Dawn A. McAlpine, Clerk

I/We have the authority to bind the corporation.

May 14, 2014

Schedule "A"

**Infrastructure Implementation Plan
May 12, 2014**



Date	Built Dev. or City	MP ID Number	MP \$	Revised \$	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	BTE %	Gwth %	Other %	BTE \$	Growth \$	Other \$	Comments	
Phase 1																														
Between Big Bay and Mapleview East of Old Municipal Boundary																														
Wastewater Projects																														
Water Projects																														
	D	12110	163,000	163,000		12,225			150,775														0%	100%		0	163,000			
	C	12115	118,000	118,000														8,850	109,150				0%	100%		0	118,000		Moved to Phase 3 from Phase 1	
Roads, AT & Drainage Projects																														
	D	2201-2	1,899,418	2,177,838	45,905	137,716	273,294	275,433	939,567										505,921				15%	85%		326,676	1,851,162		3 lanes in Phase 1, widen to 5 lanes in Phase 3	
	C	2201-1	3,336,455	4,227,626	101,119														303,358	3,823,148			15%	85%		634,144	3,593,482		Moved to Phase 3 from Phase 1	
	C	2301	745,913	1,010,183	25,255														75,764	909,165			15%	85%		151,527	858,656		Moved to Phase 3 from Phase 1	
	D	2911	48,061	48,061							3,605	44,456											15%	85%		7,209	40,852			
South of Mapleview around Madelaine																														
Wastewater Projects																														
	C	23102	11,693,000	2,500,000	187,500	2,312,500																	20%	80%		500,000	2,000,000		Updated costs from D&C	
	C	23101	137,000	137,000	10,275	126,725																	100%	0%		137,000	0			
Water Projects																														
	C	11232	1,147,643	1,147,643	86,073	1,061,570																	0%	100%		0	1,147,643		Revised Project Limits. PPB updated.	
	C	11232	1,192,357	1,192,357	89,427			1,102,930															0%	100%		0	1,192,357		Revised Project Limits. PPB updated.	
	C	11152	2,433,000	4,431,871		332,390	4,099,480																0%	100%		0	4,431,871		Cost increase due to surface restoration. PPB updated.	
Roads, AT & Drainage Projects																														
	C	1213	11,490,224	0	0	0																	15%	85%		0	0		Assume 5 lanes (7 in TMP) in 30m ROW with no buffered bike lanes, plus multiuse trail. Property has been acquired. Road costs assumed to be City's.	
	C	1215-1	8,239,692	4,174,977	253,767	633,137	507,533	2,780,541															15%	85%		626,247	3,548,731		Assume 5 lanes (7 in TMP) in 26 to 30m ROW with no buffered bike lanes, plus multiuse trail. Property has been acquired. Costs generated from D&C numbers	
	D	2920	122,723	122,723							9,204	113,519											15%	85%		18,408	104,314			
South of Mapleview West of Yonge																														
Wastewater Projects																														
Water Projects																														
	C	11151	1,513,000	1,452,480		108,936			1,343,544														0%	100%		0	1,452,480		Revised Project Limits. PPB updated.	
Roads, AT & Drainage Projects																														
	C	1215-2	14,055,332	8,141,805		441,949	1,799,318	883,899	5,016,639														15%	85%		1,221,271	6,920,534		Assume 5 lanes in 26m ROW with no buffered bike lanes, plus multiuse trail. Revised project limits.	
	C	2208	3,594,492	4,167,280	87,727	263,180	526,573	526,360	2,763,441														15%	85%		625,092	3,542,188			
	C	2212	2,578,599	3,227,375	74,453								223,358	199,417	446,716	2,283,432							15%	85%		484,106	2,743,268		EA in Phase 1 only	
South of Mapleview East of Yonge																														
Wastewater Projects																														
	D	22102	1,799,000	1,799,000		134,925	1,664,075																0%	100%		0	1,799,000			
	D		n/a	1,998,808		149,911			1,848,897														0%	100%		0	1,998,808		Local Benefit Sewer switched to DC	
	D	22101	5,836,000	5,836,000		437,700		5,398,300															0%	58%	42%	0	3,402,972	2,433,028		
	D	22301	747,000	747,000	18,675																		0%	50%	50%	0	375,128	371,872		
Water Projects																														
	C	11150	1,518,000	2,310,235		173,268		2,136,968															0%	100%		0	2,310,235		Increased cost due to road restoration. PPB updated. Cost lowered due to transposing cost error from MP	
	C	11151	950,520	950,520		71,289						879,231											0%	100%		0	950,520		Revised Project Limits. PPB updated.	
Roads, AT & Drainage Projects																														
	C	2202-1	42,005,140	28,918,114	665,128	1,995,385	1,850,384	3,990,770	20,416,447														15%	85%		4,337,717	24,580,397		2000m2 land, \$1000/m for curb and multiuse trail, minimal utility relocates. 4 lanes + turning Lanes at signalized intersection instead of 5 in TMP.	

**Infrastructure Implementation Plan
May 12, 2014.**



Date	Built Dev. or City	MP ID Number	MP \$	Revised \$	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	BTE %	Gwth %	Other %	BTE \$	Growth \$	Other \$	Comments
Mapleview Prince William to East of Collector 11	D	2302	5,744,220	5,446,872	102,486	307,458	1,077,950	614,915	3,344,064														15%	85%		817,031	4,629,841		Assume \$1000/m for curb on south side and multiuse trail within 2010 Boundry instead of buffered bike lanes.
Trail Madelaine Collector 10 Connection Yonge to Collector 8	D	2909	103,045	103,045							7,728	95,317											15%	85%		15,457	87,588	0	
Trail Madelaine Collector 10 East of Collector 8 to Hewitts Creek	D	2910	181,434	181,434							13,608	167,827											15%	85%		27,215	154,219	0	
Trail Hewitts Creek - Mapleview to Madelaine Collector 10 Connector	D	2922	195,968	195,968							14,698	181,270											15%	85%		29,395	166,573	0	
Trail Madelaine Collector 10 Connector - Hewitts Creek Trail to West of Collector 10	D	2924	11,294	11,294							847	10,447											15%	85%		1,694	9,600	0	

North of Salem and West of Veterans

Wastewater Projects																													
Water Projects																													
Mapleview Drive West - Mapleview Elevated Tank west to Veterans Drive	C	11101	416,000	1,477,353		110,801	1,366,551																0%	100%		0	1,477,353		Costs increase includes surface restoration costs
Veterans Drive - Mapleview Drive West south to King Street	C	11155	168,000	686,556		51,492	635,064																0%	100%		0	686,556		Costs increase includes surface restoration costs
Salem Road - Reid to Veterans	D	11112	235,000	235,000		17,625			217,375														0%	100%		0	235,000		
Salem Road - Dunn (Street B) to Reid	D	11111	573,000	573,000		42,975			530,025														0%	100%		0	573,000		
Veterans Drive - Salem Road to 540m south of Salem Road (Street D)	D	11121	505,000	505,000		37,875			467,125														0%	100%		0	505,000		
Transportation, Drainage Projects																													
Salem Road - Veterans Drive to Dunn	D	2303-1	5,710,974	6,410,477	124,132		1,156,172						372,395	744,789	4,012,989								15%	85%		961,571	5,448,905		Project split. Property in Phase 1, construction in Phase 2.
Veterans Drive - Salem Road to 540m south of Salem Road	D	2206	3,596,356	3,831,967	61,051	183,153	1,111,945	366,305	2,109,513														15%	85%		574,795	3,257,172		TMP Costs Updated
Trail - 2031 Urban Boundary to Reid Drive	D	2902	194,606	194,606							14,595	180,011											15%	85%		29,191	165,415	0	

Salem and Essa Area

Wastewater Projects																													
Upgrade Holly Pumping Station	C	21101-a	1,716,000	1,716,000		91,200	400,000	1,224,800															0%	100%		0	1,716,000	0	
Twinning 1940 metres 350 mm Holly Pumping Station for Project 21101-a	C	21101-b	1,433,000	1,433,000		107,475	214,950	1,110,575															50%	50%		716,500	716,500	0	
Water Projects																													
Essa Road - Mapleview to Athabaska	C	11103 & 04	405,000	405,000		30,375			374,625														0%	100%		0	405,000	0	
Essa Road - Athabaska to Street A	D	11105	349,000	349,000		26,175			322,825														0%	100%		0	349,000	0	
Essa Road - Street A to Salem Road	D	11106	168,000	168,000		12,600			155,400														0%	100%		0	168,000	0	
Essa Road - Salem Road to Street L	D	11146	137,000	137,000		10,275			126,725														0%	100%		0	137,000	0	
Salem Road - Essa Road to Dunn (Street B)	D	11110	704,000	704,000		52,800			651,200														0%	100%		0	704,000	0	
Mapleview 300mm East of CR27	C		0	0		0	0																0%	100%		0	0		Confirmed in City Budget. PPB updated.
CR27 300mm South of Mapleview	D		448,216	448,216		33,616	414,600																0%	100%		0	448,216		PPB updated. Surface restoration costs added.
Roads, AT & Drainage Projects																													
Essa Road - Mapleview to Athabaska	C	1318-1	3,937,227	4,731,829	114,081	342,244	134,865	684,487	3,456,152														15%	85%		709,774	4,022,055		Revised Project Limits
Essa Road - Athabaska to Trans-Canada Pipeline	D	2307	5,799,070	7,157,794	169,205	507,615	311,675	1,015,230	5,154,069														15%	85%		1,073,669	6,084,125		
Salem Road - CR27 to Dunn	D	2303-2	10,455,342	11,526,170	212,939	638,818	2,406,879	1,277,636	5,023,885				1,966,013										15%	85%		1,728,925	9,797,244		Project split. 35% of construction cost from Essa to Dunn moved from Phase 1 to 2.
Trail Salem to Former City Limits	D	2908	297,127	297,127							22,285	274,843											15%	85%		44,569	252,558		
Trail CR27 to East Bear Creek	D	2912	728,453	728,453							54,634	673,819											15%	85%		109,268	619,185		
Trail CR27 to West Bear Creek	D	2913	515,152	515,152							38,636	476,516											15%	85%		77,273	437,879		
Trail Dunn Street Connector - East Bear Creek to Dunn Street	D	2917	115,508	115,508							8,663	106,845											15%	85%		17,326	98,182		

McKay and Veteran's

Wastewater Projects																														
750mm Huronia Sanitary Sewer north of McKay Road to Lockhart	C	21103	3,547,000	6,707,592		503,069			6,204,523														0%	42%	58%	0	2,788,346	3,919,246		Depth Increased to cross under creek and for future service sharing
Construction of 600mm sewer on McKay Road from Huronia to east of Veteran's	C	21102	15,497,000	16,127,539		1,209,565			14,917,974														0%	100%		0	16,127,539		600mm and 525mm sewer costs were combined in MP. Updated cost from Schaefer's	

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Date	Built Dev. or City	MP ID Number	MP \$	Revised \$	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	BTE %	Gwth %	Other %	BTE \$	Growth \$	Other \$	Comments
525mm Sanitary Sewer on McKay Road west of Veterans to east of Phase 1 Boundary	D	21102	3,311,000	7,622,073		571,655			7,050,418														0%	100%		0	7,622,073		600mm and 525mm sewer costs were combined in MP. Updated cost from Schaefer's
Sewer on Huronia South of McKay	C	21401	1,695,273	3,727,512	93,188																		0%	9%	91%	0	322,430	3,405,082	
265m of 375mm Sewer on McKay	D			541,276		40,596			500,680														0%	100%		0	541,276		Cost from Schaefer's. 375mm deep sanitary sewer on McKay added to DC
Water Projects																													
Veterans Drive - Street D to Street E	D	11124	267,000	267,000		20,025			246,975														0%	100%		0	267,000		PPB updated.
Veterans Drive - Street E to McKay	D	11127	220,000	220,000		16,500			203,500														0%	100%		0	220,000		PPB updated.
McKay Reid to Veterans	D	11128	274,000	274,000		20,550			253,450														0%	100%		0	274,000		PPB updated.
McKay 165m west of Reid to Reid	D	11129	79,000	79,000		5,925			73,075														0%	100%		0	79,000		PPB updated.
McKay Veteran's to western Interchange Boundary	D	11144	197,000	197,000		14,775			182,225														0%	100%		0	197,000		PPB updated.
McKay Street F east 615 meters	D	11148	387,000	387,000		29,025			357,975														0%	100%		0	387,000		PPB updated.
Roads, AT & Drainage Projects																													
Huronia Lockhart to McKay	C	2308-1	9,237,561	6,437,297	151,737	455,210	294,263	910,420	4,675,667														15%	85%		965,595	5,471,703		\$25/m2 land costs, 30m ROW and per meter costs rural two lane cross section. Revised project limits (Huronia south of McKay moved post 2031).
McKay east side of Interchange to Huronia	C	2205	14,434,114	7,956,137	146,350	439,049	1,681,719	878,098		4,810,921													15%	85%		1,193,421	6,762,717		\$50/m2 land costs, 36m ROW and reduced per linear meter costs (rural four lane cross section)
McKay Reid to 190m east of Collector 4	D	2306	3,507,657	3,984,244	73,875	221,624	823,404	443,248	1,574,360				847,733										15%	85%		597,637	3,386,608		35% of construction costs moved from Phase 1 to 3.
McKay West Boundary of Interchange to Reid	D	2204	7,678,249	8,146,641	131,946	385,838	2,295,044	791,675	4,532,138														15%	85%		1,221,996	6,924,645		
Veterans Drive - 540m south of Salem Road to McKay	D	2207	6,964,298	7,290,763	119,680	358,980	2,003,492	717,960	4,090,672														15%	85%		1,093,615	6,197,149		
Veterans Drive - McKay to City Limits	D	2312	2,907,127	3,293,241	59,099	177,298	743,413	354,596	1,958,835														15%	85%		493,986	2,799,255		
Trail East Bear Creek Trail McKay to City Limits	D	2916	248,729	248,729							18,655	230,075											15%	85%		37,309	211,420		
Common																													
Wastewater Projects																													
Phosphorus Facility	C		30,000,000	30,000,000		2,250,000		27,750,000															35%	65%		10,500,000	19,500,000		\$30 million assumed as growth component of \$60 million
Decommission PS4 & Downstream Sewer	C	23401	137,000	1,646,767		123,508	1,523,259																34%	66%		563,688	1,083,079		Downstream gravity sewer added. Moved from Post 2031 to Phase 1. BTE is a weighted average for the PS4 decommissioning and the downstream sewer.
Water Projects																													
McKay West Boundary of Interchange to East Boundary of Interchange	C	11145	563,000	563,000	14,075		42,225			506,700													0%	100%		0	563,000		PPB updated.
Salem Reservoir	C	11250	10,941,000	10,941,000	242,275	1,000,000						726,825	8,971,900										0%	100%		0	10,941,000		PPB updated.
Salem Pumping Station	C	11251	4,787,000	4,787,000	119,675							359,025	4,308,300										0%	100%		0	4,787,000		PPB updated.
Lockhart/Salem watermain to Huronia	C	11230	4,159,000	4,159,000	103,975							311,925	3,743,100										0%	100%		0	4,159,000		PPB updated.
Huronia watermain Mapleview to Lockhart	C	111231	2,220,000	2,220,000	55,500							166,500	1,998,000										0%	100%		0	2,220,000		PPB updated.
Salem Veterans to Reservoir	C	11235	469,000	469,000	11,725							35,175	422,100										0%	100%		0	469,000		PPB updated.
Roads, AT & Drainage Projects																													
McKay Interchange	C	2128	23,260,438	22,892,129	572,303		1,716,910		0	3,433,819	17,169,097												15%	85%		3,433,819	19,458,310		
McKay Hwy 400 to west boundary of interchange	C	2210	11,955,500	7,395,936	151,759	455,277		1,060,459	910,554	4,817,886													15%	85%		1,109,390	6,286,545		Assume 33% of structure and civil costs for crossing are MTO Grant (\$4.48 million) subtracted from total cost
McKay Hwy 400 to east boundary of interchange	C	2211	1,611,790	1,696,912	29,869	89,607		401,723	179,214	996,499													15%	85%		254,537	1,442,375		
Huronia McKay to City Limits	C	2308-2	4,182,437	3,303,914	77,546																		15%	85%		495,587	2,808,327		\$25/m2 land costs, 30m ROW and reduced per linear meter costs (rural two lane cross section). Revised Project limits.
Salem Road - West of Highway 400 to Veterans Drive	C	2215	5,837,635	6,194,466	97,461						292,382	1,836,835	584,763	3,383,026									15%	85%		929,170	5,265,296		
Salem/Veterans Hwy Crossing	C	2101	12,125,584	11,923,930	264,350						793,050	1,079,949	1,586,099	8,200,483									15%	85%		1,788,590	10,135,341		
Lockhart Road - East of Highway 400 to Bayview Drive	C	2214	3,036,060	3,342,899	58,440						175,321	804,229	350,642	1,954,267									15%	85%		501,435	2,841,484		
Lockhart Road - Bayview Drive to Yonge Street	C	2203	33,573,327	35,992,784	665,258						1,995,774	7,505,970	3,991,548	21,834,234									15%	85%		5,398,918	30,593,867		
Lockhart Road - Yonge Street to Prince William Way	C	2209	30,160,661	30,901,008	696,101								2,088,304	2,445,559	4,176,609	21,494,434							15%	85%		4,635,151	26,265,857		
Storm Pond Retrofits																													
Retrofit existing SWM to offset Phosphorus	C		14,500,000	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	100%		0	0		Retrofits removed from front ending

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Date	Built Dev. or City	MP ID Number	MP \$	Revised \$	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	BTE %	Gwth %	Other %	BTE \$	Growth \$	Other \$	Comments	
Phase 2 & 3																														
Wastewater Projects																														
	C		9,000,000	9,000,000													675,000	8,325,000					0%	100%		0	9,000,000			
	C	21301	1,374,000	1,374,000													103,050	1,270,950					0%	100%		0	1,374,000			
	C	21302	261,000	261,000													19,575	241,425					0%	100%		0	261,000			
	C	22302	1,320,000	1,320,000													99,000	1,221,000					0%	100%		0	1,320,000			
	C	22303	1,058,000	1,058,000													79,350	978,650					0%	100%		0	1,058,000			
Water Projects																														
	D	11201	93,000	93,000									6,975	86,025									0%	100%		0	93,000		PPB updated.	
	D	11204	111,000	111,000									8,325	102,675									0%	100%		0	111,000		PPB updated.	
	C		3,800,000	4,800,000	1,000,000												360,000	3,440,000					0%	100%		0	4,800,000			
	D	11301	335,000	335,000													25,125	309,875					0%	100%		0	335,000		PPB updated.	
	D	11303	96,000	96,000													7,200	88,800					0%	100%		0	96,000		PPB updated.	
	D	11308	198,000	376,235													28,218	348,017					0%	100%		0	376,235		Increase costs due to alignment along existing McKay (increased surface restoration)	
	D	11309	501,000	949,809													71,236	878,573					0%	100%		0	949,809		Increase costs due surface restoration	
Roads, AT & Drainage Projects																														
	D	2127	3,276,860	0										0	0	0	0	0					15%	85%		0	0		Removed from program. Watermain assumed along existing McKay.	
	D	2309	2,084,938	2,380,842						43,545	130,635	511,236	261,270	1,434,157									15%	85%		357,126	2,023,715			
	D	2310	1,638,092	1,835,785										34,000	102,000	380,632	203,999	1,115,154					15%	85%		275,368	1,560,417			
	D	2305	2,261,404	2,721,602						55,736	167,208	393,726	334,417	1,770,515									15%	85%		408,240	2,313,362			
	C	2042	393,088	393,088																			15%	85%		58,963	334,125			
	C	2052-53	2,282	2,282																			15%	85%		342	1,940			
	D	2903	241,300	241,300																			15%	85%		36,195	205,105			
	D	2904	614,287	614,287																			15%	85%		92,143	522,144			
	D	2905	297,976	297,976																			15%	85%		44,696	253,279			
	D	2906	498,448	498,448																			15%	85%		74,767	423,680			
	D	2907	477,302	477,302																			15%	85%		71,595	405,706			
	D	2914	281,354	281,354																			15%	85%		42,203	239,151			
	D	2915	137,938	137,938																			15%	85%		20,691	117,248			
	D	2918	218,892	218,892																			15%	85%		32,834	186,058			
	D	2919	417,560	417,560																			15%	85%		62,634	354,926			
	D	2921	266,701	266,701																			15%	85%		40,005	226,696			
	D	2923	343,002	343,002																			15%	85%		51,450	291,551			
	D	2925	434,923	434,923																			15%	85%		65,238	369,685			
	D	2926	9,861	9,861																			15%	85%		1,479	8,382			
					Wastewater Total	91,918,243	309,638	8,058,829	3,802,284	35,483,675	15,604,518	14,917,974	0	0	0	0	975,975	12,093,050	672,300	0	0	0				52,952,866	351,486,599	10,129,228		
					Water Total	48,889,274	1,722,725	3,293,087	6,557,921	3,239,898	5,656,819	0	1,385,931	1,599,450	19,467,025	291,375	0	491,778	5,074,116	109,150	0	0	0							
					Road Total	266,900,485	5,333,002	5,503,268	21,404,719	12,520,804	47,901,568	13,424,560	47,161,456	14,686,887	12,598,216	41,897,771	8,738,313	24,158,498	203,999	2,029,850	5,098,030	317,966	3,921,578	0					407,708,002	
					Total	407,708,002	7,365,365	16,855,185	31,764,924	51,244,376	69,162,905	28,342,533	48,547,387	16,286,337	32,065,241	42,189,146	8,738,313	24,158,498	1,671,753	19,197,016	5,879,480	317,966	3,921,578	0						

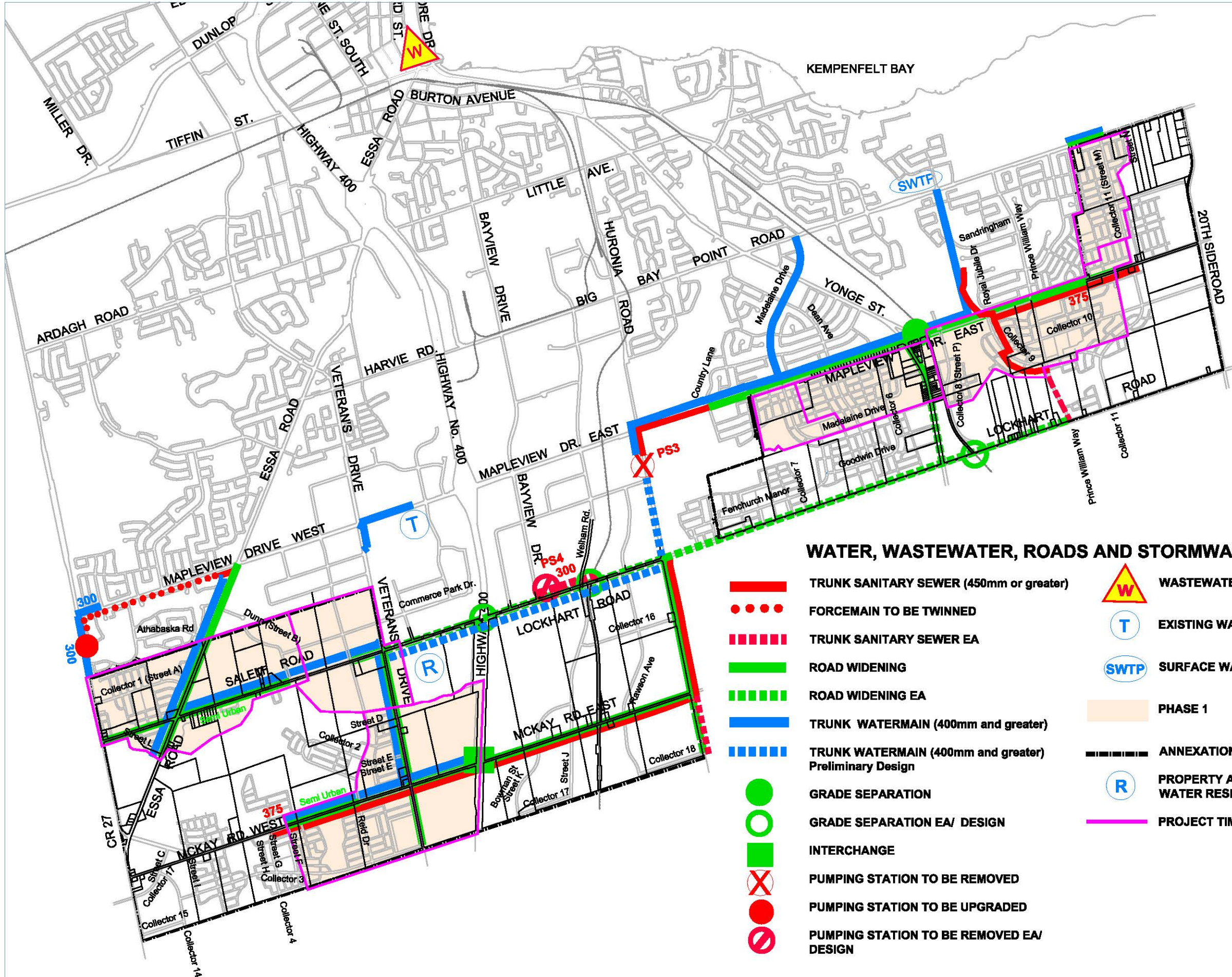
Footnote:
1) All amounts in 2012 Dollars
2) Total project acquisition costs is shown in the IIP cost staging table however only 50% of this amount has been included in the total project costs for IIP cash flow modeling
3) Watermain construction costs have been reduced in some cases under the assumption that the watermain would be constructed with the road works
4) Former Barrie Cost Estimates were based on the following:
a) No increase in granular depth. Granular depth based on existing standards (600mm Granular B)
b) No new drainage system. It was assumed that the existing drainage system would be used.
c) No reconstruction of the existing road base. Costs include removing and replacing existing asphalt but removing, replacing and upgrading the existing road base was not included
5) In the Annexation Area Cost Estimates were based on the following unless otherwise noted:

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D = Dev EA / Pre D Design Property Utility Construction
C = City

Date	Built Dev. or City	MP ID Number	MP \$	Revised \$	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	BTE %	Gwth %	Other %	BTE \$	Growth \$	Other \$	Comments
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- a) No increase in granular depth. Granular depth based on existing standards (600mm Granular B)
- b) Proposed drainage system was included but sizing/cost to be reviewed/updated during ESR or during design.
- c) Reconstruction of the existing road base. Costs include removing and replacing existing asphalt and road base.
- 6) The McKay interchange costs are \$35M plus approximately \$1.5M in land costs. A Provincial Grant of \$4.48 million has been assumed for the McKay Interchange Project.
- 7) The costs for the McKay/Huronian sanitary sewer reflect the Master Plan preferred solution discharging to the Lovers Trunk System. Flow monitoring will be undertaken to determine if there is any temporary capacity available in the Huronia Trunk System, and if there is then the design will be reviewed to identify the best servicing solution with the lowest net present value, including the use of interim works and/or upgrades to proposed works. The cost of the flow monitoring is included in the project costs shown in the IIP.



WATER, WASTEWATER, ROADS AND STORMWATER PHASE 1

- | | | | |
|--|--|--|--|
| | TRUNK SANITARY SEWER (450mm or greater) | | WASTEWATER TREATMENT PLANT |
| | FORCEMAIN TO BE TWINNED | | EXISTING WATER TOWER |
| | TRUNK SANITARY SEWER EA | | SURFACE WATER TREATMENT PLANT |
| | ROAD WIDENING | | PHASE 1 |
| | ROAD WIDENING EA | | ANNEXATION BOUNDARY |
| | TRUNK WATERMAIN (400mm and greater) | | PROPERTY ACQUISITION FOR WATER RESERVOIR |
| | TRUNK WATERMAIN (400mm and greater) Preliminary Design | | PROJECT TIMING |
| | GRADE SEPARATION | | |
| | GRADE SEPARATION EA/ DESIGN | | |
| | INTERCHANGE | | |
| | PUMPING STATION TO BE REMOVED | | |
| | PUMPING STATION TO BE UPGRADED | | |
| | PUMPING STATION TO BE REMOVED EA/ DESIGN | | |

Schedule "B"

developed in the City's designated Greenfield areas within the former City of Barrie, while approximately 15,700 units will be accommodated in the Salem and Hewitt's Secondary Plan Areas. These units will accommodate the population forecast in the Growth Plan and will be subject to monitoring and review throughout the life of this Plan."

7. deleting the second last sentence in Section 3.1.2.4 and replacing it with the following:

"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's Secondary Plan Areas where it follows a boundary which will accommodate forecasted growth to the year 2031 as identified on Schedule "A"."

8. adding to Section 4.2.2.2 (a):

- i) After the phrase "Greenfield areas," in the third sentence, the phrase "the *Growth Plan*"; and
- ii) After the word "density" in the third sentence the phrase "target of 50 residents and jobs combined per hectare".

9. modifying Section 4.2.2.7 (a) by :

- i) deleting the word "twelve" and replacing it with the word "fourteen";
- ii) adding at the end of the section the following:

- 13. Salem Secondary Plan (See Section 8 of the Plan)
- 14. Hewitt's Secondary Plan (See Section 9 of the Plan)".

10. adding to Section 4.2.2.7 after subsection (c) a new subsection (d) as follows, and changing subsection (d) to subsection (e):

"Development in the Salem and Hewitt's Secondary Plan Areas as identified on Schedule A shall proceed in accordance with the Salem and Hewitt's Secondary Plans in Sections 8 and 9 respectively of this Plan."

11. The addition of a new section 4.10 as follows:

"4.10 SPECIAL RURAL AREA

The policies for this designation are found in Section 8, Salem Secondary Plan and Section 9, Hewitt's Secondary Plan."

12. The addition of the following new sentence at the end of Section 5.4.1 (c):

"Public transit would be a first priority for transportation infrastructure planning and major transportation investments where financially feasible."

13. modifying Section 6.1.3 by:

- (i) deleting the title "DEVELOPMENT AGREEMENTS" and replacing it with "DEVELOPMENT REVIEW AND GROWTH MANAGEMENT";

- (ii) adding new subsections as follows:

"6.1.3.1 Growth Management Requirements Prior to Development

In order to implement the policies of the Official Plan, in particular Section 3 Growth Management, and apply the principle of financial sustainability and the principle that growth pays for growth to the greatest extent possible within the law, applications for development can be processed, but shall only be finally approved including the

registration of subdivisions, and development shall only proceed in accordance with the phasing policies of Section 3.1.2.2, and when:

- a) Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, 2014 (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 6.1.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the *Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands which are the subject of the application;
- c) The landowner(s) has entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan, recognizing that:
 - i) in order to reflect particular circumstances that may apply to an individual phase or phases of development, the City may require a separate agreement or agreements with the landowner(s) within each phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

Notwithstanding the provisions of this Section such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval;

- d) Any additional requirements of the City are satisfied.

6.1.3.2 Development Coordination

The City will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 6.3.1.1 of this Plan, and in accordance with the requirements for the provision of services established in any required Functional Servicing Plans. To achieve the objectives in this subsection, the City

9.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

9.7.1 PURPOSE

All development applications in the Hewitt's Secondary Plan Area shall be subject to review in accordance with the policies of this section and the other applicable policies of the Hewitt's Secondary Plan. Development shall also be subject to the growth management policies of this section.

9.7.2 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

In order for a development application to be considered complete, reports and studies shall be prepared in accordance with Section 6.11 of the Official Plan and in addition, the City may require the following reports or studies be prepared to the City's satisfaction:

- a) A Subwatershed Impact Study in accordance with the provisions of Section 9.6.5 and which also takes into consideration the Master Plan;
- b) An area design plan in accordance with the provisions of Section 9.4.2;
- c) A pedestrian circulation plan in accordance with the provisions of Section 9.4.4.4 b);
- 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;
- e) Geotechnical study for natural hazards including slope and soil stability;
- f) Waste Disposal Impact Assessment for any lands designated "Waste Disposal Assessment Area".

The requirement to prepare studies in accordance with this policy shall be satisfied when the relevant studies are submitted to the City, addressing all matters set out in approved terms of reference where applicable, but shall not require such studies to be reviewed or approved by staff or Council in order for a development application to be considered complete.

In accordance with Section 6.11, the need for any or all of the studies listed in this section or Section 6.11 shall be determined by the City of Barrie following consultation between the City and the applicant.

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 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.

City of Barrie Official Plan

9.7.3 GROWTH MANAGEMENT

9.7.3.1 Requirements Prior to Development

In order to implement the policies of the Hewitt's Secondary Plan, and apply the principle of financial sustainability and the principle that growth pays for growth to the greatest extent possible within the law, applications for development in the Hewitt's Secondary Plan Area can be processed, but shall only be finally approved including the registration of subdivisions, and development shall only proceed in accordance with the phasing policies of Section 9.7.3.2, and when:

- a) Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City, including the Hewitt's Secondary Plan, over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 9.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the *Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- c) Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan, recognizing that:
 - i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights

City of Barrie Official Plan

and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

Notwithstanding the provisions of this Section such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval;

- d) Landowners have entered into a Master Parkland Agreement for the Hewitt's Secondary Plan Area with the City where required in accordance with the provisions of Section 9.6.7.3 of this Plan;
- e) Landowners in the Hewitt's Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
- f) Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

9.7.3.2 Phasing

- a) Development in the residential and mixed areas of the Hewitt's Secondary Plan Area shall proceed in three phases as designated on Schedule 9E. Prior to the commencement of development in each phase, the policies of Section 9.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60% of the land which is available for development in the previous phase must be in draft plans of subdivision or approved site plans prior to commencement of development in the subsequent phase; and,
- b) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City's sole discretion, the phasing may be re-evaluated to the satisfaction of the City and having regard for the policies of the Hewitt's Secondary Plan. In such circumstances, the City may, at its sole discretion, through an amendment to this Plan, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.
- c) The City will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 9.7.3.1 and 9.7.3.2

City of Barrie Official Plan

of this Plan, and, in accordance with the requirements for the provision of services established in any required Functional Servicing Plans. In particular, development approvals in the Hewitt's Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied:

- i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
- ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,
- iii) Any required Community Parks, Neighbourhood Parks and Village Squares are prepared to an acceptable base condition as determined through the City's Parkland Standards and conveyed to the City, prior to the occupancy of development serviced by such parks.

To achieve the objectives in this subsection, the City may where necessary use mechanisms such as holding zones and conditions in subdivision agreements including staging of development within plans of subdivision.

- d) Notwithstanding the foregoing, the boundary of Phase 1 south of Maplevue Drive East may be adjusted southerly and/or easterly no further than the boundary of the Natural Heritage System on the lands described as Part Lot 19, Concession 11, formerly Town of Innisfil without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.
- e) Notwithstanding the foregoing, the boundary of Phase 1 east of the proposed north/south collector road north of Maplevue Drive East may be adjusted easterly on the lands designated Neighbourhood Mixed Use Node Area, described as Part of the South Half of Lot 19, Concession 12, formerly Town of Innisfil without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.

9.7.3.4 Public Facilities

Notwithstanding the foregoing policies of Section 9.7.3:

- a) Federal, Provincial, County and City owned and/or operated public infrastructure and services such as, but not limited to, parks, emergency response services (.e.g ambulance, fire, police), stormwater management facilities, water and waste water

City of Barrie Official Plan

facilities including pumping stations and above or below ground utilities such as gas lines or telecommunications facilities may proceed in any designation, at any time even if the precise requirements of Section 9.7.3 above have not been met; and,

- b) The City may, at its sole discretion, but subject to confirmation of available water and wastewater servicing, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section 9.7.3 above are not fully met, if it can be demonstrated to the City that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Hewitt's Secondary Plan, and if there are no unacceptable negative impacts to the City as determined by Council at its sole discretion.

9.7.4 MONITORING

All development shall be monitored to ensure that:

- a) The overall progression is in accordance with the Vision and Planning Principles of the Plan;
- b) The forecasts and targets of the Plan are being achieved;
- c) The health of the Natural Heritage System is being maintained and enhanced; and,
- d) The implementation of the Plan is being carried out in an appropriate, fiscally prudent manner in accordance with the principles of the FIA.

Reports to City Council outlining the results of the monitoring program and updates on the Long Range Financial Plan (LRFP) will be submitted to Council on an annual basis. The reporting will include the status of the Development Charges fund, variances between planned and actual, and recommendations to address issues of concern. Notwithstanding the annual monitoring reports, once a landowner(s) has entered into an agreement with the City in accordance with subsection 9.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and may not be deemed to be premature.

8.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

8.7.1 PURPOSE

All development applications in the Salem Secondary Plan Area shall be subject to review in accordance with the policies of this section and the other applicable policies of the Salem Secondary Plan. Development shall also be subject to the growth management policies of this section.

8.7.2 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

In order for a development application to be considered complete, reports and studies shall be prepared in accordance with Section 6.11 of the Official Plan and in addition, the City may require the following reports or studies be prepared to the City's satisfaction:

- a) A Subwatershed Impact Study in accordance with the provisions of Section 8.6.5 and which also takes into consideration the Master Plan;
- b) An area design plan in accordance with the provisions of Section 8.4.2;
- c) A pedestrian circulation plan in accordance with the provisions of Section 8.4.4.4 b);
- 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;
- e) Geotechnical study for natural hazards including slope and soil stability;
- f) Waste Disposal Impact Assessment for any lands designated "Waste Disposal Assessment Area".

The requirement to prepare studies in accordance with this policy shall be satisfied when the relevant studies are submitted to the City, addressing all matters set out in approved terms of reference where applicable, but shall not require such studies to be reviewed or approved by staff or Council in order for a development application to be considered complete.

In accordance with Section 6.11, the need for any or all of the studies listed in this section or Section 6.11 shall be determined by the City of Barrie following consultation between the City and the applicant.

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 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.

8.7.3 GROWTH MANAGEMENT

8.7.3.1 Requirements Prior to Development

In order to implement the policies of the Salem Secondary Plan, and apply the principle of financial sustainability and the principle that growth pays for growth to the greatest extent possible within the law, applications for development in the Salem Secondary Plan Area can be processed, but shall only be finally approved including the registration of subdivisions, and development shall only proceed in accordance with the phasing policies of Section 8.7.3.2, and when:

- a) Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City, including the Salem Secondary Plan, over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 8.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the *Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- c) Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan , recognizing that:
 - i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights

and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

Notwithstanding the provisions of this Section such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval;

- d) Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;
- e) Landowners in the Salem Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
- f) Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

8.7.3.2 Phasing

- a) Development in the residential and mixed areas of the Salem Secondary Plan Area shall proceed in three phases as designated on Schedule 8E. Prior to the commencement of development in each phase, the policies of Section 8.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60% of the land which is available for development in the previous phase must be in draft plans of subdivision or approved site plans prior to commencement of development in the subsequent phase; and,
- b) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City's sole discretion, the phasing may be re-evaluated to the satisfaction of the City and having regard for the policies of the Salem Secondary Plan. In such circumstances, the City may, at its sole discretion, through an amendment to this Plan, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.
- c) The City will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 8.7.3.1 and 8.7.3.2 of this Plan,

and in accordance with the requirements for the provision of services established in any required Functional Servicing Plans. In particular, development approvals in the Salem Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied:

- i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
- ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,
- iii) Any required Community Parks, Neighbourhood Parks and Village Squares are prepared to an acceptable base condition as determined through the City's Parkland Standards and conveyed to the City, prior to the occupancy of development serviced by such parks.

To achieve the objectives in this subsection, the City may where necessary use mechanisms such as holding zones and conditions in subdivision agreements including staging of development within plans of subdivision.

8.7.3.4 Public Facilities

Notwithstanding the foregoing policies of Section 8.7.3:

- a) Federal, Provincial, County and City owned and/or operated public infrastructure and services such as, but not limited to, parks, emergency response services (.e.g ambulance, fire, police), stormwater management facilities, water and waste water facilities including pumping stations and above or below ground utilities such as gas lines or telecommunications facilities may proceed in any designation, at any time even if the precise requirements of Section 8.7.3 above have not been met; and,
- c) The City may, at its sole discretion, but subject to confirmation of available water and wastewater servicing, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section 8.7.3 above are not fully met, if it can be demonstrated to the City that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Salem Secondary Plan, and if there are no unacceptable negative impacts to the City as determined by Council at its sole discretion.

8.7.4 MONITORING

All development shall be monitored to ensure that:

- a) The overall progression is in accordance with the Vision and Planning Principles of the Plan;
- b) The forecasts and targets of the Plan are being achieved;
- c) The health of the Natural Heritage System is being maintained and enhanced; and,
- d) The implementation of the Plan is being carried out in an appropriate, fiscally prudent manner in accordance with the principles of the FIA.

Reports to City Council outlining the results of the monitoring program and updates on the Long Range Financial Plan (LRFP) will be submitted to Council on an annual basis. The reporting will include the status of the Development Charges fund, variances between planned and actual, and recommendations to address issues of concern. Notwithstanding the annual monitoring reports, once a landowner(s) has entered into an agreement with the City in accordance with subsection 8.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and may not be deemed to be premature.

APPENDIX "B"

Background

Consultation

1. As outlined in Staff Report IGM001-14, the consultation process began with a Public Information Meeting that was held at the MacLaren Art Centre on January 31, 2014.
2. A second Public Information Meeting was held in the Council Chambers on April 24, 2014, at which time updates were provided on the Secondary Plans (SP's), the Infrastructure Implementation Plan (IIP), the ongoing discussion with the representatives of the Salem and Hewitt's Landowner Groups and the plan to report back to Council.
3. Representatives of the Salem and Hewitt's Landowner Groups and the City's team met regularly in February, March and April on a 'without prejudice' basis to exchange information and discuss issues. In addition to these formal sessions, numerous other meetings and conference calls involving the various technical experts were also held.
4. During the month of April, the meetings and discussions focused on developing a forecast cash flow model based on the IIP and assumptions of number of units to be developed each year. Using this model, various funding tools were explored to develop a financial strategy that is consistent with the City's Financial Policy Framework.

Land Use Planning

5. Under the Province's Places to Grow Plan, the City of Barrie is forecasted to grow to 210,000 people and 101,000 jobs over the 20 year planning period from 2012 to 2031. The City is required to plan for 40% of this growth as infill and intensification in Former Barrie and 60% in the Annexed Area. As outlined in Staff Report IGM002-14, the Hewitt's SP and the Salem SP have been revised to respond to comments received from stakeholders since updated drafts were released in December 2013. The SP's have also been updated to reflect the results of negotiations with the Annexed Area Landowner Groups as outlined in the MOU.

Infrastructure Planning

6. The six Infrastructure Master Plans that were completed in February 2014 provided the basis for forecasting the requirements for the hard services (water, wastewater and roads) required to service growth in the City to the year 2031.
7. The City's master planning documents for soft services such as Parks, Recreation, Libraries, Police and Fire were used to forecast the requirements for these services.
8. The City's Asset Management Plan was used to forecast the requirements for replacement of existing assets at the end of their useful life.

Financial Planning

9. On December 2, 2013, Council per Motion 13-A-144 approved an update to the City's Financial Policies Framework to minimize the financial impact of municipal growth on existing taxpayers by including the use of new development financing tools, including:
 - a) Accelerating the timing of payment of development charges
 - b) Front-ending of capital project costs by developers
 - c) Capital contribution payments by developers for growth-related capital infrastructure needs that are not currently funded by Development Charges

-
10. Also, on December 2, 2013, Council per Motion 13-A-144 approved, as a high level forecast, the FIA by Watson & Associates Economists Limited (Watson). The FIA provides a comprehensive analysis of not only the costs associated with managing growth, but also the financing methods and revenue sources required to pay for those costs with consideration for the City's fiscal thresholds for debt, rates and taxes.
11. At its meeting of March 31, 2014, per Motion 14-G-080, Council directed the Growth Management team to evaluate proposed strategies to reduce the use of debt to fund work associated with existing assets in the preferred scenario identified in the FIA, including but not limited to the following strategies, and provide preliminary comments regarding the effectiveness of these strategies as part of the report to General Committee regarding the Secondary Plans:
- a) Increasing the amount and timing of contributions to the capital plan from the operating budget
 - b) Reinvesting savings from debt retirements into annual asset management spending;
 - c) Contributing up to 50% of PowerStream dividends to the capital plan
 - d) The use of Infrastructure Ontario construction financing to defer debt and reduce interest rates in the short term
 - e) Including a prudent forecast of Federal and Provincial infrastructure grants under the new Building Canada program and related programs
 - f) Examining 25 and 30 year scenarios for replacement and management of existing assets, to allow for a ramp-up of funding and more projects to be "pay-as-you-go"

APPENDIX "D"

Growth Management Process

Land Use Planning

1. By-laws for Official Plan Amendments 38, 39 and 40 to Council: June 16, 2014
2. Notice of Decision issued within 15 days and 20-day appeal period begins
3. Implementation Program (zoning, urban design, conditions of subdivision approval, etc.) initiated

Infrastructure Planning

1. Funding agreements for monies for EA and Design work to be prepared
2. EA and Design work for Annexed Area initiated in accordance with the Infrastructure Implementation Plan
3. Developer build model (purchasing by-law/protocol, procurement process) investigated

Financial Planning – Development Charges (DC) Update

1. Statutory Public Meeting: June 23, 2014
2. Public review/comment period ends: July 4, 2014
3. Staff Report & accompanying DCBS/Bylaw presented to General Committee: August 11, 2014
4. DC By-law presented to Council for approval: August 25, 2014

Financial Planning – Other Elements

1. Fiscal Impact Analysis updated to after approval of DC By-law to incorporate new DC and results of debt financing analysis
2. Fiscal Impact Analysis to Council for approval
3. Long Range Financial Plan updated to reflect final Fiscal Impact Analysis
4. 2015 Business Plan including 10-year capital plan
5. Annual Monitoring Program initiated

APPENDIX "E"

Debt Reduction Options



Plaza Three
101-2000 Argenta Rd.
Mississauga, Ontario
Canada L5N 1V9
Phone: (905) 272-3600
Fax: (905) 272-3602
e-mail: info@watson-econ.ca

MEMORANDUM

To: Debbie McKinnon, Director of Finance Fax
 Jacqueline Weston, Director of Engineering
 Lyn Townsend

From: Gary Scandlan Courier

Date: May 11, 2014 Mail

Re: General Committee Questions e-mail

In follow-up to our recent discussions, you asked if we could review the following matters from Council and provide a response. By way of this memo we are providing our comments.

At its meeting of March 31, 2014, per Motion 14-G-080, Council directed the "Growth Management team to evaluate proposed strategies to reduce the use of debt to fund work associated with existing assets in the preferred scenario identified in the Fiscal Impact Analysis prepared by Watson & Associates, including but not limited to the following strategies, and provide preliminary comments regarding the effectiveness of these strategies as part of the report to General Committee scheduled for May 6, 2014 regarding the Secondary Plan and Fiscal Impact Analysis:

- a) Increasing the amount and timing of contributions to the capital plan from the operating budget
- b) Reinvesting savings from debt retirements into annual asset management spending;
- c) Contributing up to 50% of PowerStream dividends to the capital plan
- d) The use of Infrastructure Ontario construction financing to defer debt and reduce interest rates in the short term
- e) Including a prudent forecast of Federal and Provincial infrastructure grants under the new Building Canada program and related programs
- f) Examining 25 and 30 year scenarios for replacement and management of existing assets, to allow for a ramp-up of funding and more projects to be "pay-as-you-go"

Our response to these questions are as follows:

a) Increasing the amount and timing of contributions to the capital plan from the operating budget

The suggestion provides that by using more transfers from the operating budget to pay for capital expenditures, you can reduce the amount of debt. As well, by reducing the debt charges you can use the money which you would have used for interest to fund more of the capital expenditure. We are in

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SERVICES

- Demographics, Pupil Forecasting, Industrial/Commercial Forecasts
- Land Needs and Market Studies
- School Board Planning and Financing
- Development/Education Development Charge Policy
- Long Range Financial Planning for Municipalities
- Servicing Cost Sharing
- Financial Analysis of Municipal Restructuring Options
- Municipal Management Improvement
- Tax Policy Analysis
- Fiscal Impact of Development
- OMB Hearings – Financial, Market, Demographic
- Waste Management Rate Setting, Valuation and Planning

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total agreement. When we undertook the FIA, we were attempting to balance annual expenditure needs and debt capacity with levels of annual tax increases which were within a acceptable range. Debt charges can be reduced by either 1) reducing annual capital expenditures or 2) higher tax increases (at least in the early part of the forecast). In regard to 1), staff would need to assess the potential of delaying the capital replacement program further. In regard to 2), an extra 1% increase in the tax levy in the first year would add \$2 million per year over the 2015-2031 forecast reduced the amount of debt issued by \$34 million. Any further annual increases would further reduce debt levels.

b) Reinvesting savings from debt retirements into annual asset management spending

This suggestion provides that, as debt charges are paid off, that the freed up tax room be used to fund capital. We have included this within our analysis. However, we would point out that in the early half of the forecast, when the debt charges were dropping down, we have used that tax room to pay for more capital expenditures by issuing more debt to keep the capital program funded (i.e. replacing the drop in debt charges with new debt charges). Towards the latter half of the forecast, we used the savings to fund the capital program and reduce debt. This can be seen by the steady drop in the debt capacity levels in the last half of the forecast.

c) Contributing up to 50% of PowerStream dividends to the capital plan

As we understand, PowerStream pays to the City \$1.3 million per year in dividends. At the present time, these dividends are being used for investing in electrical generation projects for PowerStream however these programs are to finish in 2016 and the dividend can then be made available for other City uses. Within the FIA, no dividend revenue was used, hence making available \$650,000 per year for the 2017-2031 period will save \$9.75 million in debt financing.

d) The use of Infrastructure Ontario construction financing to defer debt and reduce interest rates in the short term

We did assume that any debt issued would be issued at the prevailing Infrastructure Ontario interest rate. Note that we did not assume the short term interest costs for financing during the construction of the project. This would actually increase the costs of the projects however we had assumed that any interim financing could be cash flowed by the City's financial resources.

e) Including a prudent forecast of Federal and Provincial infrastructure grants under the new Building Canada program and related programs

We had not included this recent announcement in the FIA as it was not known at the time. As we understand, the program criteria is yet to be defined however if the City is eligible and successful in attaining grant funding, it would have the effect of lowering the debt needs and perhaps, the impact of the capital program on the tax levy.

f) Examining 25 and 30 year scenarios for replacement and management of existing assets, to allow for a ramp-up of funding and more projects to be "pay-as-you-go"

The above suggestion provides that the replacement capital program be deferred/reduced until the tax base can be built up to a level where all capital spending is met directly from direct tax revenues. This may be possible however an assessment needs to be undertaken to determine the ability of the capital replacement plan to be further delayed until non-debt funding is sufficient to finance the program. To some extent, this assessment would also need to include a risk assessment to ensure that the City does not reduce performance levels or create potential liabilities as a result of the deferred capital spending. Consideration also needs to be given to whether operating costs need to be increased in order to keep an asset (which is passed its useful life) performing.

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We trust this is satisfactory for your responding to Council.

TO: General Manager of Infrastructure and Growth Management – action
City Clerk - note
Director of Planning Services – note / action
Director of Finance – note
Director of Corporate Asset Management - note

FROM: Dawn McAlpine, City Clerk

DATE APPROVED
BY COUNCIL:

June 2, 2014

14-G-126

**GROWTH MANAGEMENT UPDATE: MEMORANDUM OF UNDERSTANDING,
INFRASTRUCTURE IMPLEMENTATION PLAN AND APPROVAL OF
SECONDARY PLANS**

1. That the terms of the Memorandum of Understanding be approved as shown in Appendix "A" to Staff Report IGM003-14, and that the Mayor and City Clerk be authorized to execute the Memorandum of Understanding with the landowners in the Annexed Area.
2. That the Infrastructure Implementation Plan be approved as a forecast, as shown in Appendix "A" to Staff Report IGM003-14, and that the forecast be used in developing the 10-year capital plan to be approved by Council each year beginning with the 2015 Business Plan and that the preparation of the 10 year capital plan include:
 - a) Applying the strategies approved by Council on March 31st, 2014 to reduce anticipated debt within the 10 year period, including at least one scenario that reduces debt by at least 50%; and
 - b) Increasing funding of local roads/repair/reconstruction by a minimum of 5 million dollars during the course of the plan, including further implementation of the Neighbourhood Renewal Plan.
3. That, based on and subject to approval by Council of the Memorandum of Understanding, the Official Plan Amendment 38 (Salem Secondary Plan), Official Plan Amendment 39 (Hewitt's Secondary Plan) and Official Plan Amendment 40 (General Growth Management Related Amendments) be approved in accordance with Staff Report IGM002-14, and that pursuant to Section 17(22) of the Planning Act, no further public notification is required.
4. That funding in the amount of \$100,000 be approved from the Tax Rate Stabilization Reserve (13-04-0461) to update the Fiscal Impact Analysis as outlined in Staff Report IGM003-14. (IGM003-14) (File: D009-ANN)