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**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATION FOR ZONING BY-LAW AMENDMENT  
961 BIG BAY LTD. – 961 BIG BAY POINT ROAD

**WARD:** WARD 10

**PREPARED BY AND KEY CONTACT:** C. McLAREN, PLANNER  
EXTENSION 4719

S. FORFAR, MBA, RPP, MCIP  
MANAGER OF GROWTH PLANNING  
EXTENSION 4403

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

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

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

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### **RECOMMENDED MOTION**

1. That the application for Zoning By-law Amendment submitted by the KLM Planning Partners Inc., on behalf of 961 Big Bay Ltd., to rezone the lands known municipally as 961 Big Bay Point Road from Residential Rural (RR) and Agricultural General (AG) to Neighbourhood Residential Hold (R5)(H) be approved.
2. That the By-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 961 Big Bay Point Road, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
  - a) That the extension of Street “K” on the adjacent plan of subdivision (D12-429) has been secured to the satisfaction of the City of Barrie over lands known municipally as 967 Big Bay Point Road.
3. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to approval of the application as amended, including the following matters identified in Appendix “H” of Staff Report PLN004-18.
4. That in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law.

### **PURPOSE & BACKGROUND**

#### **Report Overview**

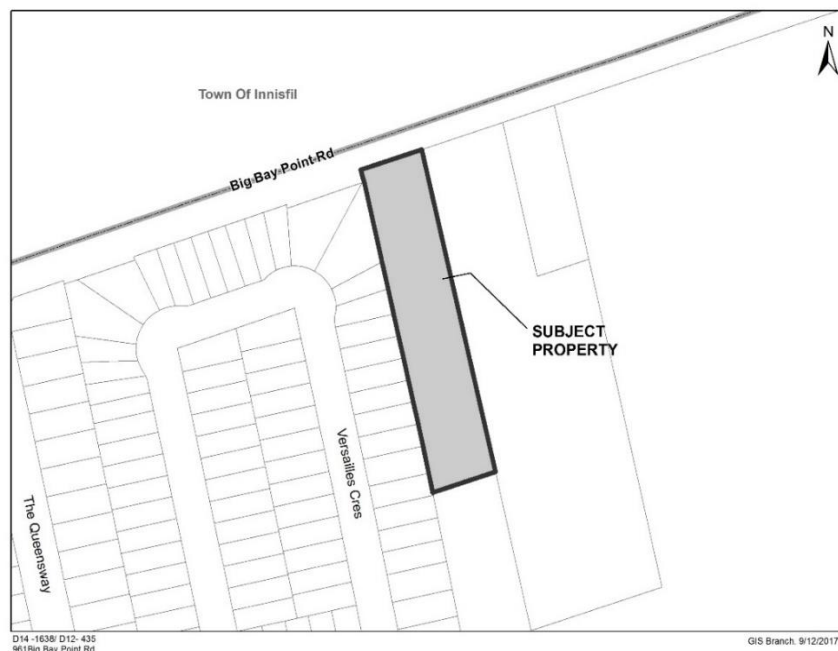
5. The following is a comprehensive report recommending approval for a rezoning application that will provide the framework for the future approval and implementation of a 16 unit residential draft plan of subdivision on this site in the Hewitt’s Secondary Plan area. The subject lands are a narrow

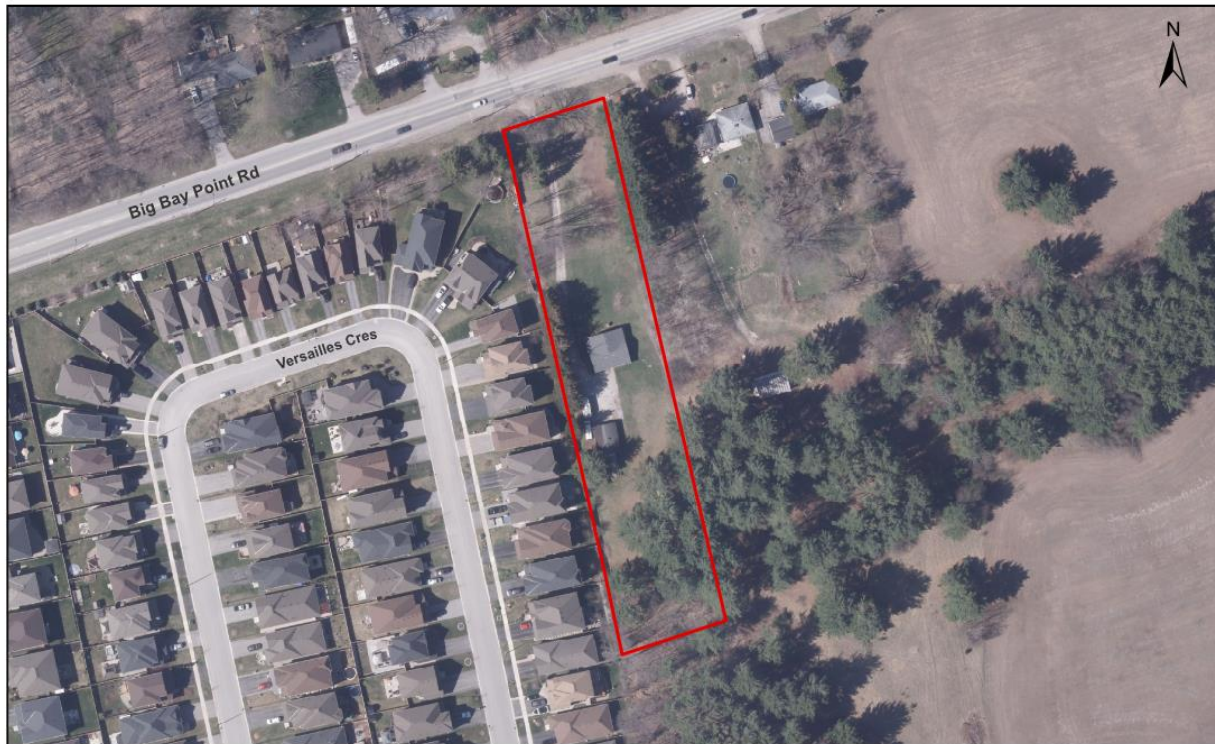
parcel forming a small piece of an overall larger residential community. The design of the subdivision is consistent with the Hewitt's Master Plan and as such will facilitate more efficient service delivery and build stronger neighbourhood connectivity, which are cornerstones of the vision in the Hewitt's Secondary Plan (Appendix "B": Hewitt's Secondary Plan – Land Use Schedule).

6. The overall development plan includes a 0.65 hectare site and has been designed in a comprehensive manner with the adjacent lands to accommodate the proposed 16 single detached residential lots with an overall density of 25 units per net hectare, or 66 persons per developable hectare. As such, it is anticipated that this subdivision will become home to approximately 43 residents upon full build-out (Appendix "C": Proposed Development Concept).
7. This application does not contain any Natural Heritage System (NHS) features, parks, village squares, schools, or stormwater management blocks that would be transferred into public ownership. Given the size and configuration of this parcel, there are also no roads included as part of this proposal. Development of the proposed lots is contingent upon development of the adjacent lands to the immediate east which would be responsible for the design and construction of the required local road (Appendix "D": Proposed Draft Plan of Subdivision).
8. With the conclusion of the zoning related technical review and community consultation processes, which included a Neighbourhood Meeting on October 11, 2017, and a Public Meeting on November 13, 2017, there are no outstanding zoning related matters such as the developable area, density, or permitted land uses to resolve. As such, this application is being recommended for approval which will facilitate the future approval of the implementing draft plan of subdivision application (D12-435) that is being processed concurrently.

### Subject Site Location

9. The subject site is approximately 0.65 hectares (1.6 acres) in size and is located on the south side of Big Bay Point Road, east of Versailles Crescent in the Hewitt's Secondary Plan Area (Appendix "B": Hewitt's Secondary Plan – Land Use Schedule). The subject site is known municipally as 961 Big Bay Point Road.





D14-1638 / D12-435  
961 Big Bay Point Rd

GIS Branch 12/20/2017

### Surrounding Land Uses

- North: Large single detached residential lots fronting onto Big Bay Point Road and an existing single-detached residential estate subdivision within the Town of Innisfil.
- East: Existing single detached residential lot and vacant lands zoned 'Agricultural General' (AG).
- South: Vacant lands zoned 'Agricultural General' (AG) which are currently subject to active Zoning By-law Amendment (D14-1626) and Draft Plan of Subdivision (D12-429) applications to permit residential development in accordance with the Hewitt's Secondary Plan.
- West: An existing residential subdivision consisting of single detached dwelling units.

### Growth Management Program

10. The subject site was included in the lands that were annexed as part of the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) that was enacted on January 1, 2010. Since this time, an extensive growth management program has taken place that involved the integration of land use, infrastructure, and financial planning to ensure the 2,293 hectares (5,666 acres) of new greenfield lands in the Salem and Hewitt's Secondary Plan areas would be built-out in accordance with provincial and local expectations for development in the community.
11. The program coordinated the completion of integrated Master Plans for planning and infrastructure and then assessed the affordability of the planned growth through the completion of a Fiscal Impact Analysis (FIA). The Infrastructure Master Plans followed the requirements of the Municipal Class Environmental Assessment (Class EA) process and subsequently received Council approval.
12. With respect to the land use planning component to the growth management program, it concluded with not just the adoption of the Secondary Plans, but most importantly, the implementing Master Plans and the Conformity Review Process. Together, this ensured that all proposed subdivisions conformed to the Master Plans prior to being accepted as formal planning applications. This

approach ensured the Master Plan vision that was designed and evaluated through the growth management program would be realized, and it allows the development application processes to focus on the technical implementation needs of the subdivision process.

13. With the growth management program now in the active implementation stage, applications for rezoning and draft plan of subdivision on Phase 1 lands, such as this one, are now moving ahead in tandem with required infrastructure investments guided by the Infrastructure Implementation Plan (IIP). For additional information about the growth management program, please see the [Growth Management website](#).

#### **The Infrastructure Implementation Plan (IIP)**

14. A central component to the growth management program is the Infrastructure Implementation Plan (IIP). The IIP is the planned framework that identifies all of the required infrastructure investments, and the timing for those investments over the next 20 years, in order to facilitate coordinated growth across the Secondary Plan areas.
15. At this time, there are currently seven infrastructure projects that until completed, essentially cap the number of new registered residential units in the Hewitt's Secondary Plan area at 2,100, ensuring new growth will only advance when the infrastructure needed to support it has been built.
16. The following are the seven infrastructure projects currently underway and/or planned that collectively are required to open up Phase 1 of the Hewitt's Secondary Plan area for development. Using the list below, please refer to Appendix "F": Hewitt's Phase 1 Infrastructure Projects for their locations:
  - A. **2017** – Watermain  
Location: Ashford Drive / Madelaine Drive  
Status: Construction is currently underway with completion scheduled for December 2017.
  - B. **2017** – Watermain  
Location: Sandringham Drive/Consort Drive/Sun King Crescent / Royal Jubilee Drive  
Status: Construction is currently underway with completion scheduled for December 2017.
  - C. **2017** – Hewitt's Trunk Sewer  
Location: North of Maplevue Drive East  
Status: Construction is currently underway with completion scheduled for the fall of 2017.
  - D. **2018** – Road Widening / Reconstruction and Watermain  
Location: Maplevue Drive from Country Lane to Madelaine Drive  
Status: Construction is scheduled to begin in the spring of 2018 and be completed by the fall of 2018.
  - E. **2019** – Road Widening / Reconstruction and Watermain  
Location: Maplevue Drive from Madelaine Drive to Yonge Street  
Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.
  - F. **2019** – Watermain  
Location: Maplevue Drive from Yonge Street to Royal Jubilee Drive  
Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.
  - G. **2020** – Road Crossing  
Location: Harvie Road / Big Bay Point Road Highway 400 Crossing  
Status: Construction is scheduled to begin in 2018 and be completed by the fall of 2020.



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### Submitted Reports and Studies

17. In support of this rezoning application and the draft plan of subdivision application being processed concurrently, the following list of reports and studies were submitted. For additional information with respect to each one, please see the descriptions in Appendix "G": Technical Study Descriptions.
- Sub-watershed Impact Study (SIS) (September 2016)
  - Master Transportation Study (February 2017)
  - Planning Justification Letter (August 2017)
  - Functional Servicing & Stormwater Management Report (August 2017)
  - Functional Design Review (May 2017)
  - Noise Impact Study (May 3, 2017)
  - Phase 1 Environmental Site Assessment (June 16, 2017)
  - Stage 1-2 Archeological Assessments (April 26, 2017 & June 6, 2017)
  - Species at Risk Screening (June 2017)
  - Pedestrian Circulation Plan
  - Boundary Tree Inventory and Preservation Plan/Details

### Public Consultation

18. A Neighbourhood Meeting was held on October 11, 2017, and was attended by 9 residents, planning staff, members of the applicant's consulting team, and Ward 10 Councillor, Michael McCann. Following this, a formal Public Meeting was held on November 13, 2017, whereby several residents spoke to General Committee. Public consultation on this proposal occurred in conjunction with two adjacent development proposals at 1005 and 1025 Big Bay Point Road and 3320 20<sup>th</sup> Sideroad (D14-1626/D12-429) and 970, 1002 and 1006 Mapleview Drive East (D14-1627/D12-430) in order to provide the community with a more fulsome understanding of how the Hewitt's Secondary Plan area is intended to develop and to demonstrate how the proposals have been designed to integrate.
19. The comments received by area residents were generally shared across all three applications and included inquiries about boundary tree preservation, traffic management and pedestrian safety, lot grading, built-form and the timing/construction management associated with the proposed development. Please see Appendix "H": Public Input and Staff Responses for all specific question and answers with respect to resident inquiries through the public engagement process.

### Rezoning Application:

#### Department & Agency Comments

20. This rezoning application has been circulated and reviewed concurrently with the implementing draft plan of subdivision application (File Number D12-435). The rezoning application defines the developable footprint and sets the development standards for private property. The draft plan of subdivision application that is still under review, will ultimately implement the framework for development that is defined through this rezoning application.
21. A broad range of technical matters have been addressed through the coordinated review process for this rezoning application, with road infrastructure and traffic calming efforts being two primary considerations to the support for new subdivisions. As such, the following is provided to offer clarity with respect to the coordinated approach to managing road infrastructure capacity to support

subdivision build-out as part of the overall growth management efforts, as well as the approach to ensuring traffic calming infrastructure is designed through the subdivision process moving forward.

### **Road Infrastructure Capacity within the Hewitt's Secondary Plan Area**

22. Adequate infrastructure is a requirement for any development to proceed within the Secondary Plan areas, which includes ensuring the transportation network can facilitate the movement of additional people and goods throughout the community. In order to assess this, a master transportation study was completed by the Hewitt's Landowners Group as part of their technical submission in order to understand the impact their new development would have on the existing road network and as such, what would be required to support full-build out.
23. The study concluded that the existing transportation network to and from the Hewitt's Secondary Plan area can support 2,100 new residential units without triggering upgrades to existing roads. However, in order to support additional units beyond this cap, the widening and reconstruction of Mapleview Drive from Country Lane to Yonge Street and the Harvie Road / Big Bay Point Road crossing over Highway 400 must be completed. These two key road improvement projects are scheduled to both be completed by 2020, along with the four required watermains and one trunk sanitary sewer main, demonstrating the coordinated approach to growth management that this program has been designed to achieve.

### **Traffic Calming Infrastructure**

24. The Hewitt's Secondary Plan was designed based on a comprehensive Master Plan in which all proposed development has had to conform to in order to advance to a formal application. The Master Plan design was intended to maximize neighbourhood connectivity for residents and optimize servicing costs for the community through the adoption of an integrated grid-street network that was built around the natural curvature of the defined Natural Heritage System (NHS).
25. In terms of specific traffic calming infrastructure for this proposed subdivision, Appendix "I": Preliminary Traffic Calming Management Plan provides the preliminary location and types of potential traffic calming infrastructure that has been identified at this early stage in the review process. It is important to note that the final traffic calming infrastructure necessary to support this subdivision will be evaluated and finalized through the detailed design stage of the subdivision process. This is done through the submission of a Traffic Calming Management Plan by the applicant for review and approval by City staff, a process that is detailed below for clarity:

#### **a. Traffic Calming Management Plans:**

As part of the detailed design stage of the subdivision process, the applicant is required to submit a Traffic Calming Management Plan to the satisfaction of the City. This Plan must demonstrate any specific design features that will be required to calm traffic in identified areas. Based on the preliminary work that has been completed to-date with City staff and the applicant, the following list of traffic calming options will be further reviewed for applicability through the detailed design stage:

- i. Textured Crosswalks (Pavement Markings/Zebra Striping);
- ii. Raised Intersections;
- iii. Curb Extensions;
- iv. Curb Radius Reductions;
- v. Raised Median Islands; and
- vi. Traffic Circles.

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26. In terms of the approach to the design of the Secondary Plan areas, the overall subdivisions naturally support traffic calming as they are required to adhere to modern street design and community development standards:
- a. Modern Street Design Standards:  
Streets within the Hewitt's Secondary Plan are designed to include many forms of traffic calming elements including additional sidewalks, reduced residential road widths, bike lanes, and on-street parking. These features add vibrancy and activity to streets which acts to naturally slow vehicular traffic.
  - b. Modern Community Development Standards:  
The implementing zones include provisions that support natural traffic calming such as reduced front yard setbacks that act to bring buildings closer to the street. In addition to this, reduced set-back standards for garages and driveways reduce extra parking and support the transition to active modes of transportation over time.

**Draft Plan of Subdivision Application:**

**Department & Agency Comments**

27. For information purposes, there are a number of technical items that are being worked through with staff, external agencies and the applicant to move forward with the draft plan of subdivision application that is being processed concurrently. These include the detailed requirements to address stormwater management, utilizing low impact development standards where possible, hydrogeology, phosphorus loading pre and post-development, as well as the traffic calming requirements and traffic flow features. All of these issues and more will be addressed in detail through the conditions that will be issued as part of the draft plan of subdivision approval process (File Number D12-435).
28. In response to the technical nature of this process, City Council has delegated approval authority to both the Director and Managers of Planning & Building Services (Council Motion 10-G-346). In this regard, should Council approve the subject zoning by-law amendment application, the technical details of the proposed development will continue to be evaluated and addressed through the review process for the subdivision application by staff and supporting agencies, through to registration. To provide clarity with respect to the development related items that these two applications address, please see Appendix "J": Rezoning and Draft Plan of Subdivision Applications.

**ANALYSIS**

**Provincial Policy**

29. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes efficient development and land use patterns by accommodating an appropriate range and mix of residential, employment, recreational and open space uses. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate a compact built-form.
30. More specifically, the proposal is consistent with the policies for Healthy, Liveable and Safe Communities as the development promotes efficient land use patterns, accommodates an appropriate range and mix of residential uses, does not cause environmental or public health or safety concerns, and ensures that the necessary infrastructure and public service facilities will be available to meet community needs. The proposed development is also consistent with Housing

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policies as the housing proposed will be serviced by the appropriate level of infrastructure at an overall density that efficiently uses land.

31. The Places to Grow - Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to greenfield development with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The primary focus of The Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs, and easy access to services to meet daily needs. In addition, The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
32. More specifically, the proposed development is consistent with the Managing Growth policies as the development will be near higher order transit service, in an area with planned public service facilities, and is directed away from hazardous lands. The proposal features convenient access to local stores, services, and public service facilities, includes high quality compact built form and an attractive and vibrant public realm.
33. In staff's opinion, the proposed development is consistent with the Provincial Policy Statement and The Growth Plan as the application will result in the creation of more compact urban development with a range of residential unit types, provide opportunities for access to everyday convenience uses, and offers a transit-supportive neighbourhood density.

**City of Barrie Official Plan & the Hewitt's Secondary Plan (OPA 39)**

34. Development of the subject site is guided by the vision within the Hewitt's Secondary Plan, specifically as it relates to the 'Residential Area' land use designation. This land use designation and the policies that describe the intended use, provide the framework for the development standards found in the implementing zoning.
35. In accordance with the Residential Area designation, the applicant is proposing a total of 16 single detached residential units. Given the size and configuration of the subject lands, there are no roads, natural heritage systems, village squares, neighbourhood parks, schools, open spaces or stormwater management blocks associated with the subject application as these are provided in adjacent subdivision proposals.
36. With regards to the Residential Area designation, policy 9.5.7.3 (a) states that low density development shall be a minimum of 20 units per net hectare to a maximum of 40 units per net hectare. The density for this subdivision is proposed at 25 units per net hectare in accordance with this policy. The Secondary Plan does not identify any specific type of built form to obtain this density, simply that it is ground related. Given the size and configuration of the subject lands, the applicant has proposed 16 single detached residential lots with varying frontages of 10 metres to 11.9 metres. There are no roads included as part of this proposal. Development of the proposed lots is contingent upon development of the adjacent lands to the immediate east which have completed their conformity review, but have yet to make a formal development application. Staff anticipate that the development applications for these lands will be formally submitted in the first quarter of 2018.
37. Section 3.3.2.2 of the Official Plan provides policies for affordable housing, including the goal to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing under the following criteria:
  - i. In the case of home ownership, the least expensive of:



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- a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual households income for low and moderate income households; or,
    - b) Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
  - ii. In the case of rental housing, the least expensive of:
    - a) A unit for which the rent does not exceed 30 percent of the gross annual household income for low and moderate income households; or,
    - b) A unit for which the rent is at or below the average market rent of a unit in the regional market.
38. Sections 3.3.2.2 also encourages affordable housing to locate in close proximity to shopping, community facilities and existing or potential public transit routes such as arterial or collector roads. Furthermore, Section 3.3.2.2 encourages the provision of second suites in new plans of subdivision where it is demonstrated that they will not have a negative impact on existing residential development.
39. To achieve the affordability requirement of Section 3.3.2.2, the applicant has proposed a compact built-form consisting of small-lot single detached dwellings which are considered to be a more affordable housing option. The zoning by-law permits second suites in the 'Neighbourhood Residential' (R5) zone. As a result, there is an opportunity for the developer/builder to offer a second suite package as part of the sale of the proposed dwelling units.
40. Policy 9.5.7.1 of the Secondary Plan provides that residential communities should provide a diverse range of housing options as well as opportunities for live-work, and create transit-supportive development patterns and densities. Given the size and configuration of the subject lands, there is little opportunity to provide a variety of housing types, however staff recognize that the surrounding subdivisions have proposed a variety of housing forms. As a result, staff are satisfied that the proposed single detached dwelling are considered to be consistent with this policy in that the proposed units can accommodate home occupations and the compact built form supports transit use.
41. There are no natural heritage features or stormwater management blocks associated with the subject application. The adjacent lands to the south and east which are also subject to applications for zoning by-law amendment (File No. D14-1626) and draft plan of subdivision (File No. D12-429) contain portions of the overall natural heritage system and two (2) stormwater management blocks. Stormwater management for this subdivision will be accommodated within the stormwater management block on the adjacent subdivision proposed on the lands to the south and east.
42. There are also no park or open space blocks associated with the subject application. Parkland for the residential areas will be provided on adjacent lands to the south in accordance with the approach to the provisions of parkland in the Hewitt's Secondary Plan Area.
43. As noted previously, the subject lands are a narrow parcel forming a small piece of an overall larger residential community. The overall neighbourhood design of this proposed subdivision achieves the required density targets in the Hewitt's Secondary Plan. The proposal also achieves the design goals of the Secondary Plan, including the development of compact built-form across an integrated grid-street pattern to support efficient service delivery, neighbourhood access, and overall connectivity and walkability. As such, staff are satisfied that the proposed development is consistent with the Hewitt's Secondary Plan (OPA 39) and therefore an amendment to the Secondary Plan is not required.

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### Zoning By-law

44. The subject site is currently zoned 'Residential Rural' (RR) and 'Agricultural General' (AG) under the Innisfil Zoning By-law 054-04. This application will rezone the site, in accordance with the by-law found in Appendix A: Draft Zoning By-law Amendment, to Neighbourhood Residential (R5) to implement the residential land use designation over the subject lands.
45. The 'Neighbourhood Residential' (R5) zone will allow the development of the proposed single-detached units and will accommodate the range of frontages for these lots, proposed from 10.0 metres to 11.9 metres. There are no proposed variances (special provisions) to the implementing zoning by-law to accommodate the proposed built-form.

### Zoning Rationale for Implementing the Proposed Holding Provision (H)

46. Given the size and configuration of the subject lands, there are no roads associated with the proposed development. As a result, Planning staff are recommending the implementation of a Holding Provision (H) over the lands as a condition of the subject rezoning application to ensure that development of these lots does not proceed until such time that the extension of Street "K" from the adjacent subdivision to the south (D12-429) has been secured to the satisfaction of the City.
47. If approved, the Holding Provision (H) would remain in place until the following is completed to the satisfaction of the City of Barrie:
  - That the extension of Street "K" on the adjacent plan of subdivision (D12-429) has been secured to the satisfaction of the City of Barrie over lands known municipally as 967 Big Bay Point Road.
48. Once the City is satisfied that the applicant has fulfilled the above requirement, a By-law to remove the Holding Provision (H) from this property would be forwarded to Council for approval.
49. Planning staff are of the opinion that the proposed zoning and lot configuration is consistent and compatible with the Hewitt's Secondary Plan and represents good planning and the implementing zoning by-law will realize the vision for this neighbourhood.

### Summary

50. Planning staff are satisfied that the proposed development is appropriate and in keeping with the policies established for development in the Hewitt's Secondary Plan area. At this time, there are no further matters that impact the processing of the rezoning application and as such, it is being recommended for approval. Staff will continue to process the draft plan of subdivision application and will provide notification of the release of draft plan of subdivision conditions through a memo to Council with the conditions attached; this is expected in the spring of 2018.

### ENVIRONMENTAL MATTERS

51. There are no specific environmental matters related to this recommendation.

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## **ALTERNATIVES**

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

**Alternative #1** General Committee could refuse the subject zoning by-law amendment application and maintain the existing "Residential Rural" (RR) and 'Agricultural General' (AG) zoning over the subject lands.

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

## **FINANCIAL**

53. Through the subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City, which requires the payment of Development Charges and securities for site development works. Through the subdivision registration process, the City will collect approximately \$730,016.00 in Development Charges (\$45,626 per unit, indexed annually).
54. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$4,635 per unit for all lots in Phase 1, which will add approximately \$74,160 in additional revenues (2018 dollars).
55. At this time, it is not possible to provide estimates of the market prices for the range of housing that will be available through this future subdivision as building permits are not expected until the beginning of 2019 at the earliest. As such, it is not possible to give an estimate of the increase in the assessment base, however, it will be greater than what is collected on the subject site today as it is zoned Residential Rural (RR) and Agricultural General (AG).
56. In terms of the subdivision process, the developer will be responsible for the initial capital cost and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
57. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

**LINKAGE TO 2014-2018 STRATEGIC PLAN**

58. The recommendations included in this Staff Report relate to the Inclusive Community, Responsible Spending, and Well Planned Transportation pillars of the 2014-2018 Strategic Plan:

<b>Pillar</b>	<b>Goal</b>	<b>How It's Achieved</b>
Inclusive Community	Encourage affordable housing	The proposal includes a more compact, more affordable housing option with the proposed small-lot singles.
Inclusive Community	Support diverse and safe neighbourhoods	The proposal provides for a compact urban form with small single detached housing with street oriented massing to keep eyes on the streets.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.
Well Planned Transportation	Improve options to get around	In conjunction with adjacent development proposals, these lands will be built on a grid system with sidewalks allowing for active transportation and choice in routes.

**APPENDICES:**

- Appendix "A" – Draft Zoning By-law Amendment
- Appendix "B" – Hewitt's Secondary Plan - Land Use Schedule
- Appendix "C" – Proposed Development Concept
- Appendix "D" – Proposed Draft Plan of Subdivision
- Appendix "E" – Proposed Pedestrian Circulation Plan
- Appendix "F" – Hewitt's Phase 1 Infrastructure Projects
- Appendix "G" – Technical Study Descriptions
- Appendix "H" – Public Input and Staff Responses
- Appendix "I" – Preliminary Traffic Calming Management Plan
- Appendix "J" – Rezoning & Draft Plan of Subdivision Applications
- Appendix "K" – Memorandum: Overview of the City of Barrie Tree Preservation Policy

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

**BY-LAW NUMBER 2018-XX**

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

**WHEREAS** the Council of the Corporation of the City of Barrie deems it expedient to amend By-Law 2009-141 to establish zones in the City of Barrie.

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 18-G-xxx.

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

1. **THAT** the zoning map is amended to change the zoning from Residential Rural (RR) and Agricultural General (AG) to Neighbourhood Residential - Hold (R5) (H-xx) in accordance with Schedule "A" attached to this By-law.
2. **THAT** the (H) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990,c.P.13. This indicates that the lands so zoned cannot be used for the purpose permitted by the Neighbourhood Residential (R5) (H-xx) zone until the (H) symbol is removed pursuant to Section 36 of the *Planning Act*. The (H) provision shall be lifted by The Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:
  - a) The extension of Street "K" on the adjacent plan of subdivision (D12-429) has been secured to the satisfaction of the City of Barrie over lands known municipally as 967 Big Bay Point Road.

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

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





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**READ** a first and second time this        day of        , 2018.

**READ** a third time and finally passed this        day of        , 2018.

**THE CORPORATION OF THE CITY OF BARRIE**

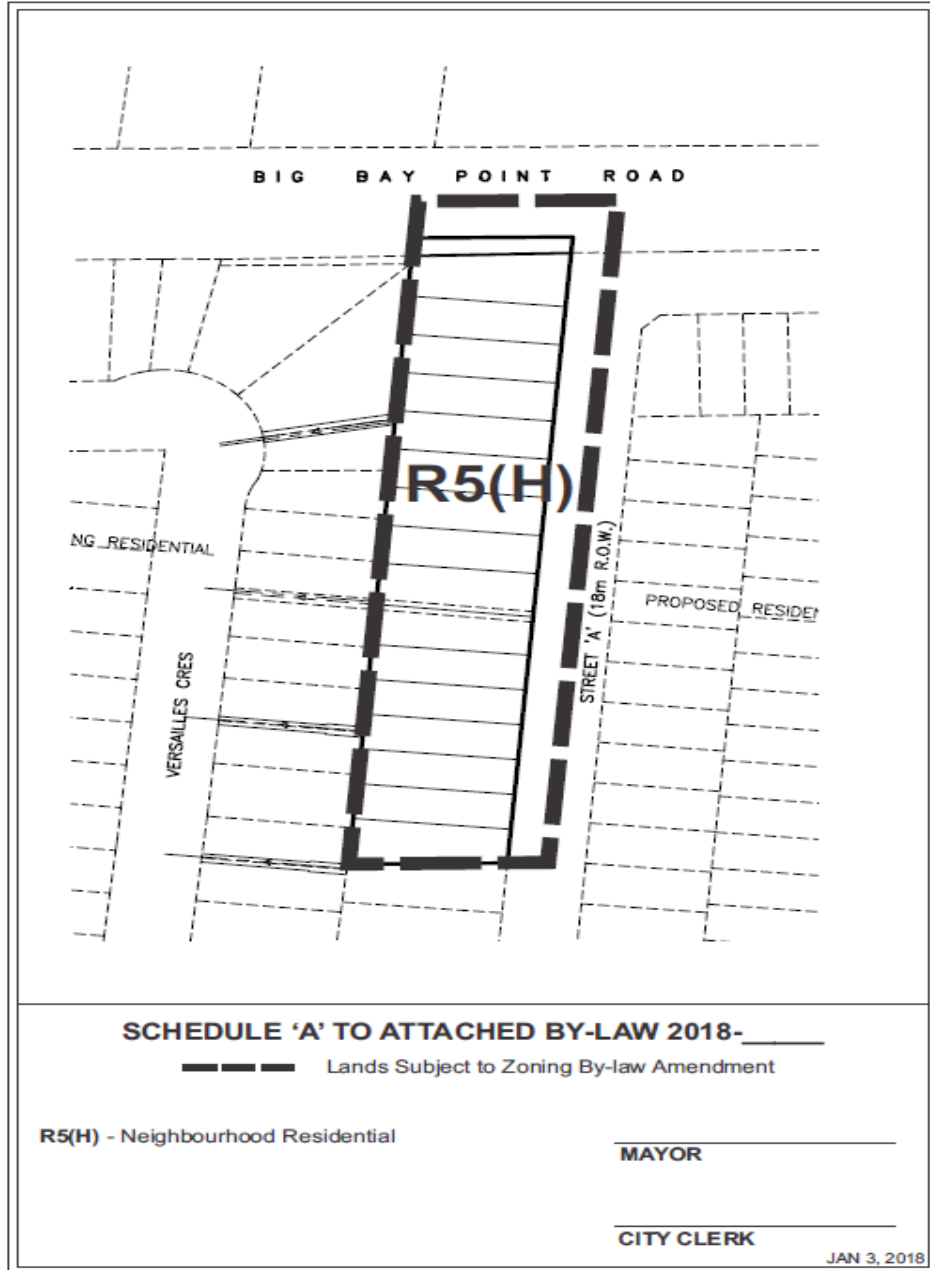
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**MAYOR – J.R. LEHMAN**

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**ACTING CITY CLERK – WENDY COOKE**

APPENDIX "A" - Continued  
Schedule "A"



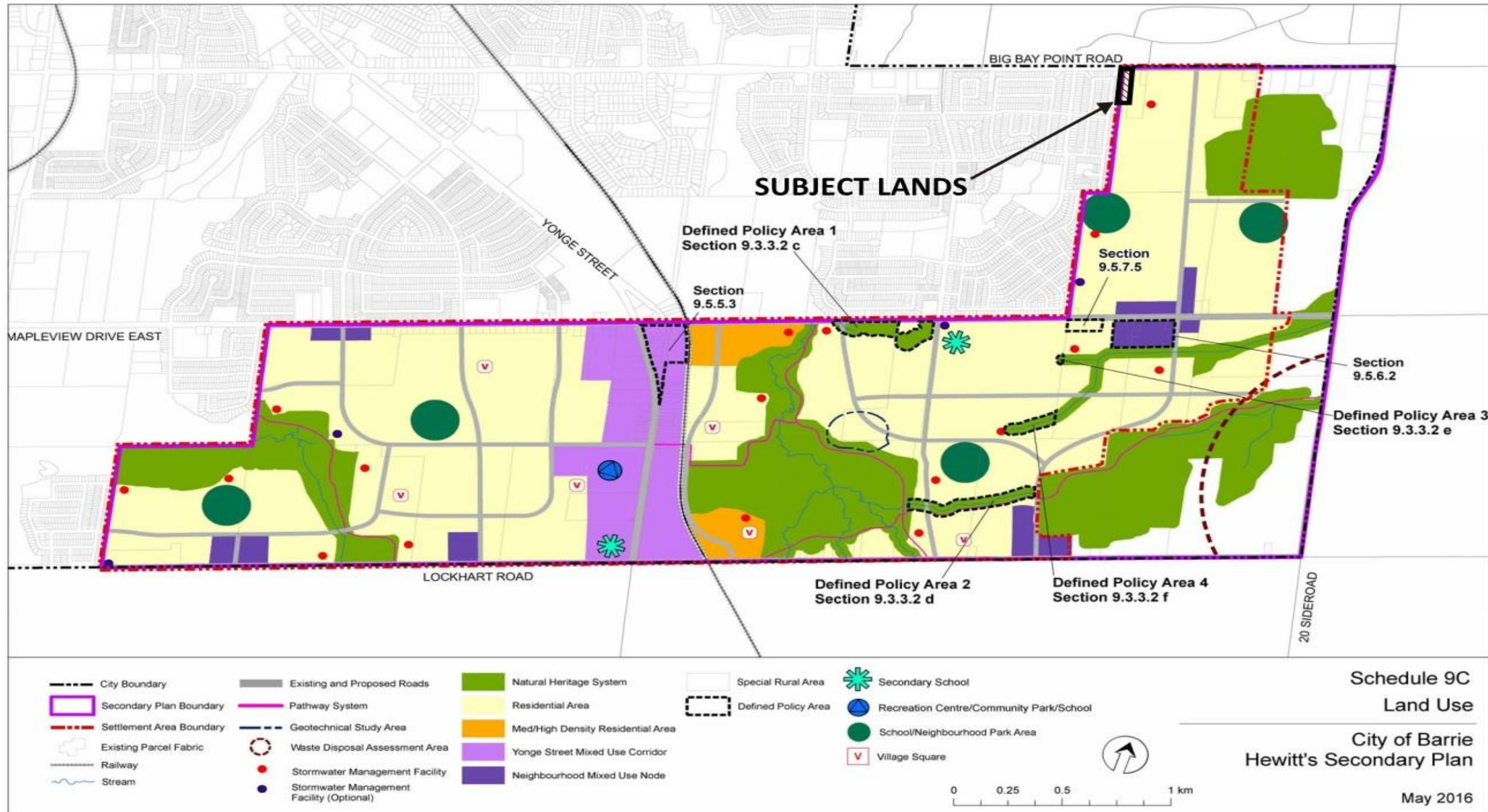
THE CORPORATION OF THE CITY OF BARRIE

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MAYOR – J.R. LEHMAN

\_\_\_\_\_  
ACTING CITY CLERK – WENDY COOKE

APPENDIX "B"

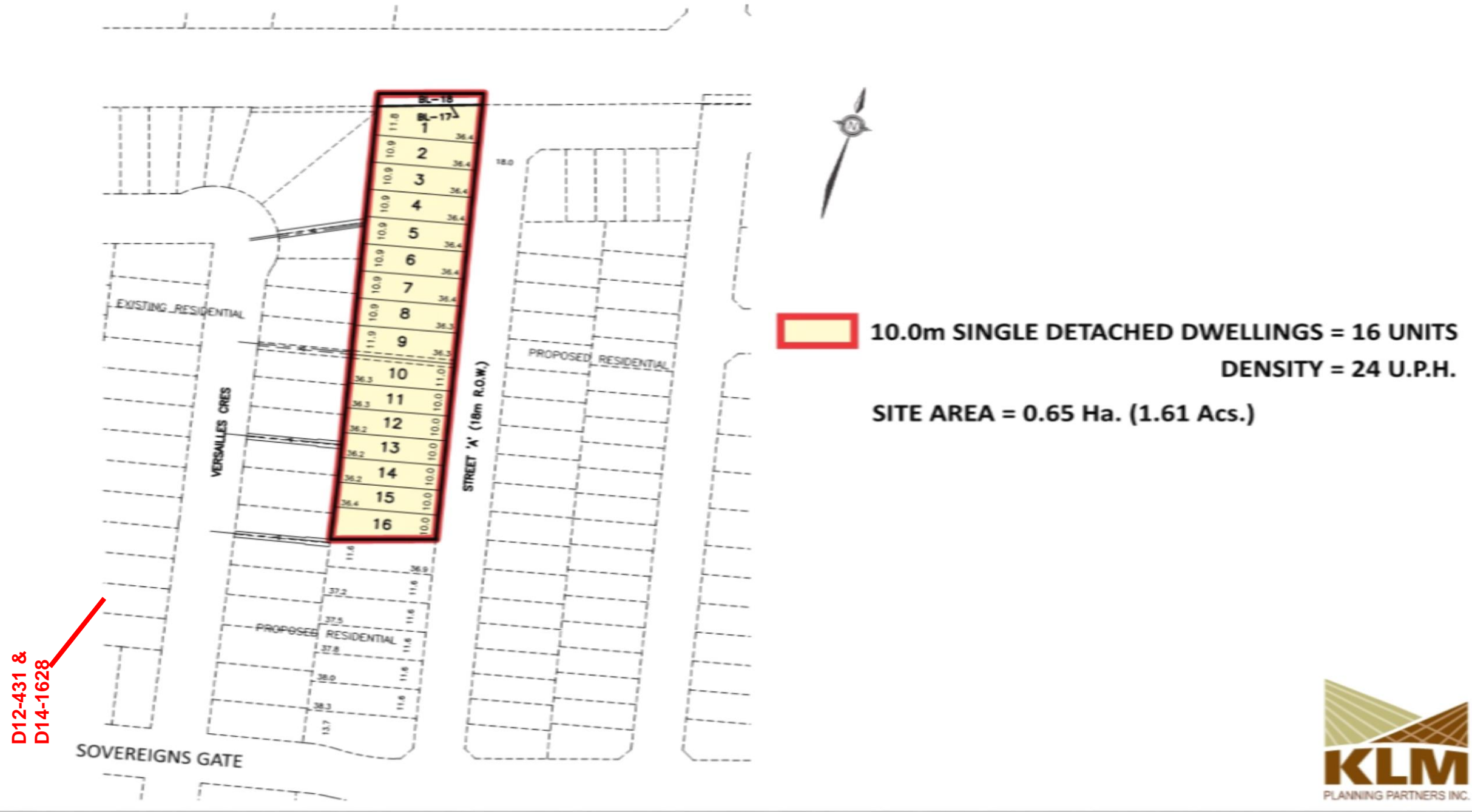
Hewitt's Secondary Plan - Land Use Schedule



APPENDIX "C"

Proposed Development Concept

# DRAFT PLAN OF SUBDIVISION

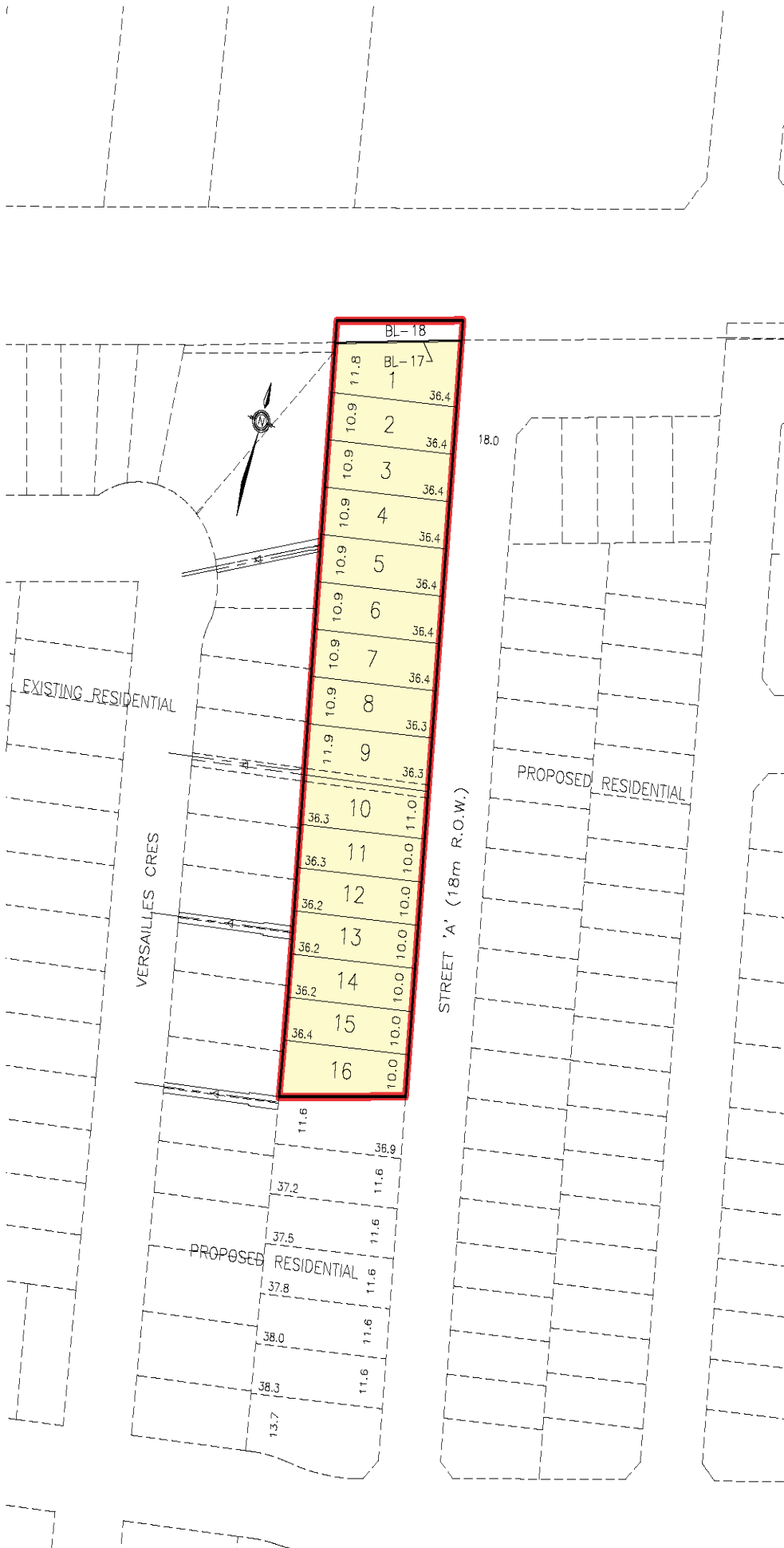




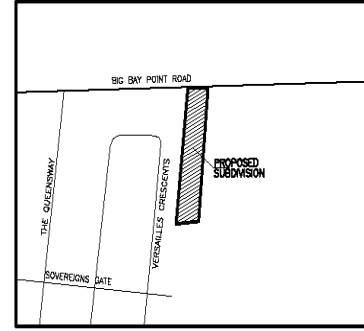
APPENDIX "D"

Proposed Draft Plan of Subdivision

DRAFT PLAN OF SUBDIVISION  
PART OF NORTH HALF LOT 19, CONCESSION 12  
(GEOGRAPHIC TOWNSHIP OF INNISFIL  
CITY OF BARRIE  
COUNTY OF SIMCOE



DRAFT PLAN T-



KEY PLAN

N.T.S.

SECTION 51, PLANNING ACT,  
ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE \_\_\_\_\_, 2017 \_\_\_\_\_ RUDY MAK OLS

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BARRIE FOR APPROVAL.

OWNER  
961 BIG BAY LTD.

200 BRADWICK DRIVE  
CONCORD, ONT  
L4K 1K8 \_\_\_\_\_ NICK MELATTI A.S.D.

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 0.653±Ha. (1.613±Ac)

LOTS FOR DETACHED DWELLINGS					
LOTS	BLOCKS	LOTS	UNITS	±Ha.	±Ac.
LOTS 1-16		16	16	0.632	1.562
MIN. LOT FRONTAGE=15.0m, MIN. LOT AREA=380.0sqm.					
<b>SUBTOTAL</b>		16	16	0.632	1.562
BLOCK 17 - 3.2m RESIDE	1			0.001	0.002
BLOCK 18 - ROAD WIDENING	1			0.020	0.049
<b>TOTAL</b>		2	16	0.653	1.613

NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM

PROJECT No. P-2803  
SCALE 1:500 NOV 15, 2017  
(2803DESS) X-REF: (2803MAS & 2803TOPO)

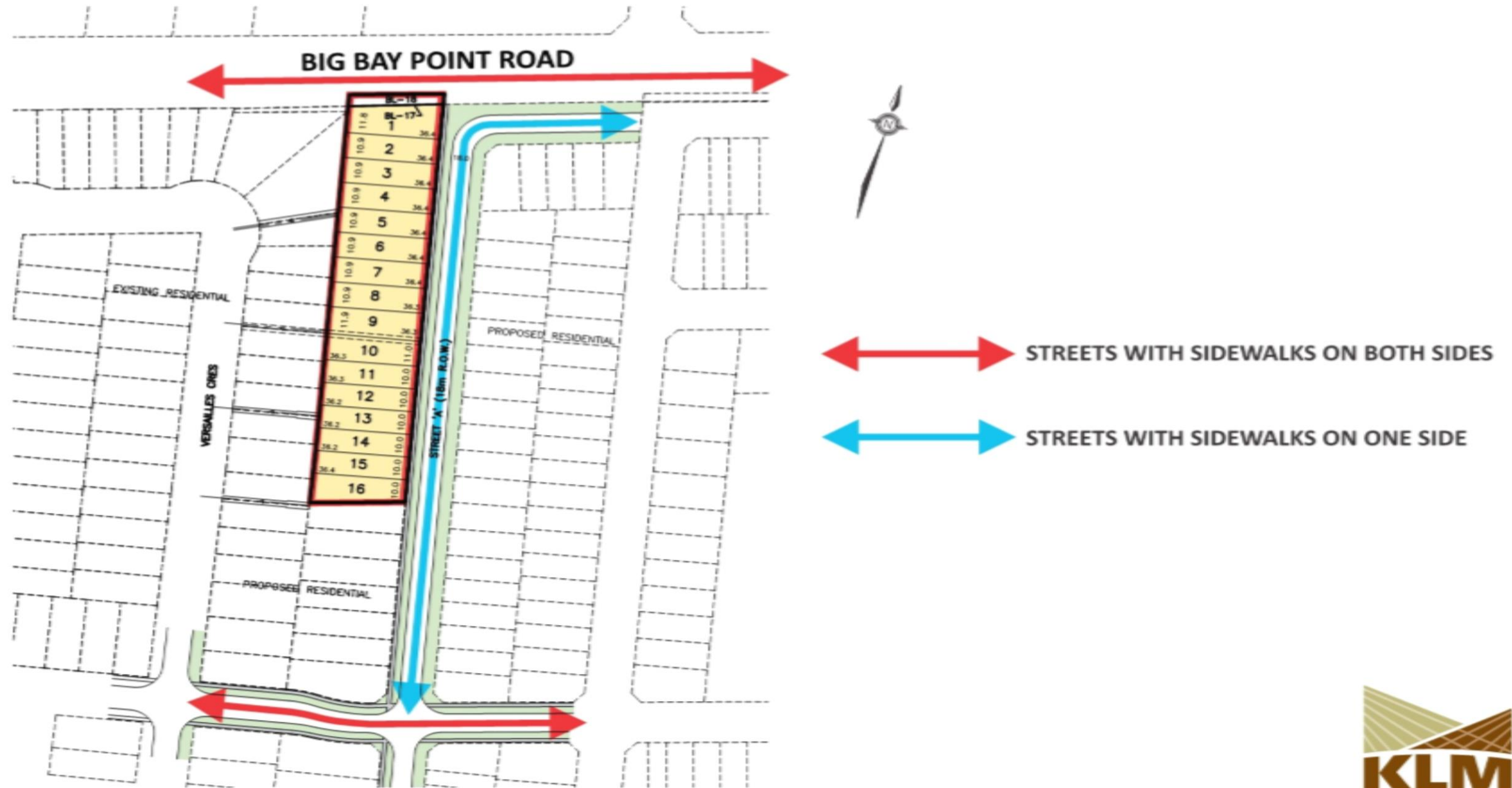
**DWG. No. - 17:1**  
PLANNING PARTNERS INC. 24 JARDIN DRIVE - UNIT 18, CONCORD ONTARIO L4K 5P8  
TEL: (905)888-4088 FAX: (905)888-0077 design@klmplanning.com  
Planning • Design • Development



APPENDIX "E"

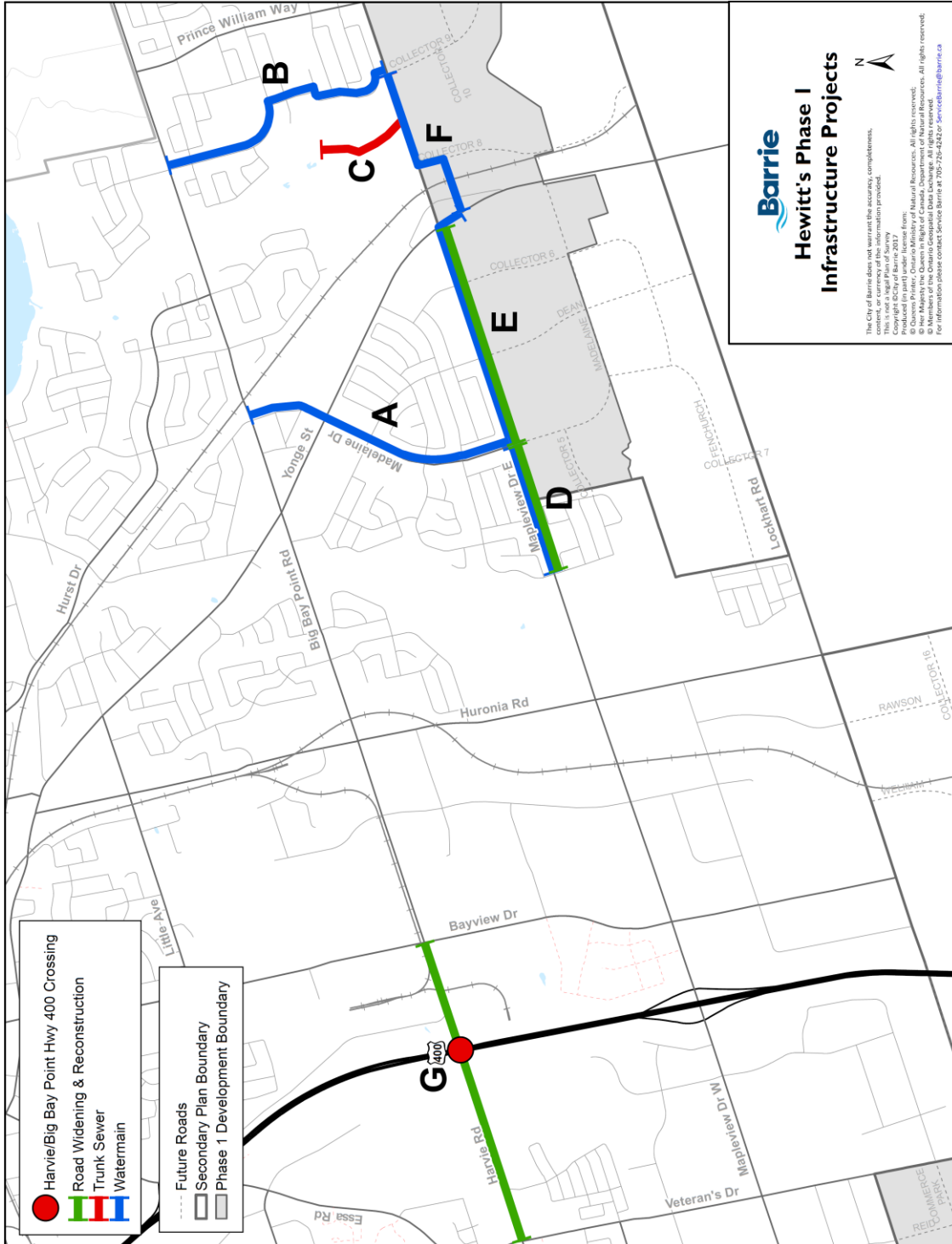
Proposed Pedestrian Circulation Plan

# SIDEWALK AND PEDESTRIAN CIRCULATION PLAN



APPENDIX "F"

Hewitt's Phase 1 Infrastructure Projects



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## APPENDIX "G"

### Technical Study Descriptions

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

**Master Transportation Study** (February 2017): This study analyzes the impact of the entire Hewitt's Secondary Plan area as well as a detailed traffic study for the proposed site accesses for each land parcel. The study concluded that the current road configuration can accommodate 2,100 residential units within the Hewitt's Secondary Plan area and the full build out of the Hewitt's Secondary Plan can be accommodated on the future roadway network.

**Planning Justification Letter** (August 28, 2017): This letter outlines the land use planning merits of the proposed development and concludes that the proposed development is consistent with the Hewitt's Secondary Plan.

**Functional Servicing & Stormwater Management Report** (February 2017): Provides a review of the internal servicing and stormwater management strategies proposed for the subject lands. The report concludes that the property can be adequately serviced and drained. In this regard, existing and proposed sanitary services are in proximity to the site and present suitable servicing conditions for the proposed development. Water services can be provided by way of a proposed trunk watermain on Big Bay Point Road and a local watermain along Street 'A'. A stormwater management facility accounting for development of the subject lands has been included as part of the SIS drainage plan for the annexation lands. A storm sewer and catchbasin system is proposed along Street 'A' to provide a connection to the trunk storm sewer to direct flows to the SWM facility. Street 'A' will provide an overland flow route to direct water safely away from the development towards Big Bay Point Road. Remaining flows from the site will be directed to the rear yard double DICBs and will discharge to the existing storm sewer system.

**Functional Design Review** (May 2017): This report provides a review of the traffic generated by the proposed development and the impact it may have on the surrounding transportation network. The report concludes that the site traffic associated with the subject lands has already been taken into account by the traffic analysis conducted in the Master Transportation Study. Given that the subject lands have no access to any public roadways, Street "A" on the neighbouring property will need to be constructed prior to the development of the subject lands.

**Noise Impact Study** (May 3, 2017): This study provides a review of the expected noise levels for the proposed development associated with future traffic on Big Bay Point Road. The study concludes that the noise levels conform to acceptable limits of the Ministry of the Environment and Climate Change noise guideline NPC-300.

**Phase 1 Environmental Site Assessment** (June 16, 2017): This reports provides a review of the environmental condition of the lands based on its historical and current uses. Through site reconnaissance, potential sources of environmental impairment discovered were oil staining on the garage floor, and regulated building materials. The Assessment recommends that the removal of the garage floor slab is supervised during site redevelopment and to complete a limited soil sampling beneath the garage slab. Additionally, to complete a full Designated Substance Survey in the site building, further recommending that any existing building material be managed in accordance with the applicable regulations and guidelines.

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**Stage 1 Archaeological Assessment** (April 26, 2017): This study provides background information on the property's geography, history and land conditions. The background information indicated high Aboriginal and Euro-Canadian archaeological potential and as a result, concludes that a Stage 2 archaeological assessment of the property will be required.

**Stage 2 Archaeological Assessment** (June 6, 2017): As a result of the recommendations of the Stage 1 Archaeological Assessment, this study was conducted. The Stage 2 fieldwork involved a test pit assessment of land that could not be ploughed and visually assessed, totaling 0.57 hectares. The remaining 0.091 hectares was assessed as holding low potential as they were comprised of structures, driveways and a septic system. The report concluded that since no archaeological resources were found during the Stage 2 assessment, no further archaeological assessment of the property is recommended. This report has been entered into the Ontario Public Register of Archaeological Reports.

**Species at Risk Screening** (June 2017): This assessment provides a review of the potential presence of species at risk. The assessment gives a full consideration of the habitat requirements of all species at risk assumed and documented to occur in the general area. The investigation revealed that the proposed development will not have any negative impacts on the species listed under the Ontario Endangered Species Act (ESA), 2007, nor is it expected to result in negative direct or indirect impacts to habitat of endangered or threatened species compliant with the ESA.

**Pedestrian Circulation Plan** (November 2017) This plan provides an overview of where dual and single sidewalks are proposed to be located, in conjunction with the abutting plans of subdivision. In general, all arterial and collector streets are proposed to have sidewalks on each side, and all local streets are proposed to have sidewalks on at least one side of the street. The final placement of sidewalks will be addressed through the draft plan of subdivision process.

**Boundary Tree Inventory and Preservation Plan/Details:** Provides a detailed inventory of all boundary trees and their preservation value based on location, species type and health condition.

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## APPENDIX "H"

### Public Input and Staff Responses

#### Neighbourhood Meeting

A Neighbourhood (Ward) Meeting was held on October 11, 2017 at the City of Barrie Surface Water Treatment Facility, whereby nine (9) members of the public were in attendance. Written correspondence was received from one (1) resident following this meeting. The general concerns / questions expressed by area residents are identified and addressed below:

##### 1. Boundary Tree Preservation

Concerns were expressed regarding the preservation of existing trees on the subject lands, particularly as they relate to boundary trees adjacent to the existing low-density residential lots fronting Versailles Crescent. On October 25, 2017, City staff, the applicant and their consultants, met on-site with several local residents to discuss boundary tree preservation details. Planning staff advised that the applicant will be required to preserve and protect boundary trees in accordance with the City's tree preservation policies and standards as referenced in a memorandum provided to Council on October 30, 2017, and attached as Appendix K to this report.

As a summary, the City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law. Individual trees on private property may also be protected under a Subdivision Agreement, Site Plan Agreement or Condition of a Consent/Severance application.

##### 2. Timing of Development

Questions were raised about the anticipated timing of development of the subject lands. Provided Council approves the subject Zoning By-law Amendment application, the applicant's planning consultant confirmed that residents could expect construction to commence at the beginning of 2019 at the earliest.

##### 3. Traffic calming measures for Big Bay Point Road

To address concerns regarding the increase in traffic, residents were advised that a traffic calming management plan is required to be submitted prior to the registration of the plan of subdivision to address local traffic impacts. The overall traffic system improvements are based on the infrastructure needs that have been planned for to accommodate growth across the Secondary Plan areas.

The overall road network within the Hewitt's Secondary Plan has been designed to adequately accommodate the ultimate buildout through coordinated infrastructure investments. As such, the road network will be able to accommodate the proposed development in the Hewitt's Secondary Plan area, as subdivisions cannot be registered without adequate capacity being in-place.

The City's technical review team has been working proactively with applicants to determine where traffic calming infrastructure needs to be designed into streets to ensure it is addressed as a condition of development approval for draft plan of subdivision applications.



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The City's technical review team has held a number of working sessions with multiple service areas to work through all draft plan of subdivision applications using key criteria to filter, and identify where and what type of traffic calming measures need to be considered. This approach is ensuring that necessary traffic calming infrastructure will be required to be designed and built as part of the final subdivision, ensuring the community will not carry the cost of retrofitting streets for this infrastructure at a future date. The location and design of all traffic calming infrastructure will be finalized through the detailed design stage of the plan of subdivision through the submission and evaluation of the Traffic Calming Management Plan.

4. Interface between the proposed development and Big Bay Point Road

Questions were raised about the interface between the proposed development and Big Bay Point Road. Planning staff confirmed that all lots associated with the proposed development are oriented east-west toward an internal roadway that runs perpendicular to Big Bay Point Road and no direct access from the subject lands would be provided to Big Bay Point Road from the subject lands. Staff advised that a noise attenuation fence may be required along the side lot line of the proposed lot immediately adjacent to Big Bay Point Road. Lands further east on Big Bay Point Road are proposing 'window streets' in accordance with the policies of the Hewitt's Secondary Plan. 'Window Streets' are defined as local streets which are parallel or adjacent to arterial streets and permit buildings to face the arterial without requiring direct access to the arterial streets. These streets are designed to provide access for public maintenance and emergency vehicles; and to maximize safety and security.

5. Site/Lot Grading

Written correspondence was received regarding the grading of the proposed lots that will back onto the existing residential lots located on Versailles Crescent. Residents raised concerns with the grading of the proposed lots not matching the grading of existing lots on Versailles Crescent. Though it is not uncommon to have a difference in elevation between lots, developers are required to match the existing grade at the property line. Furthermore, the grading of the proposed lots will be reviewed in detail by City Engineering and Building staff to ensure compliance with City policies and standards.

**Public Meeting**

A Public Meeting was held on November 13, 2017 in accordance with the *Planning Act*. In addition to comments received at the Neighbourhood Meeting, six (6) oral submissions were received with respect to the following matters:

1. Development contingent upon development of adjacent lands to east

As noted previously, the subject lands are a narrow parcel forming a small piece of an overall larger residential community. Given the size and configuration of the subject lands, there are no roads included as part of this proposal. Planning staff have confirmed that development of the proposed lots is contingent upon development of the adjacent lands to the immediate east which would be responsible for the design and construction of the required local roadway.

2. Construction Management

Concerns were expressed about the impact construction of the subject lands would have on the existing residential neighbourhoods in the area with respect to the increase in construction traffic, parking and dust. Staff confirmed that as a condition of final approval of the associated Subdivision application, a Construction Management Plan will be required to be submitted to the satisfaction of the City's Engineering Department prior to any construction commencing on the subject lands. This plan would address matters such as construction vehicle access routes and parking, dust mitigation measures and security deposits for road cleanup.

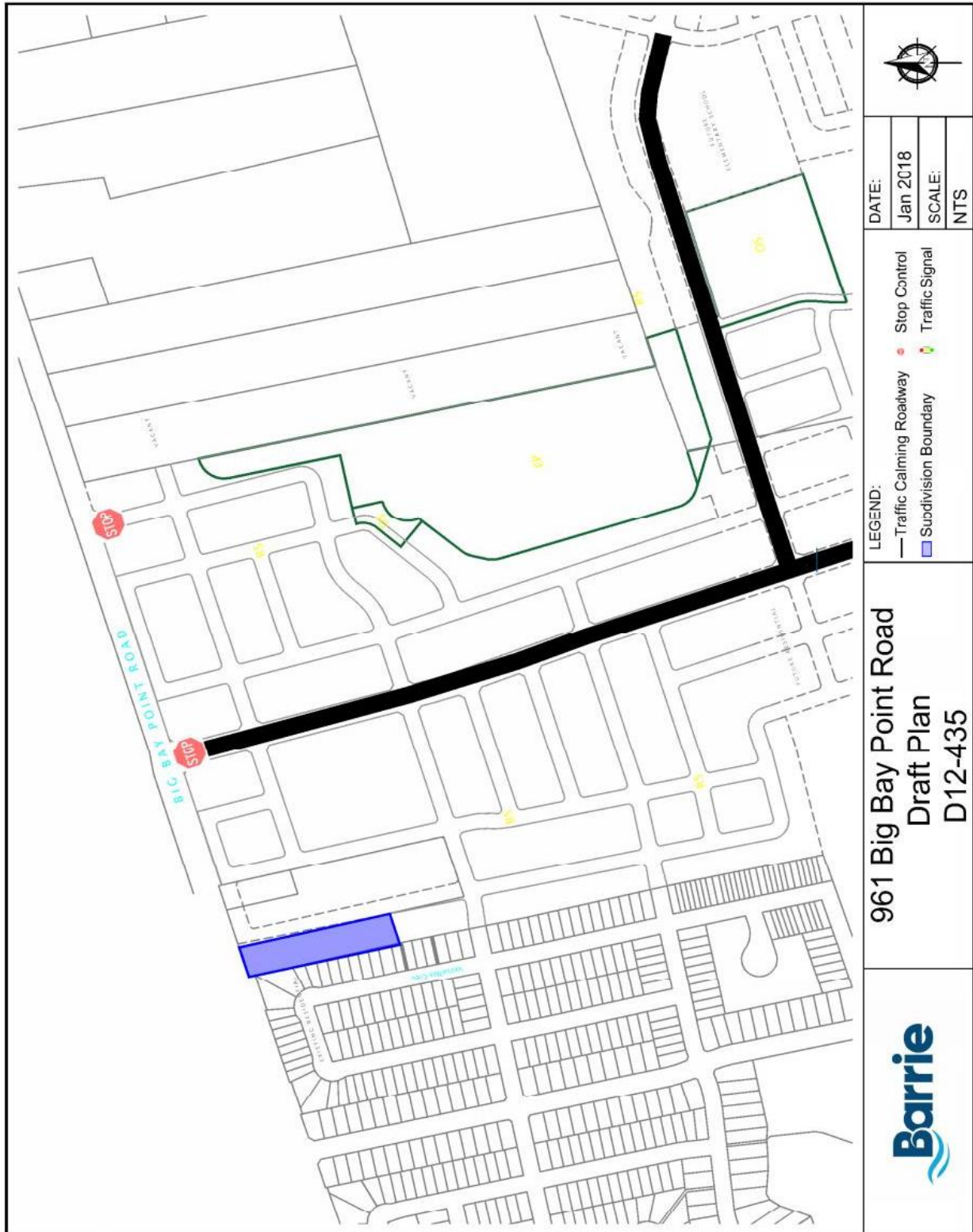
3. Timing of Elementary Schools

Concerns were expressed about the availability and timing of elementary schools within the area. Comments were received from the Simcoe Country District School Board and the Simcoe Muskoka Catholic District School Board identifying no concerns with the proposed Rezoning and associated Draft Plan of Subdivision applications. Both School Boards requested that their normal warning/notification clauses be included in the conditions of draft approval advising that pupils generated from the proposed development may be transported to/accommodated in temporary facilities outside the neighbourhood school's area until such time that additional schools are provided within the Planning Area.

4. Written and oral comments were also received from a local resident with respect to the existing Hyde Park Public School site on The Queensway in the adjacent plan of subdivision to the west. Staff note that these concerns are not specifically related to the subject application and have been addressed previously by City staff and the School Board directly.

APPENDIX "I"

Preliminary Traffic Calming Management Plan



APPENDIX “J”

Rezoning & Draft Plan of Subdivision Applications

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

APPENDIX "K"

Memorandum: Overview of the City of Barrie Tree Preservation Policy



Planning and Building Services Department  
MEMORANDUM

**TO:** MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

**PREPARED BY:** ANDREW GAMEIRO, B.E.S., PLANNER

**FROM:** A. BOURRIE, RPP, DIRECTOR OF PLANNING & BUILDING SERVICES

**NOTED:** J. THOMPSON  
ACTING GENERAL MANAGER OF INFRASTRUCTURE & GROWTH  
MANAGEMENT

M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

**RE:** OVERVIEW OF THE CITY OF BARRIE TREE PRESERVATION POLICY

**DATE:** OCTOBER 30, 2017

The purpose of this Memorandum is to provide members of Council with an overview of the City of Barrie's Tree Preservation Policy and Process. On October 16, 2017, a Statutory Public Meeting was held to consider the following zoning by-law amendment and draft plan of subdivision applications in Phase One (1) of the Hewitt's Secondary Plan Area:

- D14-1628 & D12-431 – 515 Mapleview Drive East;
- D14-1632 & D12-432 – 565, 573 & 577 Mapleview Drive East; and,
- D14-1633 & D12-433 – 680 Lockhart Road.

At the Public Meeting, General Committee asked City Planning staff to provide a memorandum outlining the City's Tree Preservation Policy and Process.

The City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law 2014-115. Individual trees on private property may also be protected under a Subdivision Agreement, Site Plan Agreement or Condition of a Consent/Severance application.

There are three stages of Tree Preservation and/or Removal for development applications in the City of Barrie which include:

Stage 1: Pre-Submission – Tree Inventory, Assessment and Preservation Plan

A qualified professional (i.e. landscape architect) shall be retained by the owner/applicant to complete an inventory and assessment of the vegetation on site to ensure that trees are appropriately addressed. In doing so, a table/chart of all inventoried trees shall be provided identifying the species, health/condition, location (includes trees on and bordering the site) and potential for preservation. The Tree Inventory, Assessment and Preservation Plan is then submitted for review by staff in the City's Parks Planning Division of the Engineering Services Department.

Stage 2: Development Application – Submission, Review and Approval

All development applications are required to address tree removals and/or preservation. In doing so, applicants are required to submit a Tree Inventory, Assessment and Preservation Plan in support of their development application. The Tree Inventory, Assessment and Preservation Plan is reviewed by Parks Planning staff to ensure that the application adheres to the City's Tree Protection Standards. If the plan adheres to the City's Tree Protection Standards, it is approved by Parks Planning staff. Limits of tree removals and/or preservation must be included on the development plans and grading/site alteration plans. If the site is located within a regulated woodlot and tree removals are required, a Tree Removal Permit must be issued in conjunction with a Site Alteration permit prior to any





*Planning and Building Services Department*  
**MEMORANDUM**

tree cutting. If the site is not located within a woodlot, the applicant may proceed to the implementation of the tree preservation and removals measures outlined in the Tree Inventory, Assessment and Preservation Plan.

Stage 3: Implementation/Administration – Tree Preservation Measures and Tree Removals

Once the Tree Inventory, Assessment and Preservation Plan is approved and/or a Tree Removal permit is issued, the owner is responsible to ensure all tree protection measures are implemented on site prior to tree removals and site alteration commencing. The applicant shall post a Notice of Tree Removals a minimum of seven (7) days prior to any tree removals commencing on site. The applicant must then have the limits of tree preservation surveyed and install tree preservation fencing. Tree preservation fencing must be certified by the applicant's landscape architect and inspected and approved by Parks Planning staff. Tree removals commence under supervision of the applicant's landscape architect who is responsible for providing Parks Planning staff with bi-monthly and end-of-construction inspection reports. Parks Planning staff also complete periodic inspections, as well as a final inspection prior to the removal of Tree Protection Fencing and provide written clearance for the applicant's landscape architect to remove protective fencing.

If you have any questions or require a copy of the City's Private Tree By-law and the Tree Protection Manual, please contact Andrew Gameiro in Planning and Building Services at 705-739-4220 extension 5038 or [Andrew.gameiro@barrie.ca](mailto:Andrew.gameiro@barrie.ca).