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**TO:** **PLANNING COMMITTEE**

**SUBJECT:** **APPLICATION FOR ZONING BY-LAW AMENDMENT  
(DIPOCE INNISFIL INC.) – 8001 COUNTY ROAD 27 (FILE: D14-1665)**

**WARD:** **7**

**PREPARED BY AND KEY CONTACT:** **A. GAMEIRO, BES, RPP, PLANNER, EXT. 5038**

**SUBMITTED BY:** **M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES**

**GENERAL MANAGER APPROVAL:** **A. MILLER, RPP, 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 Zoning By-law Amendment application submitted by MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC Planning), on behalf of DiPoce (Innisfil) Inc., to rezone lands known municipally as 8001 County Road 27, Barrie (Ward 7) from 'Agricultural General' (AG) to 'Neighbourhood Residential' (R5); 'Neighbourhood Residential Multiple Dwelling Zone' (RM3); 'Neighbourhood Residential Multiple Dwelling Zone – Hold No. XXX' (RM3)(H-XXX); 'Educational Institutional – Special Provision No. XXX' (I-E)(SP-XXX); 'Convenience Commercial' (C5); 'Open Space' (OS); and, 'Environmental Protection' (EP), be approved.
2. That the By-law for the purpose of lifting the Holding (H-XXX) Provision from the Zoning By-law Amendment as it applies to the lands municipally known as 8001 County Road 27, shall be brought forward for approval once the owner provides the following:
  - a) The Ministry of Tourism, Culture and Sport issue a letter of clearance demonstrating that the Ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the Ministry's standards and the site be fully excavated and all items of cultural heritage value or interest are removed and recorded in accordance with Ministry standards and to the satisfaction of the City.
3. That the following Special Provisions be referenced in the implementing of Zoning By-law 2009-141 for the subject lands:
  - a) Residential uses shall be permitted in the 'Institutional Education – Special Provision No. XXX' (I-E)(SP-XXX) Zone, in accordance with the 'Neighbourhood Residential' (R5) zone standards and permitted uses; and
  - b) A minimum of 35 percent of landscaped open space shall be provided for elementary schools in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) Zone.
4. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, and including the matters raised in those submissions and identified within Staff Report DEV002-20.

5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law. (DEV002-20) (File: D14-1665)

## **PURPOSE & BACKGROUND**

### **Report Overview**

6. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 8001 County Road 27, Barrie (see Appendix “A” – Draft Zoning By-law Amendment). The application, if approved, would facilitate the development of 303 to 441 residential units and supporting infrastructure through an associated draft plan of subdivision (File: D12-443). The effect of the application would be to permit the development of 194 street townhouse units, 6 future townhouse units, 104 to 242 units on three (3) medium density residential blocks, and a commercial block. In terms of supporting community infrastructure, the application proposes a stormwater management block, a neighbourhood park, an elementary school block (public) and 7.35 hectares of Natural Heritage System (NHS) lands (see Appendix “B” – Draft Plan of Subdivision). The proposed zoning by-law amendment, if approved, would implement the land use designations in the Salem Secondary Plan. Planning staff, through delegated approval (Council Motion 10-G-346) would then be in a position to issue draft plan approval for the associated Draft Plan of Subdivision (File: D12-443).
7. With the conclusion of the technical review and public consultation processes, which included a Neighbourhood Meeting on April 4<sup>th</sup>, 2019 and a Public Meeting on June 10<sup>th</sup>, 2019, Planning staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of residential development in accordance with both Provincial and City policy.

### **Site and Location**

8. The subject lands are located on the east side of County Road 27, north of Salem Road and south of Selkirk Crescent and Loughheed Road, within Phase 1 of the Salem Secondary Plan Area (see Appendix “C” – Salem Secondary Plan Area Phasing). The subject lands are irregular in shape and comprise 26.7 hectares (66 acres) with approximately 408 metres of frontage along County Road 27. The subject lands are currently vacant and used predominantly for agricultural production and contain a vegetated area, watercourse and wetland. The TransCanada pipeline traverses the western limits of the subject lands in a north-south direction, parallel to County Road 27 and is subject to an existing easement.
9. The existing land uses surrounding the subject property are as follows:
- North: Existing residential subdivision consisting of single-detached dwelling units, a park, school and environmentally protected lands.
- South: Former Provincial Waste Disposal Site which is currently vacant (south east), and rural residential lots and agricultural lands which are designated for future residential development.
- East: Future residential development lands which are subject to an approved Plan of Subdivision.
- West: An existing rural residential lot and agricultural lands located within the Township of Essa.

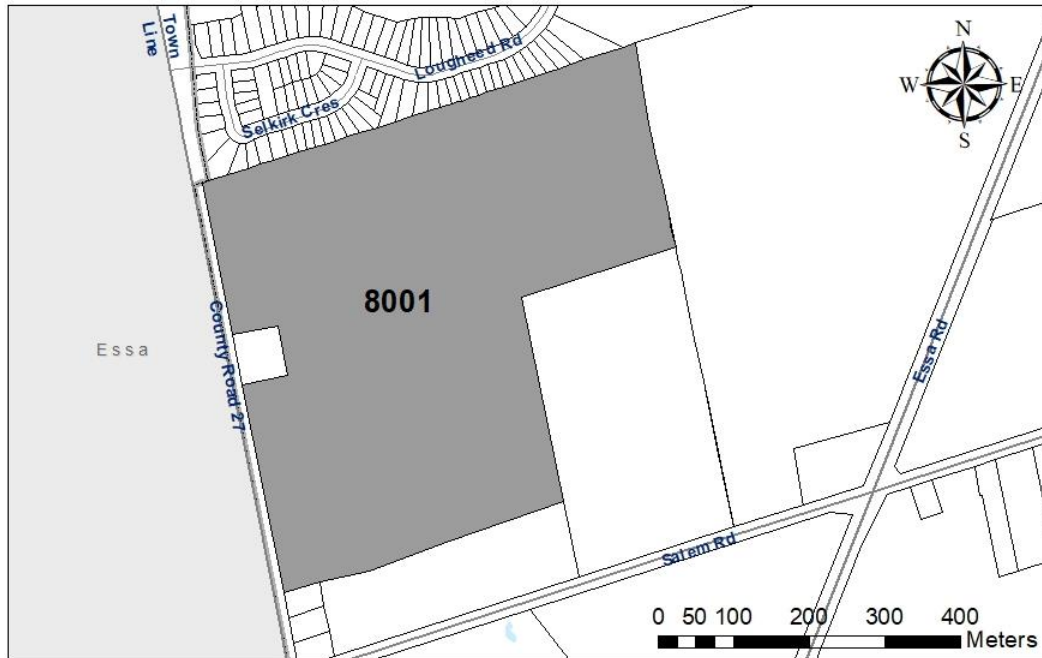


Figure 1: Key Map - 8001 County Road 27, Barrie



Figure 2: Aerial Photograph - 8001 County Road 27, Barrie

#### Existing Policy

10. The Official Plan includes the Salem Secondary Plan and designates the lands Residential Area and Natural Heritage System with a provision for three (3) stormwater management facilities (2 required and 1 optional), as identified in Figure 3 below and in Appendix "D" – Salem Secondary Plan Land Use.

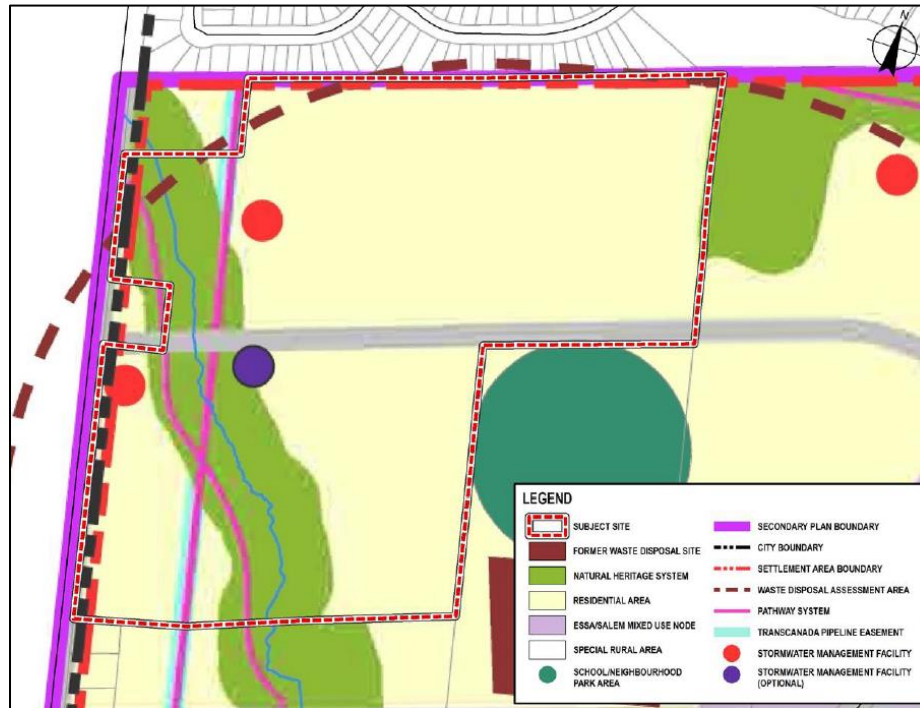


Figure 3: Salem Secondary Plan Land Use - 8001 County Road 27, Barrie

11. As identified in Figure 4 below, the subject lands are currently zoned 'Agricultural General' (AG) pursuant to Zoning By-law 054-04 (Innisfil). While the land use designations of the Official Plan permit the proposed development, the current zoning does not. As such, the proposed Zoning By-law Amendment Application is required to implement the land use framework of the Salem Secondary Plan.

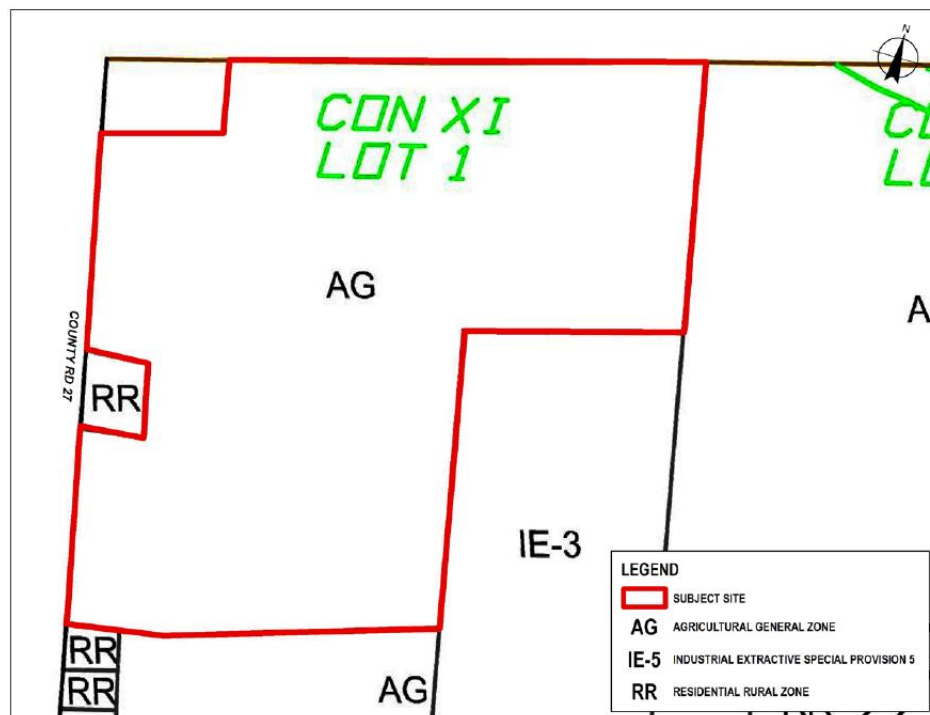


Figure 4: Zoning By-law 054-04 (Innisfil) - 8001 County Road 27, Barrie



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Supporting Information

12. In support of the subject application, the following reports and studies were submitted. For additional information on all materials, please refer to Appendix “E” – Technical Study Descriptions.
- Subwatershed Impact Study (SIS) (Schaeffers Consulting Engineers, December 2017);
  - Planning Justification Report (MHBC Planning Ltd., January 2019);
  - Environmental Impact Study (Michalski Nielsen Associates Limited, January 2019, Revised October 2019);
  - Bear Creek Floodplain Analysis Report (Schaeffers Consulting Engineers, October 2019);
  - Hydrogeological Study (R.J. Burnside & Associates Limited, December 2018, Revised October 2019);
  - Functional Servicing Report (Schaeffers Consulting Engineers, December 2018, Revised October 2019);
  - Geomorphic Assessment (Geopro Consulting Limited, January 2019, Revised October 2019);
  - Geotechnical Investigation (Geopro Consulting Limited, January 2019, Revised October 2019);
  - Landfill Impact Assessment (Terraprobe Inc., October 2010, Revised October 2019);
  - Noise Feasibility Study (HGC Engineering Ltd., January 2019);
  - Phase One Environmental Site Assessment (Geopro Consulting Limited, December 2018);
  - Phase Two Environmental Site Assessment (Geopro Consulting Limited, October 2019);
  - Stage 1-4 Archaeological Assessments (This Land Archaeology Inc., March 2016, April 2016, August 2016, August 2018 and September 2018);
  - Slope Stability Assessment and Geotechnical Setback Study (Geopro Consulting Limited, June 2018, Revised October 2019);
  - Traffic Signal Warrant Analysis (NexTrans Consulting Engineers Inc., October 2019);
  - Transportation Impact Study (NexTrans Consulting Engineers Inc., December 2018); and,
  - Tree Inventory and Preservation Plan Report (Kuntz Forestry Consulting Inc., November 2018, Revised October 2019).

Copies of these reports and studies may be found in their entirety at the following link:  
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward7/Pages/8001-County-Road-27.aspx>.

Public Engagement

13. A Neighbourhood Meeting was held on April 4<sup>th</sup>, 2019 to present the proposed development to local residents. Thirteen (13) residents were in attendance in addition to the applicant's consultants, Planning staff and the Ward Councillor. The matters raised at the Neighbourhood Meeting related to the following:

- a) Concerns with increased traffic on existing streets and a desire to see traffic calming infrastructure incorporated into the design of the subdivision to ensure pedestrian safety.

Residents expressed concerns with increased traffic on existing streets and impacts on pedestrian safety as a result of the development of the proposed plan of subdivision. In this regard, residents expressed a desire to see traffic calming infrastructure incorporated into the design of the subdivision.

The City's Transportation Planning staff have reviewed the subject application and are satisfied that the proposed development would be adequately serviced by local, arterial and collector roads, and that all existing and proposed intersections will operate at an acceptable level of service. Furthermore,

Transportation Planning staff are satisfied that the transportation network, including sidewalks, is designed in a manner that will not result in safety concerns for vehicles or pedestrians.

With respect to pedestrian safety, the applicant will be required as a condition of the approval of the Draft Plan of Subdivision to provide traffic calming infrastructure, ensuring that it is incorporated through the detailed design process and constructed as part of the final subdivision. Traffic calming infrastructure will include, but is not limited to, a median island between Blocks 46 and 47 and a raised intersection at Street 'A'/Maebern Street and Street 'B'/'D' (see Appendix "B" – Draft Plan of Subdivision). Dual sidewalks are also proposed along Streets 'A', 'B' and 'D'. All other streets will have one (1) sidewalk (see Appendix "F" – Pedestrian Mobility Plan). The provision an extensive and connected sidewalk system, along with traffic calming infrastructure, will enhance pedestrian safety throughout the proposed development.

- b) Ensuring that the watercourse, wetland and associated wooded area on the subject lands are preserved and protected.

Residents expressed concerns with respect to environmental impacts associated with the development, particularly as it relates to the preservation and protection of the Bear Creek tributary, wetland and associated wooded area located on the subject lands. As discussed in paragraphs, 24, 51, 56, 57 and 77 of this report, the Bear Creek tributary, wetland and associated wooded area located on the subject lands form part of the overall NHS in the Salem Secondary Plan. These features and the respective buffer areas would be re-zoned to 'Environmental Protection' (EP) and dedicated to the City through the subdivision process, ensuring protection in perpetuity.

- c) The provision of adequate amenities, facilities, services and infrastructure, along with connections to existing and future developments in the surrounding area.

Residents requested assurances that the proposed development would contain adequate amenities and facilities, would be fully serviced by required infrastructure and provide connections to existing and future developments in the surrounding area.

The proposed development would contain a public elementary school and neighbourhood park block to service not only the proposed subdivision, but also the surrounding area. Direct connections are also provided to County Road 27 and to the draft approved plan of subdivision to the east (Bear Creek Ridge Subdivision) by way of Street A/Maebern Street. The proposed subdivision would also contain a stormwater management pond and be serviced by full municipal water, sanitary and storm services, which would extend to the adjacent lands to the east and onward to Essa Road.

- d) Assurances that the future density of the proposed medium density residential blocks would be consistent with the policies of the Salem Secondary Plan and that the densities will be regulated by the City.

The applicant is proposing a density of 30 to 70 units per hectare on the medium density residential blocks, in accordance with Policy 8.5.10.3(a)(i & ii) of the Salem Secondary Plan. The future development of the medium density residential blocks would be subject to a subsequent Site Plan Control process, through which City staff would review the development proposal for compliance with the density requirements of the Official Plan and Zoning By-law. Densities exceeding 70 units per hectare would require additional approvals from City Council.

- 14. A Statutory Public Meeting was held on June 10<sup>th</sup>, 2019. The matters discussed at the Public Meeting did not differ from those raised at the Neighbourhood Meeting (see paragraph 13 above).
- 15. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The following comments were received:

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- a) The Nottawasaga Valley Conservation Authority (NVCA) provided comments indicating that they are satisfied from a watershed management and natural heritage perspective that the proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, Ontario Regulation 179/06 under the *Conservation Authorities Act*, and the Natural Heritage policies of the City of Barrie Official Plan and as such, they have no objection to the approval of the subject application.
  - b) The County of Simcoe provided comments indicating that they had no objection to the approval of the application, as any technical matters would be addressed through the conditions approval for the associated Draft Plan of Subdivision Application.
  - c) The Simcoe County District School Board (SCDSB) provided comments indicating that they have no objection to the approval of the application, subject to the City considering a site-specific zoning provision to exempt the school block from the minimum landscaped open space provision which requires elementary schools to provide a landscaped open space of 1 hectare, representing 41 percent of the site area. The SCDSB is also requesting that a Holding (H) provision be applied to the school block prohibiting residential development until such time as the Board determines the lands are not required for the development of an elementary school. The site-specific zoning and Holding (H) provisions for the school block are discussed in greater detail in paragraphs 103 to 105 of this report.
  - d) The Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating that they have no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. Nicholas Catholic Elementary School and St. Joan of Arc Catholic Secondary School. The SMCDSB also noted that due to the pace of development in the area, the approval of the Draft Plan of Subdivision shall include a condition that requires the owner to include in all purchase and sale agreements, a clause advising prospective purchasers that pupils generated from the development may be transported to/accommodated in temporary facilities outside of the neighbourhood school's area.
  - e) Based on a review of the documents submitted in support of the subject application, the City's Development Approvals staff provided comments indicating that the proposed development can be accommodated by the existing and anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie Master Plans and standards.
  - f) Transportation Planning staff have reviewed the subject application and have not identified any concerns or objections to the proposed development. The detailed design of City streets and sidewalks would occur through the subsequent Draft Plan of Subdivision process.
  - g) City Transit Planning staff have reviewed the subject applications and have not identified any concerns or objections to the proposed development. The subject lands will be serviced by the City's transit system. The detailed design of transit stops will occur through the subsequent Draft Plan of subdivision process.
  - h) Development Approvals (Parks Planning), Building Services, Environmental Sustainability, Water Operations, Ministry of Transportation (MTO), Enbridge Gas, Hydro One, Bell, and Barrie Fire and Emergency Services provided comments indicating that they have no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters can be adequately addressed through the Draft Plan of Subdivision process, should Council approve the subject application.

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## **ANALYSIS**

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

### **Ontario Planning Act, R.S.O. 1990**

17. Section 2 of the *Planning Act* requires that the Council of a municipality shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can found in its entirety here: <https://www.ontario.ca/laws/statute/90p13>.
18. The proposed development has regard for these matters as it is located within the settlement area of Barrie; is protecting an adjacent environmental feature and dedicating said lands to the City (Bear Creek Tributary and associated wetland) for protection in perpetuity; will utilize planned and available infrastructure (sewage, water, and waste management systems) and public service facilities such as parks, transit and schools; provides for alternative forms of townhouse and multi-unit residential housing; provides a more compact form of development that helps to minimize impacts to climate change than traditional low-density housing; and is designed with a pedestrian oriented built form with dual and single-loaded sidewalks on all streets, trail systems and pedestrian connections to existing developments in the area.

### **Provincial Policy Statement (2014)**

19. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety at the following link: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
20. The PPS contains policies which direct communities to manage land uses to achieve efficient development and land use patterns. The PPS encourages the provision of a mix of residential and employment land uses, and new development through infill and intensification to efficiently use land, services and infrastructure.
21. The PPS further states that new development should occur within or adjacent to built-up areas which are designated for development, have a compact form, contain a mix of uses and housing options, and provide densities that allow for the efficient use of land, planned infrastructure and public facilities and services to accommodate projected needs.
22. The proposed development is surrounded by developed and draft approved plans of subdivision serviced by existing and planned services and infrastructure. Additionally, the proposed subdivision represents efficient development and land use patterns through the provision of compact street townhouse and multi-residential units, along with opportunities for second suites. The proposed development also provides for a mix of housing types which would cater to a variety of households and demographics.



23. The proposed development also promotes healthy active living through the provision of dual sidewalks on Streets A, B and D, and single sidewalks on Street C (See Appendix "F" – Pedestrian Mobility Plan). The proposal also includes a park block and opportunities for trails around the stormwater management block and within the EP buffer areas. Finally, the proposed development also includes an elementary school block which would service the surrounding area.
24. The PPS directs communities to avoid land use patterns which may cause public health and safety concerns. This includes, but is not limited to: the protection of natural heritage, wildlife habitat and water resources; provision of services and infrastructure; and, promoting healthy active living through the provision of public streets, spaces and facilities to meet the needs of pedestrians, fostering social interactions, facilitating active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation.
25. The applicant is proposing to protect a tributary of Bear Creek which runs through the property, by way of a 30 metre development setback and a 6 metre buffer from the floodline and erosion hazard limit (see Appendix "G" – Constraints Map). The applicant is also proposing to protect the majority of an unevaluated wetland located in the southern half of the subject lands. While the application proposes to remove 1.06 hectares of the wetland area (0.11 hectares of wetland and 0.95 hectares of wetland buffer area), the applicant and the NVCA have agreed on a compensation strategy, whereby the applicant will vegetate a 1.33 hectare area along the northern half of the Bear Creek tributary's buffer area using native plant species, representing a net gain of 0.27 hectares. All lands associated with the Bear Creek tributary and the associated wetland, including buffer areas, would be re-zoned as an EP zone and conveyed to the City of Barrie at no cost through the subdivision process, ensuring protection in perpetuity. The applicant will also be required, as a condition of the subdivision approval, to pay compensation to the NVCA for the removal of wetland area. The compensation would be used to fund restoration projects within the NVCA watershed in the City of Barrie.
26. Planning staff are satisfied that the subject application is consistent with the PPS, as the proposed development provides for a compact built form with a mix of housing types at appropriate densities, will utilize existing and planned services and infrastructure, is transit supportive and provides opportunities for active transportation, includes community facilities (schools and parks), and protects key environmental features.

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

27. The Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. The Growth Plan (2019) can be found in its entirety here:  
<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>.
28. Policy 1.2.1 outlines the guiding principles of A Place to Grow. They include:
  - Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
  - Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
  - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and,
  - Protect and enhance natural heritage, hydrologic, and landform systems, features and functions.

The proposed development conforms to these guiding principles as it is designed to support healthy and active living and meet people's needs for daily living through the provision of sidewalks on all streets and a future trail system with connections to parks and the Natural Heritage System. Further, the compact built-form and density of the proposed development results in the efficient use of land and supports the use of the City's transit service. The proposal also provides a variety of housing options such as street townhouses and multi-unit residential developments on medium density blocks, along with second suites to serve a variety of household sizes, incomes and ages. In addition, the proposal includes the dedication of environmentally sensitive lands to the City, which is made up of a tributary of Bear Creek and an unevaluated wetland. The dedication of these lands will ensure that the tributary and wetland feature is protected in perpetuity, and will enhance the overall Natural Heritage System in the Salem Secondary Plan Area.

29. Policy 2.2.7.1 requires that new development in designated Greenfield areas be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The proposed development conforms to this policy in that complete communities are supported by providing housing options and the opportunity for affordable housing through more affordable housing options such as townhomes, apartments and second suites, supports active transportation through the provision of sidewalks on all streets and a future trail system with connections to the Natural Heritage System, and a proposed density that supports the use of public transit. The proposed development also includes a neighbourhood park, an elementary school and commercial uses to service existing and future residents.
30. Policy 2.2.7.2 requires that the minimum density target applicable to designated Greenfield areas in the City of Barrie shall be a minimum of 50 residents and jobs combined per hectare. Further, Policy 9.2.8 of the Hewitt's Secondary Plan states the average density for the Salem Secondary Plan Areas is 50 persons and jobs per developable hectare.
31. The proposed development generally conforms to this policy as there are 303 to 441 units in a mix of housing types (199 street townhouses and 104 to 242 medium density units) proposed over 17.57 net hectares. The average persons per household is 2.571 for medium density residential units, for a total of 44 to 65 persons per net developable hectare. Additionally, employment would be generated through commercial uses on the commercial block fronting onto County Road 27, as well as the public elementary school and home-based businesses which are permitted in the residential zones.
32. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of the Growth Plan (2019).

**City of Barrie Official Plan (OP)**

33. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.
34. There are a number of policies in the Official Plan that generally support the proposed development, including sections 3.1 Growth Management; 3.3 Housing; 4.0 Land Use; and, 5.0 Servicing and Transportation. These policies relate to the provision of increased densities, directing growth to take advantage of existing and planned services and infrastructure, the provision of a range and mix of housing types, supporting energy conservation, and protecting the natural environment.

35. The subject application also conforms to the Urban Design and Height and Density Bonusing policies in sections 6.5 and 6.8 of the Official Plan, as identified in paragraphs 44 to 49 below.

### 3.1 – Growth Management

36. Policies 3.1.2.2 (a), (b) and (f) state that phases within secondary plans are to be released for development in accordance with municipal need and demand; approvals and phasing of development shall be undertaken in a financial and environmental sustainable manner; and, that municipal services, infrastructure and utilities shall be available to support new development. The development proposal conforms to these policies as the subject lands are located within Phase 1 of the Salem Secondary Plan Area and are located adjacent to existing and draft approved plans of subdivision where existing and planned municipal infrastructure and services are available. Additionally, the development proposal includes the protection of environmentally sensitive lands, which include a tributary of Bear Creek, along with an associated wetland.

### 3.3 - Housing

37. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development to be at densities that are consistent with the Official Plan. The development proposal conforms to these policies as the applicant is proposing a mix of housing types, which include street townhouse units and multi-unit buildings (i.e. apartments and block/cluster/stacker townhouses) in the medium density residential blocks. The proposed unit types are considered to be more affordable forms of housing than traditional single-detached dwelling units, and may provide better opportunities for the creation of rental units, particularly in the medium density blocks. Additionally, the street townhouse units would have a density of 30 units per hectare while the medium density blocks would have a density of 30 to 70 units per hectare, in accordance with Policy 8.5.10.3 of the Salem Secondary Plan.
38. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:
- a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
  - b) Housing units for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, the developer has agreed to offer more affordable forms of housing such as street townhouse units and multi-unit residential buildings (i.e. apartments and block/cluster/stacked townhouses) as a means of increasing more affordable housing options in the City. The provision of medium density residential blocks also may create opportunities for the provision of rental housing (i.e. apartment units), which would contribute to the overall supply of rental housing in the City. Second suites may also be provided which would act as a means of increasing affordable housing options in the area.

### 4.2.2.7 – Secondary Planning Areas

39. Policy 4.2.2.7(a) identifies the Salem Secondary Plan as an approved secondary plan within the City of Barrie, while policy 4.2.2.7(b) identifies that new development proposed within these areas shall be in accordance with the policies for the applicable secondary plan. Please refer to the Salem Secondary Plan section (paragraphs 50 to 99) later in this report for analysis regarding the policies of the Salem Secondary Plan.

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5.0 – Servicing, Stormwater Management and Transportation

40. According to Section 5.1.1 of the Official Plan, all development within the City shall be serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. The proposal achieves this goal as the development will be entirely serviced by municipal and other public and private utilities.
41. Policy 5.1.2.1(f) states that development occurring adjacent to the TransCanada Pipeline easement shall be required to maintain an appropriate setback for all permanent structures and excavations. The subject application has been reviewed in detail by TransCanada Pipelines Limited who have confirmed that any development adjacent to the pipeline right-of-way shall conform to the building setbacks in section 4.5.10 in Zoning By-law 2009-141, as amended (3 metres for accessory buildings/structures and 7 metres for principal buildings/structures).
42. It is a goal of the Official Plan to protect and enhance water quality in the area, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline design criteria. They include an integrated treatment train approach that will be used to minimize stormwater management flows and reliance on end-of-pipe controls, minimizing changes between pre-development and post-development water balance and phosphorus loading, and reducing stormwater runoff volume and pollutant loadings. The City's Development Approvals staff have confirmed that the proposal conforms to these policies.
43. It is a goal of the Official Plan to promote healthy communities, active living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms to these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops, which provide connections to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies that pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of sidewalks along all of the proposed streets with connections to the existing and proposed municipal sidewalk network in the area. Additionally, future trails through the buffer areas of the Natural Heritage System throughout the Salem Secondary Plan area are proposed. Where possible, municipal sidewalks will connect with the proposed trail system.

6.5 – Urban Design Guidelines

44. Policies 6.5.2.2(a)i and iii) identify that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design and that large exposed blank walls should be avoided. The proposal conforms to these policies as proposed street townhouse dwelling units are considered to be consistent with existing and future developments surrounding the subject lands and will be designed with high quality materials such as stone or brick, and will have windows facing the municipal rights-of-way. Corner lots would be required, as a condition of Draft Plan of Subdivision approval, to have enhanced side elevations. Further, the medium density residential, commercial, and elementary school blocks would be subject to a subsequent Site Plan Control application process, through which City staff would review matters including, but not limited to urban design, landscaping and building massing and placement.
45. Policy 6.5.2.2(a)v) identifies that building entrances should be well-defined and accessible to pedestrians. The proposal conforms to this policy as all residential units will have front doors facing the municipal rights-of-way.

46. Policy 6.5.2.2(a)vi) identifies that pedestrian links should be designed to promote the safety of the user. The proposal provides access to municipal sidewalks that allow pedestrians to walk throughout the neighbourhood and City beyond, conforming to this policy.
47. Policy 6.5.2.2(a)vii) identifies that corner locations should emphasize the building, not vehicles, as the dominant feature of the site. As a condition of the subdivision approval, buildings located on corner lots would be required to be massed toward the intersection.
48. Policy 6.5.2.2g) encourages energy efficiency through a compact built form that encourages the use of transit and active transportation. The proposal conforms to this policy by providing a compact built form that supports transit use and includes sidewalk and trail connections to the existing and planned municipal sidewalk system.

#### 6.8 – Height and Density Bonusing

49. The Bonusing Policies (Section 6.8) within the Official Plan permit the negotiation of community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. With respect to the proposed development, the applicant is proposing to replace the current 'Agriculture General' (AG) zoning over the subject lands. The existing zoning over the subject lands was carried over from the Town of Innisfil Zoning By-law 054-04 which has since been repealed by the Town, but remains in effect on the subject lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The proposed zoning by-law amendment will implement the land use designations of the Salem Secondary Plan. The proposed building heights and densities do not exceed the maximum permissions of Zoning By-law 2009-141 or the Salem Secondary Plan. As such, the Bonusing Policies of the Official Plan would not apply to the proposed development.

#### Salem Secondary Plan

50. The Salem Secondary Plan establishes a detailed planning framework for the future urban development of the Salem Secondary Plan Area. The Salem Secondary Plan Area is comprised of four residential districts, two industrial/business parks and two mixed-use corridors along Essa Road and McKay Road West. The Salem Secondary Plan can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
51. Policy 8.2.4.2 identifies that the NHS 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 NHS within the urban context. The proposal conforms to this policy as a 7.35 hectare area of the subject lands would be zoned EP and dedicated to the City to ensure that the Bear Creek tributary and associated wetland is protected in perpetuity. A 30 metre buffer is proposed along the Bear Creek tributary and a 20 metre buffer is proposed along the majority of the wetland on site.
52. Policy 8.2.4.5 identifies that lands designated Residential Area permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within close proximity to community facilities, such as parks and schools. The proposal conforms to this policy as the development provides for a mix of housing types (199 street townhouses and 104 to 242 medium density units) within walking distance of the proposed park, school and commercial blocks, and would include future connections to trail systems within the buffer area of the Natural Heritage System. Additionally, the development proposes street and sidewalk connections to existing and planned developments in the surrounding area.



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53. Policy 8.2.4.7 identifies that the community will be developed based on a modified grid street system and a related off-street pathway system, designed to provide for a full range of transportation options with a focus on maximizing the potential for transit services and active transportation. The proposal conforms to this policy as the proposed subdivision is based upon a modified grid pattern which contributes to the overall grid network and trail system envisioned for the Salem Secondary Plan Area.
54. Policy 8.2.8 identifies that the average population and employment density target for the Salem Secondary Plan Area is 50 persons and jobs per hectare. The proposal conforms to this policy as the development provides a density of approximately 44 to 65 persons per developable hectare. This is not reflective of the jobs that would be generated by uses in the proposed commercial and elementary school blocks, as well as opportunities for home-based businesses.
55. Through the provision of 199 street townhouse units and 104 to 242 medium density units, the proposed development would contribute to achieving the housing mix target of 83 percent low and medium density ground-related units and 17 percent medium and high density non-ground related units, in accordance with Policy 8.2.9.1.
56. Schedule 8B of the Salem Secondary Plan identifies a Natural Linkage Area on the subject lands, which consists of a tributary of Bear Creek and an associated wetland feature (see Appendix "H"- Salem Natural Heritage System). Policy 8.3.2.2 states that the primary function of the Natural Linkage Area designation is to connect two or more Natural Core Areas, or to connect a Natural Core Area to habitats outside the Salem Secondary Plan Area. Natural Linkage Areas are primarily associated with stream corridors that connect two or more Natural Core Areas. The subject application conforms to this policy as the Natural Linkage Area would be zoned EP and conveyed to the City through the subdivision process, ensuring it is protected in perpetuity. While the application proposes to remove a small portion of the wetland area (0.11 hectares of wetland and 0.95 hectares of wetland buffer), the applicant and the Nottawasaga Valley Conservation Authority (NVCA) have agreed to a compensation strategy, whereby the applicant will be required to vegetate a 1.33 hectare area along the northern half of the Bear Creek tributary's buffer area using native plant species, representing a net gain of 0.27 hectares. The applicant will also be required, as a condition of the subdivision approval, to pay compensation to the NVCA for the removal of wetland area. The compensation would be used to fund restoration projects within the NVCA watershed in the City of Barrie.
57. Further, a portion of Natural Linkage Area on the subject lands (Bear Creek tributary) is identified as a High Constraint Stream Corridor Area, while the remainder is identified as a Medium Constraint Stream Corridor Area (see Appendix "H"- Salem Natural Heritage System). Policies 8.3.2.3 and 8.3.2.4 state that Medium and High Constraint Stream Corridor Areas include identified watercourses with associated riparian lands, including buffer areas measured from the stable top-of-bank. These areas must be protected in their existing locations for hydrogeological and ecological reasons. Medium and High Constraint Stream Corridors Areas differ in that the former may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the water course, is maintained in accordance with the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations. The subject application conforms to these policies as a 30 metre buffer is proposed from the Bear Creek tributary (see Appendix "G" – Constraints Map).
58. In accordance with Policies 8.3.3.1 and 8.3.3.2, the boundaries of the Natural Linkage and Medium and High Constraint Stream Corridor Areas on the subject lands are generally consistent with the Natural Heritage System designation on Schedule 8B of the Salem Secondary Plan.
59. Policy 8.3.4 states that development or site alteration shall be prohibited in the Natural Heritage System. As noted in paragraphs 25, 51 and 56 to 58, the Natural Linkage and Medium and High Constraint Stream Corridor Areas on the site would be protected and will not be developed.

Through the preparation of an Environmental Impact Study (EIS) for the subject lands, the applicant discovered an unevaluated wetland on the subject lands, which is not identified as part of the Natural Heritage System on Schedule 8B of the Salem Secondary Plan. While the applicant is proposing to remove a small portion of the wetland, the balance of the feature would be zoned EP and conveyed to the City, along with the Natural Linkage and Medium/High Stream Corridors Areas, ensuring the NHS is protected in perpetuity. As identified in paragraph 56 above, the applicant would be required, as condition of subdivision approval, to provide compensation to the NVCA for the removal of a small portion of the wetland area located on the site.

60. Policy 8.3.6.1 identifies that 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. Policy 8.3.6.1 further states that stormwater management facilities shall be located outside of any Medium or High Constraint Stream Corridor Areas. The proposal is consistent with this policy as the City's Engineering Services Department and the NVCA have confirmed that the proposed stormwater management system conforms to the Subwatershed Impact and Functional Servicing studies for the Salem Secondary Plan Area. Additionally, the proposed stormwater management system is located outside of the Natural Linkage and Medium/High Stream Corridors Areas.
61. In accordance with Policy 8.3.8, the Natural Heritage System lands on the site would be, as condition of the subdivision approval, conveyed to the City at no cost, ensuring said lands are protected in perpetuity. Additionally, the Natural Heritage Lands on the site will not be utilized as parkland, as the proposal contains a neighbourhood park in the northeast corner of the site, which would also be conveyed to the City through the subdivision process.
62. Policy 8.3.10 requires the protection of surface water and ground water in accordance with the applicable recommendations of the Drainage and Stormwater Management Master Plan. The Engineering Services Department has confirmed that the proposal conforms to the Drainage and Stormwater Management Master Plan.
63. In accordance with Policy 8.4.2, the applicant submitted a Conformity Plan to demonstrate that the proposed development is generally consistent with the policies and schedules of the Salem Secondary Plan. The Conformity Plan was reviewed by applicable City Departments and external agencies, and a Conformity Approval Letter was issued by the Director of Development Services on September 14<sup>th</sup>, 2018.
64. In reviewing the development proposal, consideration has been given to the Community Design policies in section 8.4.4.2 of the Salem Secondary Plan. While Policy 8.4.4.2 applies to individual Draft Plans of Subdivision, it must also be considered in a larger context beyond the limits of the subject lands, as the policies apply at a neighbourhood scale. Policy 8.4.4.2 describes the general design of communities within the Salem Secondary Plan Area, which includes:
  - a) Compact and pedestrian and transit oriented built form with building densities and land uses designed to support public transit;
  - b) Central focal points, accessible open spaces and 'meeting places' for residents, and a range of land uses with a variety of lot sizes, building types, architectural styles and price levels to accommodate a diverse population;
  - c) A hierarchy of institutional, commercial and open spaces uses, located in strategic locations that serve as focal points, are accessible and meet the needs of residents;
  - d) Development shall be based on a modified grid system with an emphasis on connectivity and active transportation;

- e) The NHS is a central feature of the Planning Area and the development form should reflect this fact, including the protection of the System, provision of trails and pathways that require little terrain or vegetation modification, and the provision of natural views of the System; and
  - f) Compatibility with and connectivity to existing developments, and maintaining the development potential of undeveloped lands.
65. The proposed development meets the density targets required for low and medium density residential development in the Salem Secondary Plan Area, and provides a built form that is more compact and transit supportive than traditional ground-related residential development such as single-detached dwelling units. The proposed development contains a mix of unit types with varying price levels through the provision of street townhouse units and three (3) medium density blocks. Although the built-form on the medium density blocks will be determined at the time of Site Plan Approval, the blocks provide flexibility in terms of unit type and tenure as they would permit apartment units and different forms of townhouse units (i.e. block/cluster, stacked and back-to-back units).
66. A number of central focal points are proposed throughout the development, including an elementary school block with dual frontage on Streets 'A' and 'C', as well as a neighbourhood park which abuts the NHS and school block, and has frontage on a minor collector road. Street 'A' would contain dual sidewalks while Street 'C' would contain a single sidewalk, both of which would provide safe pedestrian access to the elementary school and neighbourhood park blocks. Additionally, a commercial block is proposed along the County Road 27 frontage which would service existing and future developments in the area.
67. The proposed development includes a modified grid street pattern that is consistent with existing and planned developments in the area, with access to County Road 27 and connections to the Draft Approved Plan of Subdivision to the east (Bear Creek Ridge). The proposal is also designed to support active transportation as residential blocks are generally a maximum of 250 metres in length, sidewalks are proposed on all streets and connections to the NHS would be provided via trail/pathway network in appropriate locations (i.e. buffer areas). The proposed development would also be serviced by City of Barrie Transit.
68. A development buffer/setback is proposed from the majority of the NHS, ensuring that the function and integrity of the watercourse and associated wetland feature on the property is protected. As noted throughout this report, the NHS lands and associated buffer will be zoned EP and dedicated to the City at no cost through the subdivision process, ensuring that the lands are protected in perpetuity. Views to the NHS are also provided from the westerly limits of Streets 'A' and 'B', the medium density blocks and the street townhouse blocks located on the west side of Street 'B'.
69. The proposed development provides connections to County Road 27 and to the Draft Approved Plan of Subdivision located immediately east of the subject lands via Street 'A'. The proposed development is considered to be compatible with existing and planned developments in the area, which consist of a mix of residential land uses. Finally, the applicant has also demonstrated how the proposal will integrate with future development on lands located immediately south and east of the subject property (see Appendix "B" – Proposed Draft Plan of Subdivision and Appendix "I" – Block Plan).
70. Policy 8.4.4.3 identifies that cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. The proposal conforms to this policy as Archaeological Clearances have been issued for the subject lands, save and except a small portion of medium density block no. 41. According to the archaeological reports submitted in support of the application, further archaeological excavation and mitigation is required on medium

density block no. 41. As such, as identified in the recommended motion, Planning staff are recommending that a Holding (H) provision be applied to medium density block no. 41 until such time as an archaeological clearance is issued by the Ministry of Tourism, Culture and Sport to the satisfaction of the City. Finally, the subject lands do not contain, nor are located adjacent to, any protected heritage resources.

71. In accordance with the streetscape design policies in Section 8.4.4.4 the proposed development:
- a) Provides dual sidewalks on all streets, except for local Street 'C' which would contain a single sidewalk;
  - b) Is connected to existing and planned developments in the surrounding area;
  - c) Residential blocks are generally less than 250 metres in length;
  - d) The proposal does not contain reversed lot frontages;
  - e) The proposed built-form is complementary to the 18 and 24 metre rights-of-way and would be oriented to the street, which would aid in creating an attractive street/building interface and a pedestrian friendly environment;
  - f) Buildings located on corner lots would be required, as a condition of the subdivision approval, to be sited and massed towards the intersection, with enhanced façade treatments; and
  - g) Garages are not permitted to project beyond the front wall or porch of a dwelling unit, as per the requirements of section 14.3.3.1a) of Zoning By-law 2009-141, as amended.
72. The proposed medium density blocks would permit a building height of 3 to 12-storeys, however, the blocks are strategically located along Street 'A' which is a minor collector road. Increased building heights and densities are generally encouraged to locate at major intersections or along arterial and collector roads where City transit and infrastructure is readily available. The development of the medium density blocks would be subject to a subsequent Site Plan Control Application, whereby Planning staff would ensure that the design of the blocks conforms to the urban design policies of the Salem Secondary Plan, including but not limited to, supporting active transportation, creating a pedestrian friendly environment, adhering to a high standard of design, massing buildings toward the street, incorporating landscaping, and providing an appropriate transition to the street and abutting land uses.
73. The policies in Section 9.4.4.8 encourage development to be designed in a manner which promotes green building and site design, and maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices. The proposed development conforms to these policies as the design of the development is more compact and is proposing the implementation of LID stormwater management practices.
74. Policy 9.4.4.12 requires public facilities, including parks and schools to be designed in a manner that creates compact neighbourhoods through the joint use of buildings, open spaces and parking areas as a means to reduce land requirements. The proposal conforms to this policy as the elementary school block is located immediately adjacent to a village square block, providing future opportunities for the joint-use of both facilities.
75. Section 8.5 of the Salem Secondary Plan contains goals and policies associated with the Natural Heritage System, Residential Areas, School/Neighbourhood Park Areas and Waste Disposal Assessment Areas.

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76. Policies 8.5.3.1(a-d) outline the goals for the NHS within the Salem Secondary Plan, and include: creating, protecting and preserving, and where appropriate, enhancing, a linked natural heritage system to ensure the long term sustainability of the System within the urban context; to work with landowners to achieve public ownership of the NHS; to design the NHS so that it contributes to the enhancement of air and water resources; and, to provide the opportunity for passive recreation uses, including pathways in the NHS, in a manner which is compatible with the long term sustainability of the system within the urban context.
77. These goals have been satisfied, in part, by this development proposal. The development limits on the proposed Draft Plan of Subdivision are generally consistent with the land use designations on Schedule 8C of the Salem Secondary Plan, which identifies a portion of the subject lands to be part of the overall Natural Heritage System (see Appendix "D" – Salem Secondary Plan Land Use). The applicant is proposing to protect a tributary of Bear Creek which runs through the property, by way of a 30 metre development setback and a 6 metre buffer from the flood line and erosion hazard limit. The applicant is also proposing to protect the majority of an unevaluated wetland located in the southern half of the subject lands through the provision of a 20 metre buffer. While the application proposed to remove 1.06 hectares of the wetland area (0.11 hectares of wetland and 0.95 hectares of wetland buffer), the applicant and the NVCA have agreed on a compensation strategy, whereby the applicant will vegetate a 1.33 hectare area along the northern half of the Bear Creek tributary's buffer area using native plant species, representing a net gain of 0.27 hectares. The applicant would also be required, as a condition of the subdivision approval, to provide financial compensation which would be used for other restoration projects within the NVCA watershed in the City. Further, all lands associated with the Bear Creek tributary and the wetland, including buffer areas, would be re-zoned as an EP Zone and conveyed to the City of Barrie at no cost through the subdivision process, ensuring protection in perpetuity.
78. Policies 8.5.10.1 (a) and (b) outline the goals for the Residential Areas within the Salem Secondary Plan, and include developing a residential community with its own special character, providing for a diverse range of housing options as well as live-work opportunities and transit-supportive development patterns and densities. Goals are also to develop residential districts and neighbourhoods that have a "sense of place" created by the design of the development, including pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and village squares which are designed as "meeting" points for the immediate area.
79. These goals have been satisfied, in part, by this development. The proposal includes alternative housing forms such as townhouse and apartment units, along with second suites and home occupations. The proposed density of the subdivision is generally consistent with the density targets for low and medium density development, thereby supporting transit, and the modified grid street pattern makes transit more accessible. Additionally, sidewalks are being included throughout the proposed development with connections to existing and future sidewalks located beyond the limits of the subdivision. Finally, there is a commercial block, neighbourhood park, elementary school and a NHS within the proposed development, all of which will be accessible via public sidewalks and trails/pathways.
80. Policy 9.5.7.2 outlines the permitted uses in Residential Areas, which include low and medium density residential development in a mix of housing types, along with local convenience commercial facilities. Policy 9.5.7.3(a)i) details that low density residential development is permitted at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare. Policy 9.5.7.3(a)ii) further states that the density for medium density residential development shall be no less than 30 units per net hectare and no greater than 70 units per net hectare. The proposed townhouse units would have a density of 30 units per hectare, while the medium density blocks would have a density of 30 to 70 units per hectare, in accordance with the policies of the Salem Secondary Plan. The final density of the medium density blocks will be dependent on the built-form proposed on each of the blocks. The built-form and design of the medium density blocks would be



subject to a subsequent Site Plan Approval process, which would be reviewed by City staff to ensure compliance with the density provisions of the Official Plan and the Zoning By-law.

81. Policy 8.5.10.4 states that other permitted uses in the Residential designation will be controlled through the Site Plan Control process and shall be oriented to arterial and collector roads. This proposal conforms to this policy as the proposed convenience commercial block is located along the County Road 27 frontage and the future development of the block would be subject to a subsequent Site Plan Control application.
82. Policy 8.5.12.1 outlines the goals for school/neighbourhood park areas throughout the Salem Secondary Plan, and includes developing Neighbourhood Parks as a focal point for one or more neighbourhoods; and, locating schools adjacent to Neighbourhood Parks to maximize the use of both facilities. The proposal conforms to these goals as the Neighbourhood Park and elementary school block are located adjacent to each other and are centrally located to service the proposed development, as well as existing and planned developments in the surrounding area.
83. Policy 8.5.12.3(a) states that the School/Neighbourhood Park Area designations on Schedule 8C of the Salem Secondary Plan are conceptual, and the exact location and configuration of both parks and school sites will be established through the development review process. According to Schedule 8C, an elementary school and neighbourhood park block was planned on the provincially owned lands located south of the subject property, known municipally as 450 Salem Road, which were historically used as a landfill (see more information in paragraph 86). Through the development review process, both the City and the Simcoe County District School Board requested that the applicant incorporate a school and neighbourhood park block within the proposed subdivision. This request was made to ensure that a park and school block are developed in a timely manner to support new development in the area, as the Provincially-owned lands to the south may not be developed in the foreseeable future.
84. Policy 8.5.12.3(b) identifies that the location, size (2.42 hectares maximum), configuration and orientation of school blocks shall be determined in consultation with the Boards of Education. This goal and policy have been satisfied, in part, by this development. The location, size (2.20 hectares), configuration, orientation and preliminary grading of the school block has been reviewed by and deemed acceptable to the Simcoe County District School Board.
85. Policy 8.5.12.3(c) states that 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 of the Hewitt's Secondary Plan shall be permitted. All school blocks shall be zoned to permit alternative uses permitted by the underlying land use designation, including other institutional and residential uses. The applicant is proposing a site-specific zoning provision for the elementary school block to permit residential development in accordance with the 'Neighbourhood Residential' (R5) zone standards in the event that the school block is not developed by the School Board. The applicant submitted a lotting plan which demonstrates that the school block could be developed in accordance with the R5 Zone standards.
86. According to Schedule 8C – Land Use, the subject lands are located within 500 metres of a former waste disposal site, located to the south on lands known municipally as 450 Salem Road. Policy 8.5.15.1 states that it is a goal of the City to minimize the potential risks to public health and safety from the off-site impacts associated with former waste disposal sites. Further, Policy 8.5.15.2 states that no development shall be permitted in a Waste Disposal Assessment Area unless it can be demonstrated 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 is required prior to the approval of any development proposal. The application conforms to these policies as a Landfill Impact Assessment was submitted in support of the development, and concluded that the waste disposal site has been remediated and all waste deposited has been removed and subsequent sampling of groundwater and soils has confirmed that the site meets criteria for residential and parkland use,

as outlined in the Guideline for Use at Contaminated Sites in Ontario. The Landfill Impact Study was peer reviewed by a qualified Professional Engineer (Golder Associates) on behalf of the City, who confirmed that the findings of the Landfill Impact Assessment were accurate.

87. Policies 8.6.3.1(a)iii-iv) detail how minor collector and local streets shall generally develop and that they should be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (MMATMP). These policies restrict the right-of-way width to a maximum of 24 metres for minor collector streets and a maximum of 20 metres for local streets. The right-of-way widths within the proposed development are generally consistent with these policies and on-street parking would be permitted on one side of all minor collector and local streets.
88. In accordance with Policies 8.6.3.2(a-b) and 8.6.3.3, the proposed development would be serviced by City of Barrie transit and support active transportation through the provision of a pedestrian/cycling system. The exact location of transit routes and stops, and pedestrian/cyclist facilities would be finalized through the detailed design process associated with the plan of subdivision.
89. In accordance with Policy 8.6.4(b), the following City-wide plans and studies have been completed and approved:
  - a) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
  - b) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
  - c) Water Storage and Distribution Master Plan; and
  - d) Water Supply Master Plan Update Class EA (Phases 1 and 2).
90. Policies 8.6.5 (a) and (b) outline the requirement for development to comply with the recommendations of the Drainage and Stormwater Management Master Plan and the need to submit a Subwatershed Impact Study as part of the submission of a complete application. The proposal conforms to these policies as Development Approvals staff have confirmed that the development conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Salem Secondary Plan Area prior to the submission of a complete application (please see Appendix "E" – Technical Study Descriptions).
91. Policies 8.6.6 (a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application, InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design of the subdivision, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way.
92. In accordance with Policy 8.6.7.3, the City has entered into a Master Parkland Agreement with the Salem Landowners Group. The agreement outlines the land and cash-in-lieu obligations for the landowners. The applicant is required to pay \$256,130 to the City at the time of registration of the Plan of Subdivision, in accordance with the Salem Master Parkland Agreement. Additionally, a Neighbourhood Park is proposed within the development. The location, size, configuration, orientation and preliminary grading of the Neighbourhood Park has been reviewed by the City's Development Approvals staff who have confirmed acceptance of same.

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93. Policies 8.6.10 (a-d) require that school sites be reserved in appropriate locations as identified on Schedule 8C, shall be located adjacent to neighbourhood parks, and zoned to permit alternative uses (i.e. residential) in the event that they are not developed by the school board. The proposal conforms to these policies as a school site is proposed adjacent to a neighbourhood park and will be zoned to permit residential uses in accordance with the provisions of the R5 Residential Zone in Zoning By-law 2009-141, as amended.
94. Policies 8.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Salem Secondary Plan Area. To satisfy these policies, Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review. No service has identified the need for a site within the proposed development.
95. Policy 8.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
96. Policy 8.7.3.1 outlines the requirements that shall be satisfied before development proceeds, and includes the following:
- a) Policy 8.7.3.1(a) – Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP);
  - b) Policy 8.7.3.1(b) - The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under *the Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
  - c) Policy 8.7.3.1(c) - Landowners in the Salem Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan;
  - d) Policy 8.7.3.1(d) - Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;
  - e) Policy 8.7.3.1(e) - Landowners in the Salem Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and
  - f) Policy 8.7.3.1(f) - Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

97. Council for the City of Barrie has an adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2019-055) in full force and effect; the applicant will be required to enter into a subdivision agreement with the City to move forward with the registration of the Draft Plan of Subdivision; a Master Parkland Agreement has been entered into for the landowners within the Salem Secondary Plan Area; the landowners within the Salem Secondary Plan Area have entered into a cost sharing agreement; and the Natural Heritage system lands located on the subject site will be conveyed to the City at no cost through the Plan of Subdivision process.
98. Policy 8.7.3.2(a) details how development shall proceed in three phases as designated on Schedule 8E of the Hewitt's Secondary Plan and that prior to the commencement of development in each phase, the policies of Section 8.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In accordance with this policy, the subject lands are located in Phase 1 as identified on Schedule 8E of the Salem Secondary Plan (see Appendix "C" – Salem Secondary Plan Area Phasing). Furthermore, an approved Subwatershed Impact Study exists for the entire Salem Secondary Plan Area, the availability of water and wastewater have been confirmed as per the municipal master plans, the availability of internal and external transportation infrastructure to support the development has been confirmed, and the City is satisfied that the development can be undertaken in a financially responsible manner.
99. Policy 8.7.3.2(c) requires that the City plan for the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. The proposed development is consistent with planned services, will connect to a draft approved Plan of Subdivision to the east and will not be occupied prior to the availability of full municipal services. Policies 8.7.3.2(c)i) and iv) require that stormwater management facilities be constructed and dedicated to the City as a condition of draft approval and road infrastructure is constructed or secured to be constructed. The proposal conforms to these policies as the proposed development will contain on-site stormwater management systems which will be dedicated to the City through the subdivision process, along with the municipal rights-of-way.

#### **Zoning By-law 2009-141**

100. The proposal seeks to amend the zoning of the subject lands from 'Agricultural General' (AG) to 'Neighbourhood Residential' (R5); 'Neighbourhood Residential Multiple Zone (RM3); 'Neighbourhood Residential Multiple Zone – Hold No. XXX' (RM3)(H-XXX); 'Educational Institutional Hold – Special Provision No. XXX' (I-E)(H-XXX)(SP-XXX); 'Convenience Commercial' (C5); 'Open Space' (OS); and, 'Environmental Protection' (EP). The existing zoning over the subject lands was carried over from the Town of Innisfil Zoning By-law 054-04 which has since been repealed by the Town, but remains in effect on the subject lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The proposed zoning by-law amendment will implement the land use designations in the Salem Secondary Plan.

#### **Holding (H) Provisions**

101. In accordance with section 6.7 of the Official Plan, the City may utilize Holding (H) Provisions in accordance with the *Planning Act*, where the specific use of land has been identified but where the details of the development have not yet been fully resolved. In this regard, staff are recommending

that a Holding (H) provision be utilized over a portion of the subject lands (medium density residential block no. 41 as identified on the Draft Plan of Subdivision in Appendix "B") so as to ensure that development would not proceed on these lands until such time that Archaeological Clearance has been issued by the Ministry of Tourism, Culture and Sport. In this regard, the Archeological Report submitted in support of the development identifies that additional archaeological excavation and mitigation is required in the northeast corner of medium density residential block no. 41.

102. As identified in the recommended motion, the Holding (H) provision would be lifted following Archaeological Clearance being issued by the Ministry of Tourism, Culture and Sport. Additionally, development of the medium density residential block would be subject to a subsequent Site Plan Control process, through which the archaeological clearance would also be required as a condition of approval. Therefore, Planning staff are satisfied that the Holding (H) provision will ensure that any potential archaeological resources located within the medium density residential block would be appropriately protected.
103. An additional Holding (H) provision was requested for the elementary school block (block 43), as identified in the Draft Plan of Subdivision in Appendix "B". The Holding (H) provision would prohibit residential development on the school block until such time as the Simcoe County District School Board (SCDSB) confirms that a school site is not required and releases the block for residential development. The Holding (H) provision was requested by the SCDSB through the review process to ensure that the School Board's interests would be protected. Planning staff do not recommend that a Holding (H) provision be placed on the elementary school block, as the conditions of approval for the associated Draft Plan of Subdivision would provide the School Board with an option to purchase the school site at any time specified by the Board within ten (10) years following the date of registration of the subdivision. Planning staff are satisfied that the conditions of approval for the Plan of Subdivision would sufficiently protect the School Board's interests.

#### Site-specific Zoning Provisions (SP's)

104. The applicant is seeking a site-specific zoning provision for the elementary school block, which would permit residential uses in accordance with the 'Neighbourhood Residential' (R5) zone standards in the event that the Simcoe County District School Board (SCDSB) does not develop the lands for a new elementary school. As noted in paragraph 85 above, this is consistent with Policy 8.5.12.3(c) of the Salem Secondary Plan. The applicant has demonstrated that the school block can be developed with street townhouse units and a local street. Consequently, Planning staff are of the opinion that the site-specific zoning provision is consistent with the policies of the Salem Secondary Plan and as such, have referenced same in the recommended motion.
105. Section 8.3.5.2 of Zoning By-law 2009-141 requires an elementary school to have a landscaped open space of 1 hectare, which represents approximately 41 percent of the total site area. Further, Section 8.3.1 of Zoning By-law 2009-141 requires that a minimum of 35 percent of a school site consist of landscaped open space. The general intent and purpose of requiring a minimum landscaped open space on school sites is to ensure that sufficient greenspace is provided as a play area for students. Given the challenges associated with the post-development grades on the school block, the School Board has requested that Section 8.3.5.2 of the Zoning By-law not apply to the school site. The School Board has advised that providing 1 hectare of landscaped open space (41 percent of the site area) is not feasible due to retaining walls that may be required on the site. The School Board has advised that a landscaped open space comprised of 35 percent of the site area is more attainable, and will provide sufficient play area for students. As such, Planning staff are of the opinion that the site-specific zoning provision maintains the general intent and purpose of the zoning by-law, and as result, has been referenced in the recommended motion.



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Summary

106. Staff have reviewed the public, departmental, and agency comments received and have reviewed the relevant Provincial and City Policy in regard to the proposed Zoning By-law Amendment and subsequent Draft Plan of Subdivision application. For all of the reasons stated in this report, the development of 303 to 441 residential units in a mix of housing types, a neighbourhood park, an elementary school, commercial block, stormwater management facility and a natural heritage system is considered appropriate and is consistent with, and conforms to, relevant Provincial Policy, the City's Official Plan, and the Salem Secondary Plan while being respectful of the existing and proposed developments surrounding the subject lands.

**CLIMATE CHANGE IMPACT MATTERS**

14. The environmentally sensitive lands associated with the Bear Creek tributary and identified as part of the NHS in the Salem Secondary Plan, will be zoned 'Environmental Protection' (EP) and would be required to be conveyed to the City through the subsequent Draft Plan of Subdivision process, ensuring the protection of this feature in perpetuity.

**ALTERNATIVES**

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

**Alternative # 1**

Planning Committee could refuse the subject Zoning By-law Amendment application and maintain the current Agricultural General (AG) zone over the subject lands pursuant to Zoning By-law 054-04 (Innisfil).

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

**Alternative # 2**

Planning Committee could approve the subject Zoning By-law Amendment application without the requested Holding (H) provision for medium density block no. 41 and the site-specific provisions for the elementary school block.

This alternative is not recommended as the Holding (H) provision would ensure that any potential archaeological resources on the medium density block are protected from development impacts. The site-specific zoning provisions for the school block would facilitate the development of a school site that meets the needs of the SCDSB, while also permitting residential development in the future should the school site not be developed by SCDSB.

**FINANCIAL**

108. Prior to the issuance of building permits, the applicant would be required to pay a Capital Contribution Rate of \$3,543 per apartment dwelling unit and \$4,964 per other multiple dwelling unit (i.e. townhouse units).
109. 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 (DCs) and securities for site development works. Through the subdivision registration process, the City will collect approximately \$9,323,225 to \$12,241,695 in Development Charges (\$35,883 townhouse units and

- \$25,378 average for bachelor/1-bedroom and 2+ bedroom apartment units) in accordance with current DC rates.
110. An Education Levy of \$1,759 per unit will be calculated and collected at the time of issuance of the building permit. The Education Levy amount for the proposed development is estimated to be approximately \$501,315 to \$703,600.
  111. In accordance with the Salem Master Parkland Agreement, the applicant is required pay \$256,130 to the City at the time of registration of the Plan of Subdivision.
  112. Municipal property taxes are collected annually. The total municipal taxes collected in 2019 for the subject site was \$1,405. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future subdivision as building permits are not expected until late 2021 at the earliest. However, the assessed value of the future housing is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as it exists today.
  113. A Finance Administration fee of \$73.00 per residential unit will be charged at the time of building permit issuance.
  114. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following the 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.
  115. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

#### **LINKAGE TO 2018-2022 STRATEGIC PLAN**

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

Goal	Elements to Achieve Goals
Fostering a safe and healthy City	The proposal includes compact development that provides "eyes on the street" and supports active transportation.
Building strong neighbourhoods	The proposal integrates with existing and future developments and aids in creating a complete community given the variety of uses proposed on the subject lands (residential, commercial, parks, schools and natural heritage).
Improving the ability to get around Barrie	The compact nature of the proposed built form along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options.

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Appendix "C" – Salem Secondary Plan Phasing  
Appendix "D" – Salem Secondary Plan Land Use  
Appendix "E" – Technical Study Descriptions  
Appendix "F" – Pedestrian Mobility Plan  
Appendix "G" – Constraints Map  
Appendix "H" – Salem Natural Heritage System  
Appendix "I" – Block Plan

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 8001 County Road 27 and as shown on Schedule "A" to this By-law, from Agricultural General (AG) to Neighbourhood Residential (R5), Neighbourhood Residential Multiple Dwelling Zone (RM3); 'Neighbourhood Residential Multiple Dwelling Zone – Hold No. XXX (RM3)(H-XXX), Educational Institutional – Special Provision No. XXX (I-E)(SP-XXX), Convenience Commercial (C5), Open Space (OS) and, Environmental Protection (EP) be approved.

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 20-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 Agricultural General (AG) pursuant to Zoning By-law 054-04 (Innisfil) to Neighbourhood Residential (R5), Neighbourhood Residential Multiple Dwelling Zone (RM3); 'Neighbourhood Residential Multiple Dwelling Zone – Hold No. XXX (RM3)(H-XXX), Educational Institutional – Special Provision No. XXX (I-E)(SP-XXX), Convenience Commercial (C5), Open Space (OS) and, Environmental Protection (EP) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** the By-law for the purpose of lifting the Holding (H-XXX) Provision from the Zoning By-law Amendment as it applies to the lands municipally known as 8001 County Road 27, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
  - i. **THAT** the Ministry of Tourism, Culture and Sport issue a letter of clearance demonstrating that the Ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the Ministry's standards and the site be fully excavated and all items of cultural

heritage value or interest removed and recorded in accordance with Ministry standards, to the satisfaction of the City.

3. **THAT** residential uses shall be permitted in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone, in accordance with the Neighbourhood Residential (R5) zone standards and permitted uses.
4. **THAT** a minimum of 35 percent of landscaped open space shall be provided for elementary schools in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone.
5. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule “A” to this By-law, shall apply to the said lands except as varied by this By-law.
6. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**READ** a first and second time this date day of month, 2020.

**READ** a third time and finally passed this this date day of month, 2020.

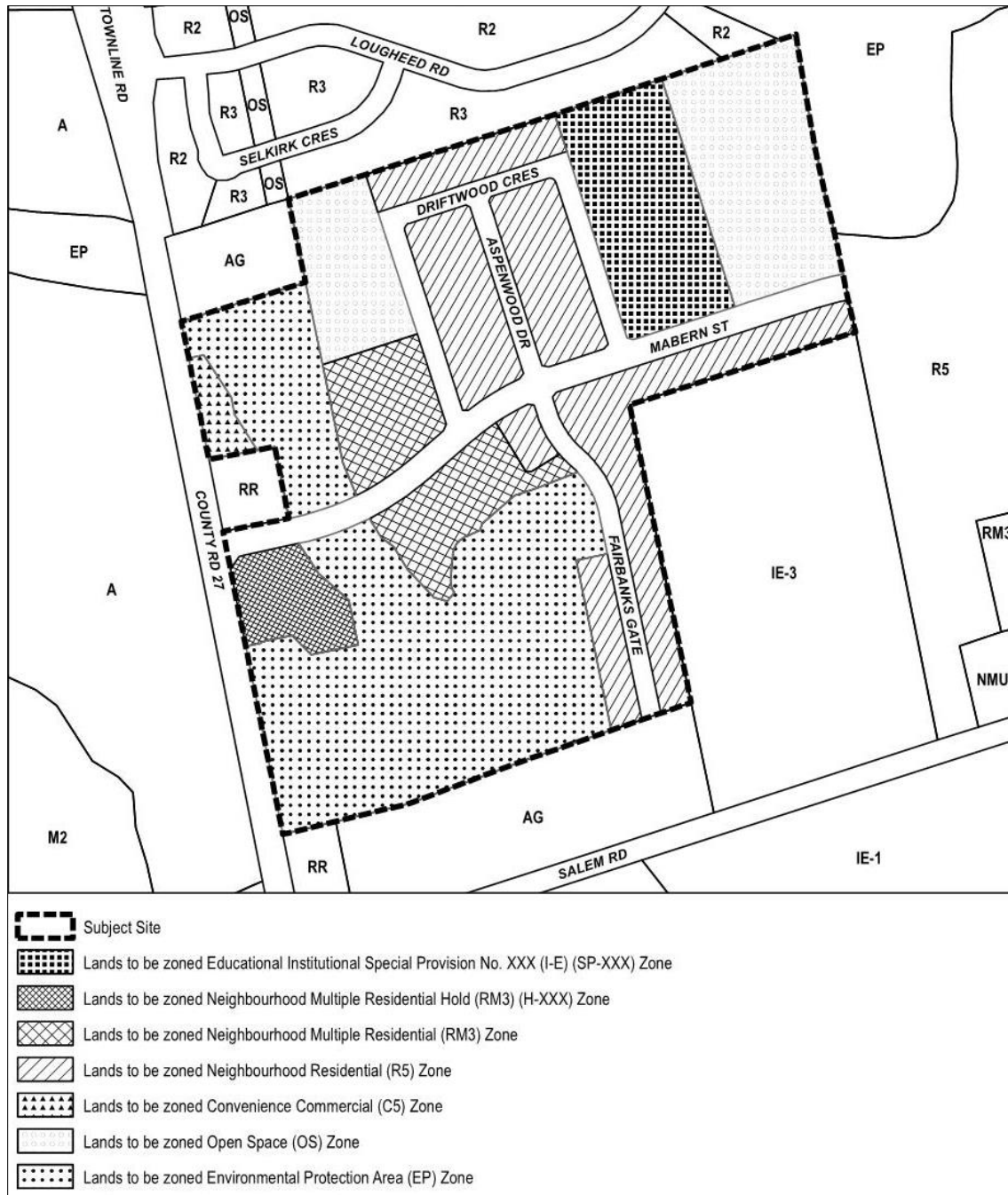
**THE CORPORATION OF THE CITY OF BARRIE**

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**MAYOR – J. R. LEHMAN**

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**CITY CLERK – WENDY COOKE**



Schedule "A" attached to By-law 2020-XXX



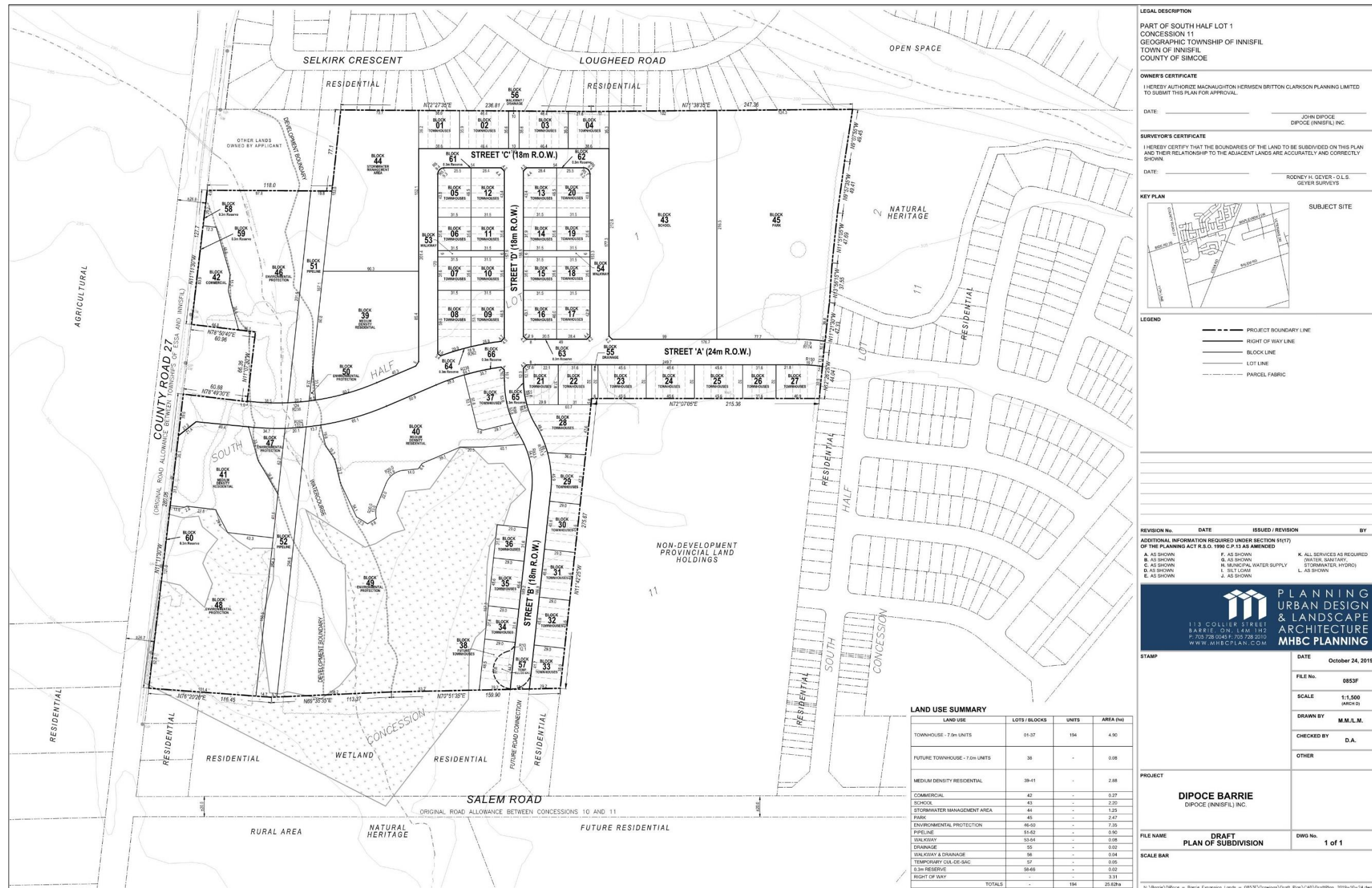
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

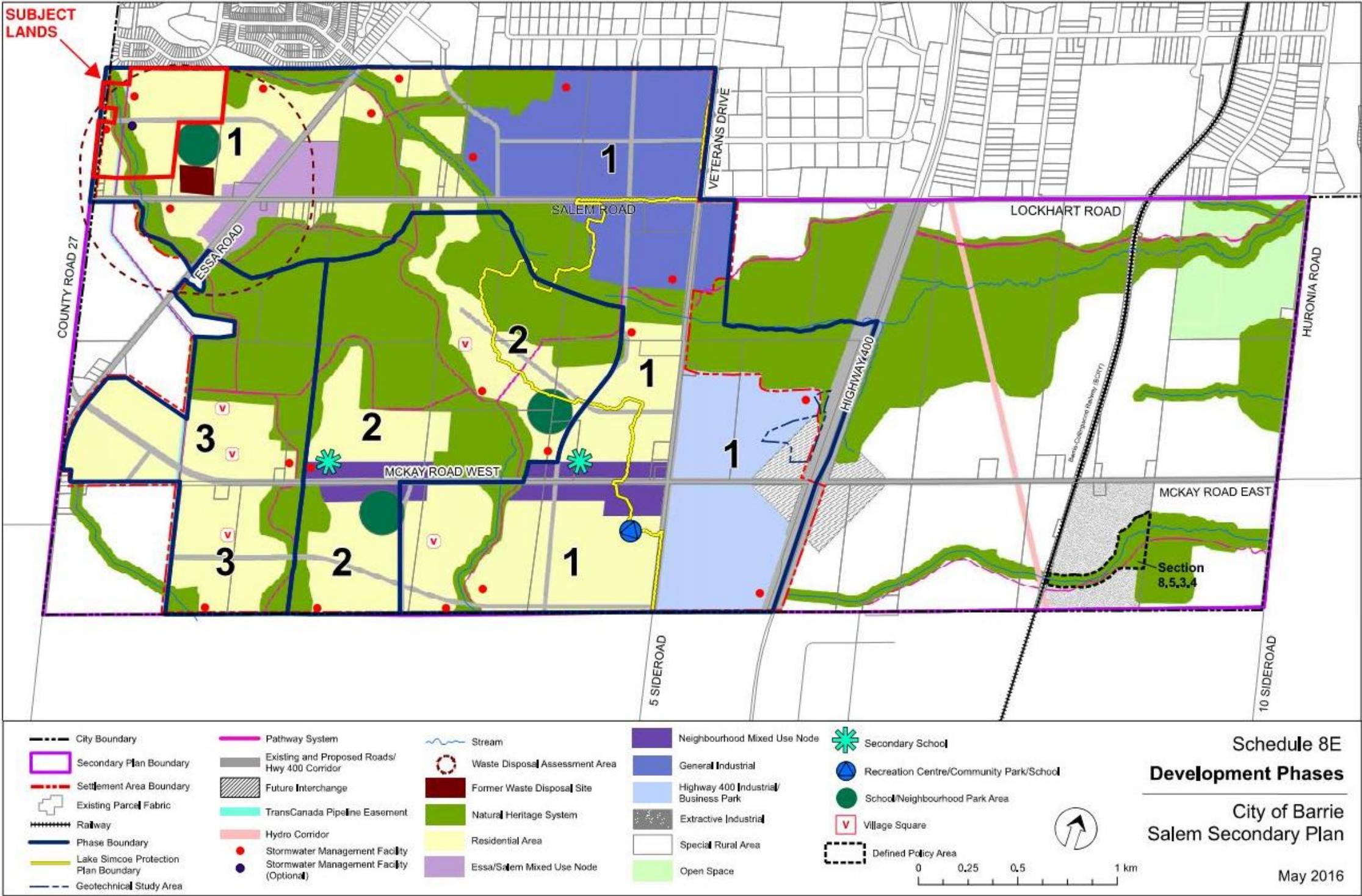
## APPENDIX "B"

## Proposed Draft Plan of Subdivision





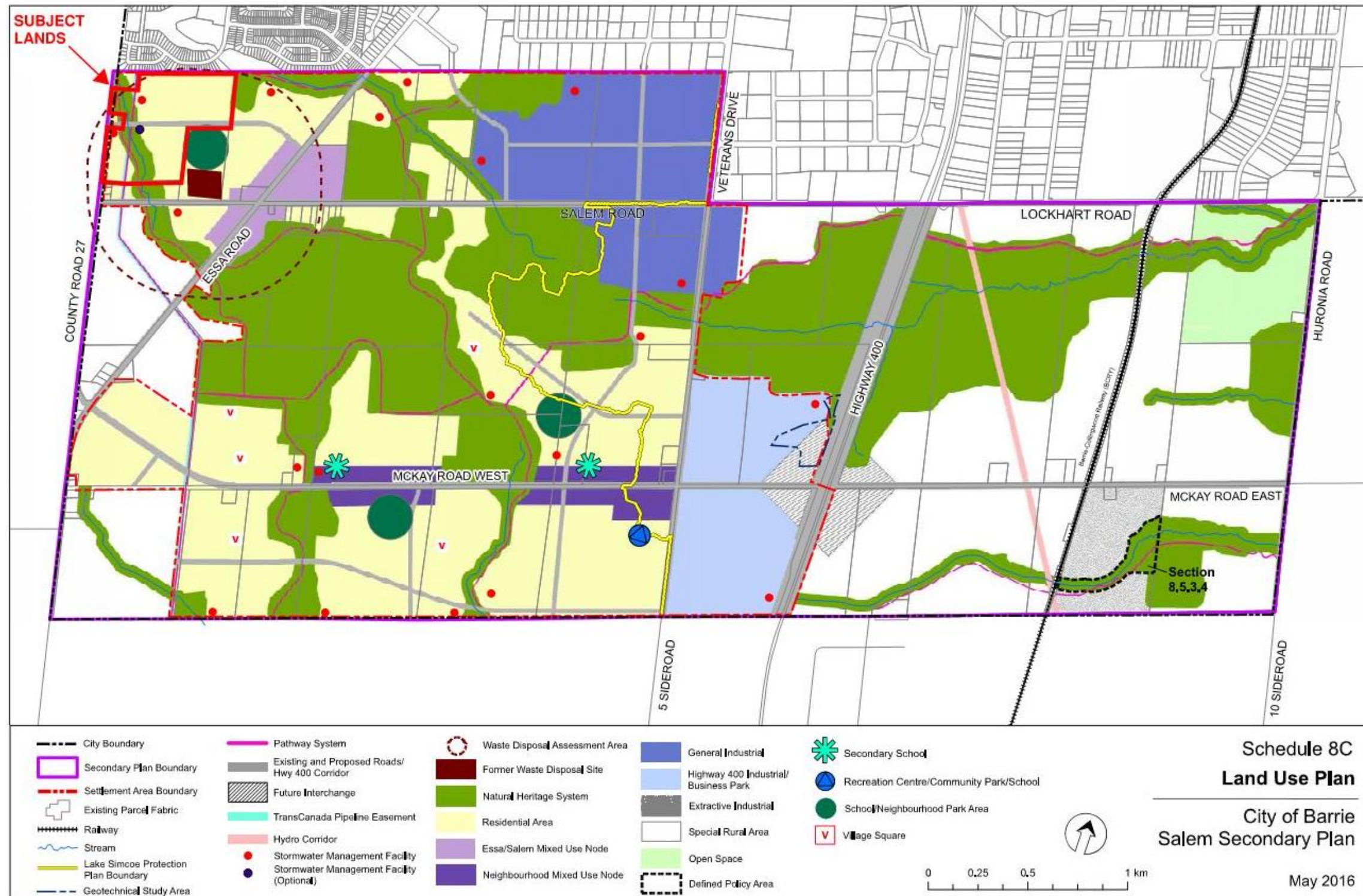
APPENDIX "C"  
Salem Secondary Plan Phasing





APPENDIX "D"

Salem Secondary Plan Land Use



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APPENDIX "E"

**Technical Study Descriptions**

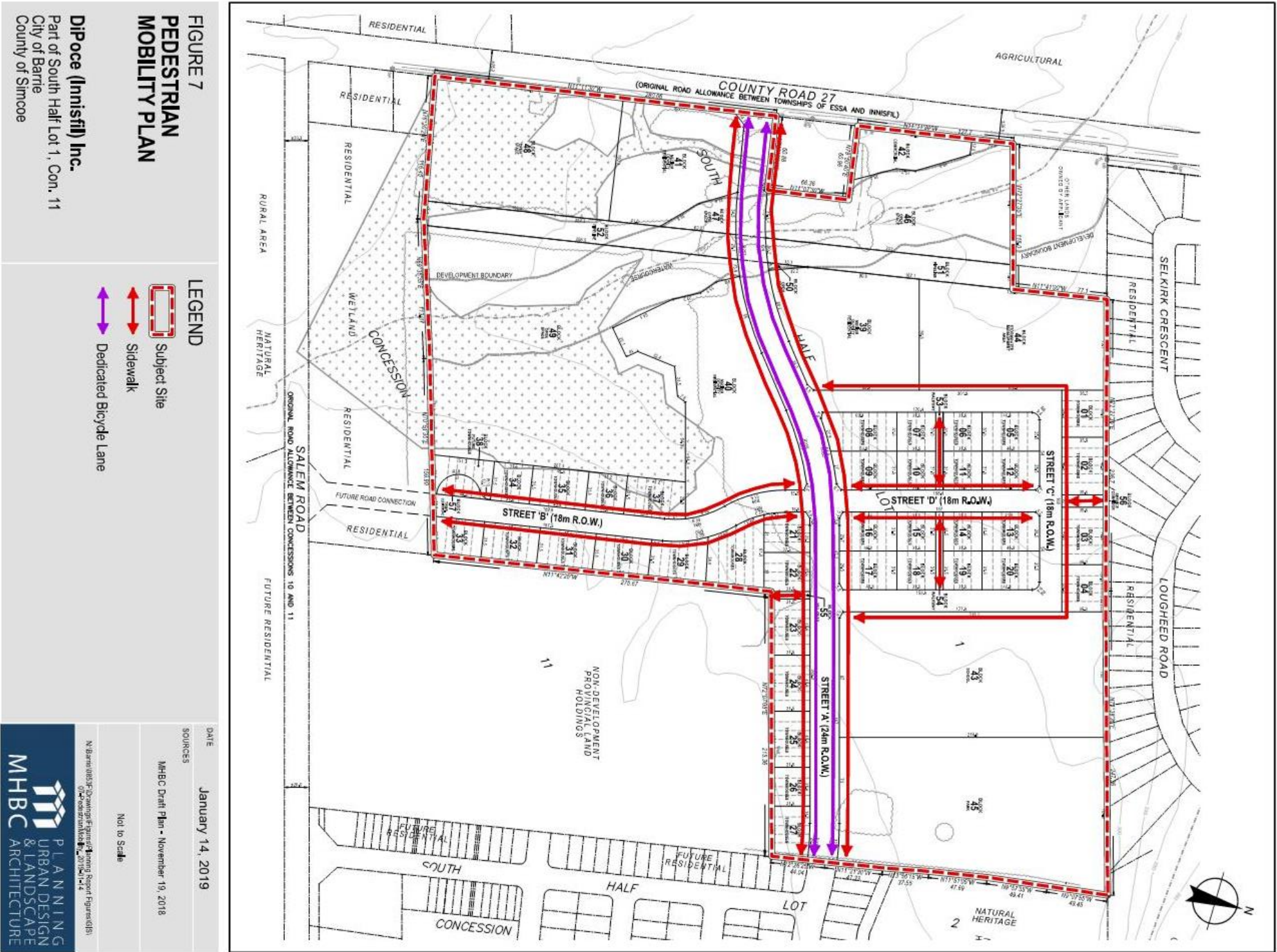
- a) **Subwatershed Impact Study (SIS)** (Schaeffers Consulting Engineers, December 2017): This study identifies site specific constraints and preferred servicing solutions within the limits of the Salem Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial resources, general aquatic resources, the Natural Heritage System, natural heritage constraints, hydrogeological and geological conditions, surface and groundwater conditions, and includes recommendations for stormwater management and low impact development (LID) measures, erosion and sediment control, grading and earth works, road design, and the storm, sanitary and water network.
- b) **Planning Justification Report** (MHBC Planning Ltd., January 2019): provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the professional opinion of MHBC Planning Ltd. that the proposal is an appropriate form of development, is consistent with the policies contained in the Provincial Policy Statement (PPS), conforms to the policies of the Growth Plan, City of Barrie Official Plan, and the Salem Secondary Plan, and represents good planning.
- c) **Environmental Impact Study** (Michalski Nielsen Associates Limited, January 2019, Revised October 2019): provides information on biophysical features located on the site. It builds on the inventories of natural features and evaluations of ecological significance that were presented in the SIS for the Salem Secondary Plan Area, as well as including an impact analyses and identification of mitigation measures. Mitigation measures outlined in the EIS include, but are not limited to: the preparation of a wetland compensation plan as a condition of approval for the subdivision; financial compensation for removal of portions of the wetland area; preparation of construction specifications and monitoring requirements for an open marsh wetland to be located adjacent to the Bear Creek tributary north of Street 'A'/Maebern Street; and tree removals being undertaken outside of the breeding period for birds and hibernating bats.
- d) **Bear Creek Floodplain Analysis Report** (Schaeffers Consulting Engineers, October 2019): presents the floodplain results for the main branch of the south tributary of Bear Creek, which runs through the subject lands. The main objective of the study is to confirm the floodplain established in the SIS for the Salem Secondary Plan Area and to prepare a revised regulatory floodplain for the south tributary of Bear Creek based on the calculated flows and updated topographic data. The study confirms that adequate buffers are proposed between the development boundary and the limits of the floodplain.
- e) **Hydrogeological Study** (R.J. Burnside & Associates Limited, December 2018, Revised October 2019): reviews the relevant regulations and policies, provides an understanding of the geological and hydrogeological conditions, including topography and physiogeography, quaternary geology, bedrock geology, hydrostratigraphy, and the local groundwater system. It reviews the need for dewatering, identifies potential receptors such as environmental features, groundwater use, and a water well survey, includes a water balance analysis, and identifies potential impacts and proposed mitigation.
- f) **Functional Servicing Report** (Schaeffers Consulting Engineers, December 2018, Revised October 2019): reviews the external and internal roads, provides details of water and sanitary servicing, identifies stormwater drainage, including a preliminary water balance and phosphorus assessment, and discusses the ability to accommodate utility and communication utilities. The report concludes that the site can be graded and serviced feasibly in accordance with previously approved reports/master plans and the City of Barrie, Nottawasaga Valley Conservation Authority, Ministry of Environment, Conservation and Parks design criteria and Private Utility Company (i.e. InnPower, Bell, Enbridge etc.) policies and standards.



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- g) **Geotechnical Report, Slope Stability Assessment and Geotechnical Setback Study** (Geopro Consulting Limited, January 2019, Revised October 2019): reviews site conditions and outlines the investigation procedure, and includes subsurface conditions, such as paved surfaces, topsoil, fill materials, clayey silt/silty clay, sand/sand silt/silty sand, gravelly sand, gravel, and groundwater. The report includes recommendations for site preparation, maintaining stable slopes, pipe bedding, house foundations, floor slab construction, earthquake considerations, excavation and backfill, lateral earth pressure, permanent perimeter drainage, and pavement construction.
- h) **Geomorphic Assessment** (Geopro Consulting Limited, January 2019, Revised October 2019): characterizes existing site conditions and contributes to the determination of the limits of development on the site through the provision of meander belt dimensions and geotechnical stable slope criteria, provision of road crossing recommendations, and to provide technical support to the development of a stormwater servicing plan for the proposed subdivision.
- i) **Landfill Impact Assessment** (Terraprobe Inc., October 2010, Revised October 2019): characterizes the local and regional geologic and hydrogeologic conditions around the subject lands and determines the likelihood of any adverse effects, with respect to leachate generation and/or methane gas generation from a former waste disposal site located at 450 Salem Road. The report concludes that the waste disposal site has been remediated and all waste deposited has been removed and subsequent sampling of groundwater and soils has confirmed that the site meets criteria for residential and parkland use, as outlined in the Guideline for Use at Contaminated Sites in Ontario.
- j) **Noise Feasibility Study** (HGC Engineering Ltd., January 2019): identifies noise sources and noise-sensitive land uses and recommends any required mitigation measures. The study concludes that the development satisfies the transportation noise requirements of the Ministry of Environment, Conservation and Parks (MECP) guideline NPC-300 so long as the recommendations of the report are followed.
- k) **Phase One and Two Environmental Site Assessment (ESA)** (Geopro Consulting Limited, December 2018 and October 2019): provides an assessment of Potential Contaminating Activities (PCAs) and identifies Areas of Potential Environmental Concerns (APECs), and characterizes the subsurface soil and groundwater conditions. The reports conclude that further investigation is required on the site to determine if a Record of Site Condition (RSC) is required prior to the issuance of building permits.
- l) **Stage 1-4 Archaeological Assessments** (This Land Archaeology Inc., March 2016, April 2016, August 2016, August 2018 and September 2018): provides background research into the archaeological land use history of the subject site using documentary sources, historic maps, topographic maps and satellite imagery, and included a Stage 1 field inspection and Stage 2 to 4 assessments. No archaeological resources were encountered on the site, save and except a small portion of Medium Density Block No. 41. The report recommends that additional excavation and mitigation be undertaken on Medium Density Block No. 41, prior to any development occurring on the block. With the exception of Medium Block No. 41, archaeological clearances have been issued for the site by the Ministry of Tourism, Culture and Sport.
- m) **Transportation Impact Study** (NexTrans Consulting Engineers Inc., December 2018): This study provides a general analysis of development impacts on the entire Salem Secondary Plan transportation system, as well as a detailed traffic study focused specifically on the proposed development and the surrounding transportation network. The study concluded that the development proposal can be adequately accommodated by the existing transportation network, the proposed network improvements identified and scheduled by the City of Barrie and other developments in the Salem Secondary Plan, as well as the proposed improvements recommended in the study.

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- n) **Traffic Signal Warrant Analysis** (NexTrans Consulting Engineers Inc., October 2019): analyzes the capacity operation of the intersection of Street 'A'/Maebern Street and County Road 27 based on forecast traffic volumes for 2021 and 2031. The assessment concludes that traffic signals are not numerically warranted at the intersection of County Road 27 and Street 'A'/Maebern Street, as the intersection is expected to operate at acceptable levels of service through to 2031.
  - o) **Tree Inventory and Preservation Plan Report** (Kuntz Forestry Consulting Inc., November 2018, Revised October 2019): provides an inventory of the existing trees on site, identifies which trees will be affected by the proposed development, and identifies tree protection recommendations for the trees to remain.

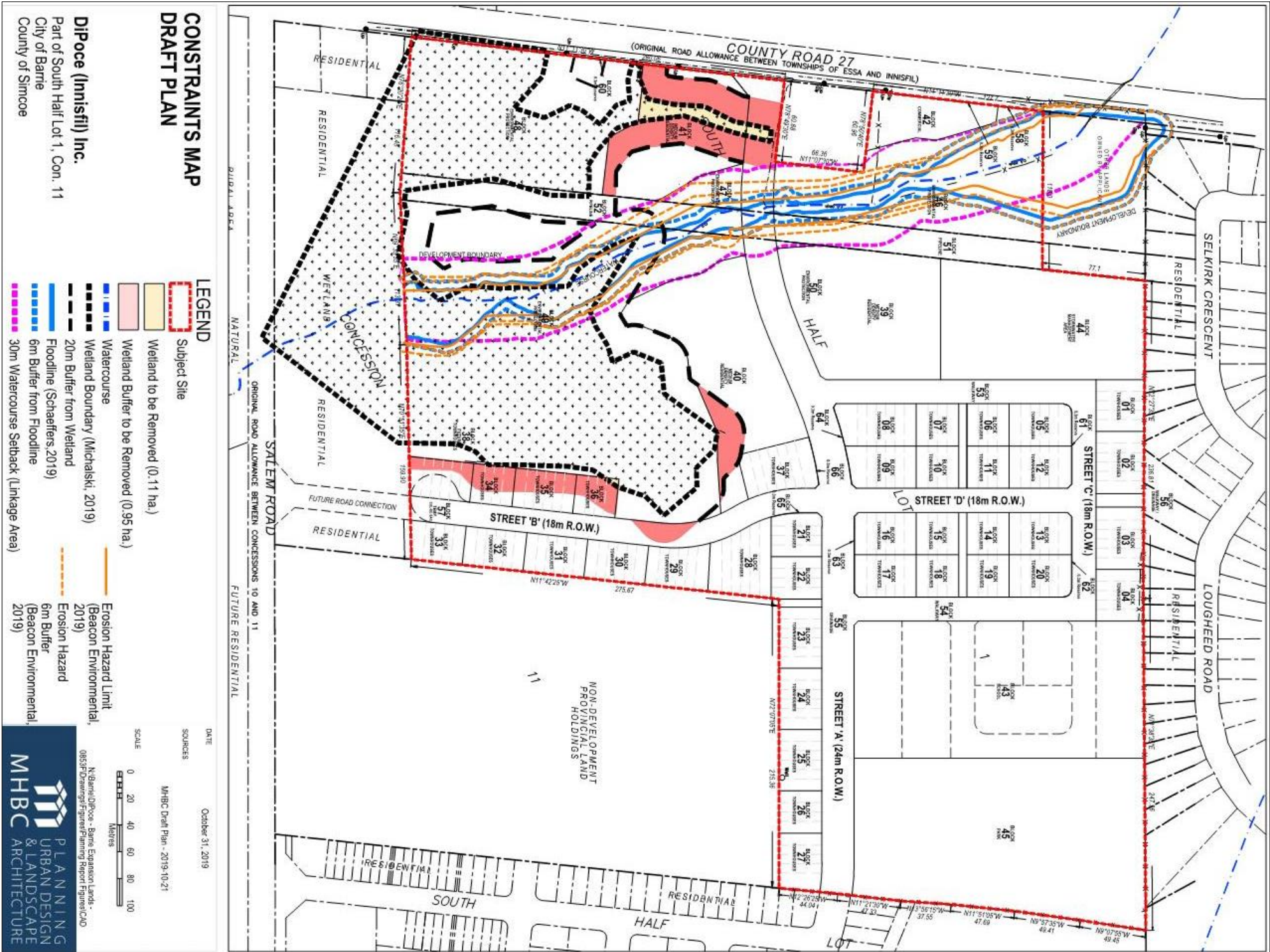
APPENDIX “F”  
Pedestrian Mobility Plan





APPENDIX “G”

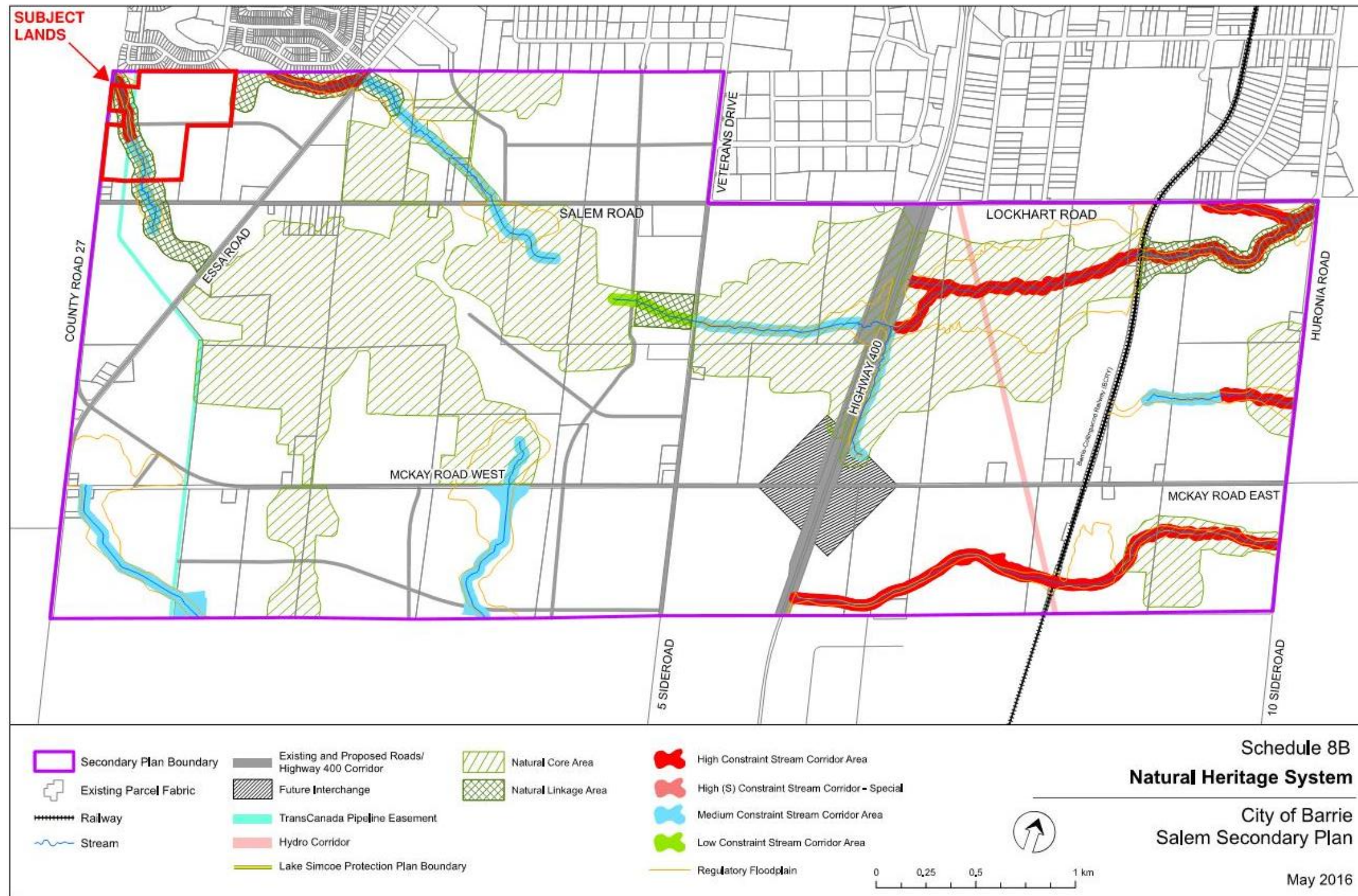
Constraints Map





## APPENDIX "H"

### Salem Natural Heritage System





## APPENDIX "I"

### Block Plan

