



City of Barrie

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

Minutes - Final General Committee

Monday, June 13, 2005

7:00 PM

Council Chamber

1 [GC29-050613](#) GENERAL COMMITTEE REPORT NO. 29- June 13, 2005

Attachments: [GC29-050613.pdf](#)

1 [GC30-050613](#) GENERAL COMMITTEE REPORT NO. 30- June 13, 2005

Attachments: [GC30-050613.pdf](#)

1 [GCA-050613](#) GENERAL COMMITTEE AGENDA- June 13, 2005
[Early](#)

Attachments: [GCA-050613 Early.pdf](#)

1 [GCA-050613](#) GENERAL COMMITTEE AGENDA- June 13, 2005

Attachments: [Agenda](#)

For consideration by the Council of the City of Barrie on June 20, 2005

The meeting was called to order by Mayor, R.J. Hamilton at 10:30 p.m. and the following were recorded as being present:

COUNCIL:
Mayor, R.J. Hamilton
Councillor, A.V.G. Smith

Councillor, D. Aspden
Councillor, P.W. Brown
Councillor, B.J. Ward
Councillor, L.M. Strachan
Councillor, M.P. Prowse
Councillor, S.B.A. Trotter
Councillor, J.R. Moore
Councillor, K.A. LePage
Councillor, T.J. Moore.

STAFF:

City Administrator, P. Lee
City Clerk, J. Sisson
City Clerk's Assistant, W. Sutherland
City Treasurer, S. Ross
Commissioner of Community Services, K. Columbus (joined the meeting at 10:40 p.m.)
Commissioner of Development Services, G. Calvert
Deputy City Clerk, D. McAlpine
Director of Engineering, R. Newlove (joined the meeting at 10:38 p.m.).

The General Committee met for the purpose of a public meeting pursuant to the Planning Act and Reports as follows:

SECTION "A"

Mayor Hamilton advised the public that any concerns or appeals dealing with the Applications for Rezoning, Plan of Subdivision and Zoning By-law Text Amendment should be directed to the City Clerk's Office. Any interested persons wishing further notification of the staff report regarding the application were advised to sign the appropriate notification form required by the City Clerk's Office. Mayor Hamilton confirmed with the City Clerk's Assistant that notification was conducted in accordance with the Planning Act.

05-G-331

APPLICATION FOR REZONING AND PLAN OF SUBDIVISION - BARRIE DEVELOPMENT CORPORATION - SOUTH SIDE OF MAPLEVIEW DRIVE EAST, BETWEEN ESSA ROAD AND REID DRIVE - (June 13, 2005) (File: D12-345 & D14-1332)

Mr. R. Jones, Principal, of the Jones Consulting Group advised that the purpose of the public meeting is to review an application for a rezoning and

plan of subdivision submitted by Barrie Development Corporation located on the south side of Mapleview Drive East, between Essa Road and Reid Drive in the 400 West Planning Area. He stated that the property is legally described as Concession 11, North half of Lot 4. He noted that the subject property has a total area approximately 11.6 ha.

Mr. Jones stated that the lands are designated Industrial within the City's Official Plan and are zoned Agricultural A in accordance with Zoning By-law 85-95.

Mr. Jones indicated that the owner is requesting a rezoning of the property to Heavy Industrial M2 (Special) to allow for a full range of industrial uses, including automotive sales and leasing. He noted that the owner is proposing the development of 2 industrial blocks (10.22 ha) and 1 storm water management pond (0.62 ha). He stated that it is the intention of the owner to subdivide the property through part lot control and create smaller parcels of land once specific uses and their land needs have been identified.

Mr. Jones advised that the balance of the owner's land to the south would be considered at some future date in a subsequent draft plan of subdivision.

COMMENTS:

There were no comments from the audience.

WRITTEN SUBMISSIONS:

1. Letter dated June 7, 2005 from Holly Spacek, Planning Officer, Simcoe County District School Board advising they have no objection to the proposed zoning by-law amendment and draft plan of subdivision.
2. Letter dated June 7, 2005 from Charles F. Burgess, Director of Planning, Nottawasaga Valley Conservation Authority advising they will forward recommended conditions of draft plan approval upon receipt of the Functional Service Report (storm water management component) prepared to the satisfaction of the Nottawasaga Valley Conservation Authority.
3. Letter dated June 6, 2005 from Janet Wong, Senior Planner with the Lake Simcoe Region Conservation Authority stating that the subject lands are outside the jurisdiction of their Conservation Authority.

05-G-332

APPLICATION FOR REZONING - 655491 ONTARIO LTD. - EAST SIDE OF ST. VINCENT STREET, NORTH OF CUNDLES ROAD - (June 13, 2005) (File: D14-1385)

Mr. Gary L. Lambright, Planner, Skelton, Brumwell & Associates Inc. stated that the purpose of the public meeting is to review an application for a rezoning submitted by Douglas Adams, on behalf of 655491 Ontario Ltd. for

vacant lands located on the east side of St. Vincent Street, north of Cundles Road.

Mr. Lambright advised that the subject site is considered to be designated General Commercial under the provisions of Section 7.0, Interpretation, of the Official Plan. He noted that the property is currently zoned Convenience Commercial C5 by Zoning By-law 85-95. He indicated that the applicant is proposing to rezone the property to Convenience Commercial with Special Provisions C5 (SP). The Special Provision SP that would be afforded to the site, would allow the development of a Funeral Home in addition to all other permitted uses within a Convenience Commercial C5 zone.

COMMENTS:

1. **Mr. Ivar Johnson, 454 St Vincent Street**, stated that although he is not in opposition to the establishment of a funeral home in the north end of Barrie he believes it would be better situated in a commercial area away from high traffic areas. Mr. Johnson stated that when he moved into the area in 1991, it was mainly farm land and orchards and currently there are 580 homes in the area which contributes to traffic congestion.

Mr. Johnson expressed a safety concern as Cundles Road East and St. Vincent Street are main routes for emergency vehicles.

Mr. Johnson concluded by commenting that he believes police services would be required during funeral processions to control traffic. He feels that a funeral home would not be appropriate because there are three schools located in the area. He also noted that the homeowners on the north side of the property would not want to overlook a funeral home.

2. **Mr. Jeff Carson, 64 Peregrine Road**, stated that he personally finds the funeral home more acceptable than the establishment of a commercial strip mall. He feels that funeral processions will not present a problem as they will be turning right onto St. Vincent Street. Mr. Carson advised that he has no concerns regarding property values dropping because the lot will be landscaped and he is looking forward to having the fence line buffered with privacy trees. He concluded by commenting that he would welcome a funeral home as a neighbour.
3. **Mr. John Chavner, 68 Peregrine Road**, stated that the proposed funeral home will immensely improve the landscape in the current area. Mr. Chavner feels that landscaping would be an improvement to looking at an empty field filled with weeds and an empty parking lot with no trees to break the view.

WRITTEN SUBMISSIONS:

1. Letter dated June 7, 2005 from Holly Spacek, Planning Officer, Simcoe County District School Board stating that Planning staff have no objections to the rezoning of the property.
2. Letter dated June 7, 2005 from Compton and Carlotta Khan stating their opposition to the proposed rezoning. They feel that the establishment of a funeral home in a residential area is unacceptable. They noted that traffic delays would result from funeral processions. They also feel that homes bordering the lot under consideration will decline in value. They noted that they don't want to view a funeral home from their windows. They stated that they believe the location of funeral homes should be considered as part of a general plan and that approval of this application would create a precedent for the establishment of funeral homes in residential areas. They believe that funeral homes should be built in areas with highway access and away from residential areas similar to the City of Mississauga.
3. Copy of an email dated June 3, 2005 from Ray Albright to Doug Adams offering his support for the proposed application.
4. Copy of an email dated June 4, 2005 from Jeff Carson to Doug Adams indicating both his and Gail Winter's approval of the construction of a funeral home on the subject property. They also state their tree preference for providing privacy along their fence line.

Pursuant to Procedural By-law 90-01 amended, Section 1, subsection 7, the Committee adopted a procedural motion in order to extend the meeting past 11:00 p.m. to 12:00 midnight.

05-G-333

APPLICATION FOR A ZONING BY-LAW TEXT AMENDMENT - CITY OF BARRIE - ZONING BY-LAW 85-95 - TEXT AMENDMENT - DRIVE THROUGH FACILITIES (June 13, 2005) (File: D14-1383)

Ms. Janet Foster Senior Development Planner advised that the purpose of the public meeting is to review an application for a zoning by-law text amendment initiated by the City of Barrie.

Ms. Foster stated that the City of Barrie is proposing to amend Zoning By-law 85-95 to include definitions and zoning requirements that would specifically identify, locate and provide standards for Drive-through Facilities city-wide. The following include the proposed text amendments.

That Section 3.0, Definitions, be amended by adding the following definitions:

3.2.53 (a) Drive-through Facility

“shall mean the use of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or window or an automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. A Drive-through Facility may be in combination with other uses such as a bank, dry cleaning and laundry collecting establishment, financial institution, personal service shop, restaurant, a bake shop, retail store, or car wash.

3.2.151 (b) Stacking Lane

“shall mean an on-site queuing lane for motorized vehicles which is separated from other vehicular traffic and pedestrian circulation by barriers, curbing or markings”.

That Section 6.0, Commercial, be amended such that:

The Table of Permitted Uses contained in Section 6.2.1 be amended by deleting “car wash” from the list of permitted uses in the Central Area C1 and Transition Centre C2 zones.

The Table of Permitted Uses contained in Section 6.2.1 be amended by adding a new column entitled “Drive-through Facility” and that the use be permitted in Shopping Centre Commercial C3 and General Commercial C4 zones with a highlighted **** special provision to include:

****“Where a Drive-through Facility abuts any Residential Zone, a minimum distance of 15m shall separate all points of the Drive-through Facility including associated stacking lanes from the Residential Zone. In addition, if the use is proposed in combination with other permitted uses, the combined uses shall not be construed as accessory to one another, and all provisions pertaining to each use shall apply.”

That Section 6.3.6.3, Surface Treatment, be amended by adding “stacking lanes” after the word “driveways” in order that they are required to be paved.

That Section 7.0, Industrial, be amended such that:

The Table of Permitted Uses contained in Section 7.2 be amended by adding a new column entitled “Drive-through Facility” and that the use be permitted in Restricted Industrial M1 and Heavy Industrial M2 zones with a highlighted * special provision to include:

*“Where a Drive-through Facility within a Heavy Industrial M2 zone, abuts any Residential Zone, a minimum distance of 15m shall separate all points of the Drive-through Facility including associated stacking lanes from the Residential Zone. In addition, if the use is proposed in combination with other permitted uses, the combined uses shall not be construed as accessory to one another, and all provisions pertaining to each use shall

apply.”

COMMENTS:

1. **Mr. Maurice Luchich, The TDL Group Corp. Oakville** representing Tim Horton’s and Wendy’s stated that their concerns are encapsulated in the letter received from the OMHRA. Mr. Luchich inquired whether it was a complaint or specific problem that fostered the redefinition of Drive-through Facilities.

Mr. Luchich stated that all sites need to be considered on an individual basis when it comes to noise. If the speaker box is a concern, it may not be as simple as evoking the 15m rule from residential zones. He stated that for a proper analysis the site plan process is the most appropriate and would ensure that commercial sites are compatible with uses such as a residential site in the vicinity.

Mr. Luchich advised that Tim Horton’s and Wendy’s are a true turn key franchise and that there is a business operator who has it in their best interest to ensure that these sites work properly and function as a neighbour of future residential areas.

In closing Mr. Luchich stated that he was looking forward to working with staff as part of the stakeholder consultation process.

2. **Mr. John M. Alati, Counsel to the Canadian Petroleum Products Institute, Toronto**, stated that the proposed wording for the definition of “Drive-Through Facility” is different from that included and recommended in Staff Report PLN019-05, dated April 4, 2005 which is very similar to that adopted by the City of Toronto (By-law 779-2202). He stated that the examples of a car wash and an automobile service station are now included in the Drive-through Facility definition.

Mr. Alati requested that Section 3.2.53 (a) be amended to include the wording “A drive-through facility shall not include a mechanical or automatic car washing establishment”.

Mr. Alati advised that if the proposed definition is adopted a minimum of 15m separation between a Residential zone and all points including stacking lanes of a Drive-through Facility may be interpreted to mean that the proposed separation could be measured from the boundaries of the site and not the individual physical elements constructed on the site.

Mr. Alati concluded by suggesting that the 15m separation of the stacking lanes for car washes from a Residential Zone be reduced to 10.5m with no minimum setback required for any building or structure.

WRITTEN SUBMISSIONS:

1. Letter dated June 7, 2005 from Holly Spacek, Planning Officer Simcoe County District School Board stating they have no objections to the proposed text amendments.
2. Letter dated May 25, 2005 from John M. Alati, Lawyer, Davies Howe Partners stating that he would be making a presentation on behalf of their client the Canadian Petroleum Products Institute (CPPI) on June 13, 2005.
3. Letter dated June 8, 2005 from Michelle Saunders, Government Relations Advisor, Ontario Restaurant Hotel & Motel Association (ORMHA) requesting that staff provide an issue list regarding the intricacies of site development planning, specifically relating to speaker boxes at drive through facilities.

The General Committee reports having met and reports as follows:**SECTION "B"****05-G-334****REPORT NO. 3 OF THE DEVELOPMENT SERVICES COMMITTEE DATED JUNE 8, 2005.**

Report No. 3 of the Development Services Committee dated June 8, 2005 was received. (File F00)

05-G-335**REPORT NO. 2005-06 OF THE TENDER OPENING COMMITTEE DATED JUNE 7, 2005.**

Report No. 2005-06 of the Tender Opening Committee dated June 7, 2005 for the following tenders was received:

- a) Tender No. 2005-05, Cox Mill Road, Tollendal Mill Road and Tyndale Road.
- b) Tender No. 2005-16, Wellington Street East Reconstruction, (Drury Lane to Berczy Street).

The General Committee reports having met and recommends adoption of the following recommendation(s):

SECTION "C"**05-G-336****HISTORIC PLACES INITIATIVE AND CANADIAN REGISTER OF HISTORIC PLACES**

That the property municipally known as 123 Dunlop Street East be submitted to the Historic Places Initiative Office of the Ministry of Culture for nomination to the Canadian Register of Historic Places. (File: C05)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-337**UPDATE REGARDING THE APPLICATION FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT FERNBROOK HOMES, MAPLEVIEW DRIVE EAST, D14-1354**

That the information presented by R. Jones on behalf of Fernbrook Homes on June 8, 2005, regarding a proposed development on Mapleview Drive East be received for information purposes and referred to staff in the Planning Services Department for consideration and a report back to General Committee, as directed through Resolution 04-A-357. (File: D01-EMP & D14-1354) (04-A-357)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-338**DELEGATED AUTHORITY FOR ACQUISITION OF REAL PROPERTY**

1. That a by-law be implemented to authorize the City Clerk to complete the acquisition of real property, including fee simple acquisitions, easements, encroachments and licence agreements within the limits set out below and subject to the following conditions:
 - a) Value of acquisition or licence of real property does not exceed a maximum of \$25,000.
 - b) Sufficient funds are available within the departmental operating or capital budgets as approved by Council.
 - c) The acquisition or licence price is at or below fair market value as approved by the Real Estate Manager and the Manager of Legal and Real Estate Services.
 - d) The acquisition or licence agreement is in a form that is satisfactory to the Manager of Legal and Real Estate Services.

- e) For the purposes of this By-law, a "licence" includes temporary easements and permissions to enter onto property not owned by the City of Barrie.
 - f) For the purposes of this By-law, the City Clerk may also approve temporary encroachment agreements of private structures such as signs, fences, and building components onto City of Barrie property as a result of the City's acquisition of real property as may be required to facilitate interim conditions initiated by transfer of land prior to municipal capital infrastructure projects.
2. That staff prepare an annual report to General Committee with a summary of real estate transactions completed under the authority of the above proposed by-law.
 3. That all real property acquisitions pursuant to this by-law having a high/corporate/community profile and/or controversy in the opinion of the City Clerk be presented to General Committee for consideration and approval, even if they fall within the threshold established in paragraph 1. (CLK005-05) (File: L00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-339

APPOINTMENT OF DEPUTY LOTTERY LICENSING OFFICER

That a by-law be prepared to appoint Bryan Andre Keene as a Deputy Lottery Licensing Officer for the purpose of enforcement of the City's By-law 88-260 Part 3 - Licensing and Regulating of Lotteries, for the term of his employment with the City of Barrie. (CLK088-05) (File: P00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-340

APPOINTMENT OF MUNICIPAL LAW ENFORCEMENT STAFF

That a by-law be prepared to appoint the following individuals as Municipal Law Enforcement Officers for the purpose of enforcement of the City's by-laws, for the term of their employment with the City of Barrie:

- a) Carl Matthew Young
- b) Jeff Richard Austin (CLK090-05) (File: P00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-341

OFFER TO PURCHASE - YANCH HEATING & AIR CONDITIONING (BARRIE) LTD.

That Council accept and the City Clerk and Mayor be authorized to execute the Agreement of Purchase and Sale from Yanch Heating & Air Conditioning (Barrie) Ltd. for a 1.56 acre parcel of City-owned industrial land described as Parts 7, 8 and 9, Plan 51R-17512, located on the west side of Saunders Road and fronting on Highway 400 in the South Barrie Industrial Park, for the purchase price of \$95,000.00 per acre, subject to the following exceptions and additions to the Standard Offer:

- a) The Purchaser agrees that it will be responsible for any fees to connect laterals to sanitary sewers, water and hydro.
- b) The Purchaser agrees that it is purchasing the property in its present condition "as is". The Purchaser further acknowledges and agrees that it has conducted such tests as it deems necessary to determine to its satisfaction, that the soil conditions for the property are satisfactory to support the development and construction of the building and other structures contemplated for its proposed use of the property.
- c) The Purchaser acknowledges that acceptance of this offer, including all amendments, is conditional upon the approval of City Council and that the execution of this offer by the Director of Economic Development in no way binds the Corporation.
- d) The Purchaser acknowledges that this transaction is subject to GST and such tax shall be paid in addition to the purchase price. Notwithstanding this, no goods and services tax will be paid by the Purchaser on closing provided that the Purchaser is a GST registrant and provides its registration number prior to closing. The parties will instruct their respective solicitors to enter into a document registration agreement in the form approved by the Law Society of Upper Canada on closing.
- e) The Vendor agrees to the removal of Paragraph 22 as the Purchaser acknowledges that the property is subject to Site Plan Control.
- f) The Purchaser acknowledges that title to the property is subject to a tower line easement in favour of Hydro One Networks Inc. ("Hydro One") for the purposes of a hydro distribution corridor and that this easement has been granted in perpetuity to Hydro One. Further, the Purchaser acknowledges that consent, in writing, may be required for any improvements to these lands.
- g) The Purchaser understands that the Vendor shall reserve an easement over Parts 7, 8 and 9 on Plan 51R-17512, approximately three (3) metres wide running in an east-west direction along the northern property boundary in order to access and service the

anticipated municipal identification signage within the Highway 400 corridor adjacent to the lands.

- h) The Vendor acknowledges that the Offer is conditional for a period of ten days after acceptance upon the Purchaser's solicitor receiving, reviewing and approving the Agreement of Purchase and Sale, failing which, this offer shall become null and void and the deposit monies returned without interest, deduction, or penalty. (EDO020-05) (File: L15)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-342

ONTARIO MINISTRY OF TRANSPORTATION'S (MTO) HIGHWAY 400 WIDENING TRANSPORTATION ENVIRONMENTAL STUDY REPORT (TESR) WITHDRAWAL OF PART II ORDER

That the Part II Order or "Bump-up" request to the Minister of the Environment regarding the Highway 400 Widening Transportation Environmental Study Report (TESR) be withdrawn, based on commitments from the Ministry of Transportation (MTO), as outlined in the letter to be sent to the Minister of Environment dated June 21, 2005, and attached as Appendix "A" to Staff Report ENG025-05. (ENG025-05) (File: T05-HI)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-343

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR BARRIE STREETS AT HIGHWAY 400 UNDER/OVERPASSES AND INTERCHANGES

1. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Duckworth Street from Cundles Road to Rose Street/Bernick Drive:
 - a) That the proposed structure under Highway 400 will have five (5) through lanes, and one (1) turning lane for a total of six (6) lanes under the structure;
 - b) That Duckworth Street be widened by one (1) through lane southbound, two (2) through lanes northbound from Cundles Road to Georgian Drive, plus operational improvements at intersections;
 - c) That Duckworth Street be widened to six (6) through lanes from Georgian Drive to just north of Rose Street/Bernick Drive, plus operational improvements at intersections; and

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- d) Sidewalks and bicycle lanes are recommended on both sides of the structure and roadways.
2. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for St. Vincent Street from Cundles Road to Grove Street:
- a) That the proposed structure over Highway 400 will have a total of four (4) through lanes;
- b) That St. Vincent Street be widened by one (1) through lane in each direction for a total of four (4) lanes from Cundles Road to Grove Street, plus operational improvements at intersections; and
- c) Sidewalks are recommended on both sides of the structure and roadways.
3. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Bayfield Street from Cundles Road to Grove Street:
- a) That the proposed structure over Highway 400 will have six (6) through lanes, one (1) turning lane, and one (1) speed change lane, for a total of eight (8) lanes on the structure;
- b) That Bayfield Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Cundles Road to Grove Street, plus operational improvements at intersections; and
- c) Sidewalks are recommended on both sides of the structure and roadways.
4. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Sunnidale Road from Shirley Street to Wellington Street:
- a) That the proposed structure over Highway 400 be built to accommodate four (4) through lanes;
- b) That Sunnidale Road remain at its constant width of 11 metres and be repainted to a three (3) lane road section (centre left turn lane designation) from Shirley Avenue to Wellington Street; and
- c) Sidewalks are recommended on both sides of the structure

and roadways.

5. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Anne Street from Edgehill Drive to Dunlop Street:
 - a) That the proposed structure over Highway 400 will have six (6) through lanes and one (1) turning lane for a total of seven (7) lanes on the structure;
 - b) That Anne Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Edgehill Drive to Dunlop Street West, plus operational improvement at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.

6. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Dunlop Street from Ferndale Drive to Anne Street:
 - a) That the proposed structure over Highway 400 will have six (6) through lanes, and one (1) westbound left turn lane, for a total of seven (7) lanes over the structure;
 - b) That Dunlop Street be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.

7. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Tiffin Street from Ferndale Drive to Anne Street:
 - a) That the proposed structure under Highway 400 will have four (4) through lanes, and one (1) turning lane, for a total of five (5) lanes under the structure;
 - b) That Tiffin Street be widened by one (1) lane in each direction, for a total of four (4) lanes (two (2) in each direction) from Ferndale Drive to Anne Street, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure

and roadways.

8. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Essa Road from Ardagh Road to Anne Street:
 - a) That the proposed structure under Highway 400 will have six (6) through lanes and two (2) ramp lanes, for a total of eight (8) lanes under the structure;
 - b) That Essa Road be widened by one (1) through lane in each direction, for a total of six (6) through lanes (three (3) in each direction) from Bryne Drive to Anne Street, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.

9. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Harvie Road/Big Bay Point Road from Bryne Drive to Bayview Drive:
 - a) That the proposed structure under Highway 400 will have six (6) through lanes and one (1) turning lane, for a total of seven (7) lanes under the structure;
 - b) That Harvie Road/Big Bay Point Road be constructed with three (3) through lanes in each direction, for a total of six (6) lanes, including a new crossing at Highway 400, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.

10. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternative for Molson Park Drive from Bryne Drive to Bayview Drive;
 - a) No changes are recommended for the Molson Park underpass.

11. That based on the "Municipal Class Environmental Assessment (Class EA) for Barrie Streets at Highway 400 Under/Overpasses and Interchanges", the following be endorsed as the preferred alternatives for Salem Road/Lockhart Road from Veteran's Drive to Bayview Drive:

- a) That the proposed structure over Highway 400 have a total of four (4) through lanes on the structure;
 - b) That Salem Road/Lockhart Road be constructed with four (4) lanes (two (2) in each direction) for a total of four (4) through lanes from Veteran's Drive to Bayview Drive, including a new crossing of Highway 400, plus operational improvements at intersections; and
 - c) Sidewalks are recommended on both sides of the structure and roadways.
12. That in accordance with the requirements for a Schedule "C" Class EA Study, the Engineering Department continues with Phases 3 and 4 of the Class EA process, which includes the development and evaluation of alternative designs, a second Public Information Centre (PIC), and a recommendation to General Committee regarding a preferred design for Duckworth Street, Dunlop Street, Anne Street, and Harvie Road/Big Bay Point Road. (ENG027-05) (File: T05-HI)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-344

WATER EFFICIENCY MASTER PLAN

That in accordance with the goal of creating a clean and healthy environment as outlined in the Community Based Strategic Plan, the Water Efficiency Master Plan attached as Appendix "A" to Staff Report ENG029-05, be adopted. (ENG029-05) (File: W09-WA)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-345

SEWER RATE FEE STRUCTURE

That Staff Report FIN018-05 concerning the Sewer Rate Structure be deferred until the General Committee meeting scheduled for June 20, 2005. (FIN018-05) (File:F00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-346

WATER RATE FEE STRUCTURE

That Staff Report FIN019-05 concerning the Water Rate Fee Structure be deferred until the General Committee meeting scheduled for June 20, 2005. (FIN019-05) (File:F00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-347**DRAFT PLAN OF SUBDIVISION AND REZONING BY ESTATES OF LITTLE LAKE INC. - EAST SIDE OF LIVINGSTONE STREET EAST, NORTH OF SURREY DRIVE**

1. That the plan of subdivision prepared by Rudy & Associates Ltd. on behalf of Estates of Little Lake Inc. and T. Ziembra & Sons Limited for lands located on the east side of Livingstone Street East, north of Surrey Drive, dated April 4, 2005, be draft approved subject to the conditions outlined in Appendix "A" to Staff Report PLN032-05 (D12-353, D14-1375).
2. That the application to rezone the lands from Agricultural A by Zoning By-law 85-95 to One Family Detached Dwelling Second Density R2, One Family Detached Dwelling Third Density R3 and Environmental Protection EP, be approved.
3. That the existing house located within lot 29 be removed or relocated so that it does not intrude within the required setback from the top of bank and that the performance standards of the Zoning By-law be met.
4. That the Draft Plan be amended to retain the existing cul-de-sac at the end of Osprey Ridge Road with a second cul-de-sac being provided to the immediate south in accordance with current City standards and to the satisfaction of the Engineering Department, that the existing cul-de-sac be upgraded to current City standards and that the conditions of draft plan approval be amended accordingly.
5. That pursuant to Section 34(17) of the Planning Act, Council has determined that no further notice is to be given and no additional public meetings are to be held as the changes to the draft plan are considered minor.
6. That services between the two cul-de-sacs be looped through a pedestrian walkway of sufficient size to permit emergency vehicle access if required.
7. That the conditions included in Appendix "A" of Staff Report PLN032-05 be amended by adding the following special condition.

"That in accordance with the cost sharing agreement among the Little Lake Landowners, the subdivision agreement with the City shall preclude the release by the City of Barrie of the plan of subdivision for registration unless acknowledgement in writing is provided to the City of Barrie by the Escrow Agent representing the Little Lake Landowners Association, that the owner seeking to have the plan released for registration is in good standing with respect to its participation in the cost sharing agreement and its obligation therein".

8. That condition 9 included in Appendix "A" of Staff Report PLN032-05 be amended to delete the reference to a 5 metre by 5 metre daylight triangle and replace it with a 3 metre by 3 metre day lighting triangle. (PLN032-05) (File: D12-353 & D14-1375) (P123/04)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-348

HEALTHY LIVING AND CALL TO ACTION PRESENTATION

That the Simcoe-Muskoka District Health Unit be invited to make a presentation to General Committee on the Healthy Living Strategy and Call to Action. (Circ. May 30, 2005, C15) (File:C05)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-349

ALL-WAY STOP AT WHITE ELM ROAD AND MAPLETON AVENUE

That staff in the Leisure, Transit and Works Department investigate the feasibility of installing an all-way stop at the intersection of White Elm Road and Mapleton Avenue and report back to General Committee.(File:T00)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-350

VOLUNTEER AND MUNICIPAL TRAILS

WHEREAS municipalities and various Trail Clubs throughout Ontario have invested substantial public funds in the development of trails:

AND WHEREAS the public has made very significant use of trail systems for fitness and recreation to substantially improve the quality of life during all four (4) seasons:

AND WHEREAS those using the trail systems have historically done so at their own risk;

AND WHEREAS the cost to maintain and police trail systems would be so prohibitive as to require their closure if made mandatory, whether by case law or statute;

AND WHEREAS various lawsuits have been filed claiming liability against municipalities and other trail owners;

AND WHEREAAS the cost of insurance for the use of trail systems has already proven so expensive to be prohibitive;

AND WHEREAS the Ontario Government has introduced the "Active 2010"

program as part of its Ontario Trails Strategy, encouraging Ontarians to become more physically active;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE RESOLVES AS FOLLOWS:

That local MPP Joe Tascona, the Minister of Municipal Affairs and Housing, John Gerretsen, and the Minister of Tourism and Recreation, Jim Bradley, be requested to move an amendment to the Occupiers Liability Act to clearly establish that those using trail systems are deemed to do so at their own risks, so that owners and volunteer organizations will not be held liable in any way for any damages arising from the use of trails by the public. (Circ. June 6, 2005, C15)

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

05-G-351

ATTENDANCE AND EXPENSE APPROVAL - EQUIPMENT SHOW AND DEMONSTATION IN SYRACUSE, NEW YORK

1. That Council confirm retroactively, authority for Councillor D. Aspden to attend an equipment show and demonstration in Syracuse, New York from June 9th to 10th, 2005 to obtain information and reference material regarding improvements in equipment and vehicles for enhanced municipal services.
2. That Councillor Aspden be permitted to utilize a City vehicle for transportation to the equipment show and demonstration.
3. That any expenses incurred, be paid in accordance with Council policies and funded from account #01-06-0950-0000-3112.

This matter was recommended for adoption (Section "C") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

SECTION "D"

05-G-352

KING EDWARD PUBLIC SCHOOL PRESERVATION APPOINTMENT

WHEREAS, the Simcoe County District School Board has indicated that it may close King Edward Public School;

AND WHEREAS, the City of Barrie recognizes Prince of Wales Public School and King Edward Public School as historical and educational facilities which serve the residents in the City core;

AND WHEREAS, the City of Barrie is encouraging future residential development to transform downtown Barrie into a new vibrant city core;

AND WHEREAS, the preservation of schools in the city centre area is deemed to be vital to the success of future development;

AND WHEREAS, the City of Barrie wishes to maintain the presence of the public schools in the City core area to serve the anticipated future residents of that area;

AND WHEREAS, the King Edward Public School Preservation Committee has extended an invitation to the City of Barrie for representation on their Committee;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE RESOLVES AS FOLLOWS:

That Councillor J.R. Moore be appointed as the City of Barrie's representative on the King Edward Public School Preservation Committee.

This matter was recommended for adoption (Section "D") to City Council for consideration of receipt at its meeting to be held on 6/20/2005.

The meeting adjourned at 11:39 p.m.

The General Committee Report No. 30 was adopted by Council on June 20, 2005 with an amendment to the following 05-G-347 by resolution and 05-A-307 and 05-G-352 by resolution 05-A-308.

CHAIRMAN