


TO: GENERAL COMMITTEE


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

WARD: ALL

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

SUBMITTED BY: R. FORWARD, MBA, M.Sc., P. Eng. 
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT

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

RECOMMENDED MOTION

1. That the Secondary Plan Consultant Team Response to Stakeholder Submissions Report by Macaulay Shiomi Howson Ltd. dated April 30, 2014 and attached as Appendix 'A' to Staff Report IGM002-14 be received.
2. That the direction and approach contained in the Secondary Plan Consultant Team Response to Stakeholder Submissions Report be endorsed and that staff be directed to finalize Official Plan Amendment 38 (Salem Secondary Plan), Official Plan Amendment 39 (Hewitt's Secondary Plan) and Official Plan Amendment 40 (General Growth Management Related Amendments).

PURPOSE & BACKGROUND

Report Overview

3. The purpose of this Staff Report is to recommend further changes to the Draft Salem Secondary Plan (Official Plan Amendment 38), Draft Hewitt's Secondary Plan (Official Plan Amendment 39) and Draft General Growth Management Related Amendment (Official Plan Amendment 40) based on the conclusions in the Secondary Plan Consultant Team Response to Stakeholder Submissions Report by Macaulay Shiomi Howson Ltd. dated April 30, 2014.

Secondary Plans and Related Official Plan Amendments

4. Since releasing updated drafts of the Secondary Plans in late December 2013, submissions have been received from 11 stakeholders or stakeholder groups, with in some cases more than one submission from a group. The submissions include relatively minor mapping and text changes, points of clarification, typographical errors and more substantive planning issues. The majority of the feedback that has been received relates to questions and comments regarding specific properties.

5. The submissions are addressed in the Secondary Plan Consultant Team Response to Stakeholder Submissions report that has been prepared and submitted by Elizabeth Howson of Macaulay Shiomi Howson Ltd. Ms. Howson is the project manager and planning lead for the Annexed Lands Secondary Plan study. Her report which is attached as Appendix 'A' provides a comprehensive analysis of the comments received from the public and stakeholders and the issues that have been raised regarding the Secondary Plans and related amendments to the City's Official Plan. An evaluation of the input and proposed changes to the Plans and amendments is also included.
6. The summary report prepared by the City's Planning Consultant on behalf of the project team:
 - a) proposes revisions to the financial policies in the Secondary Plans and the Official Plan Amendment to better reflect the results of the City's Fiscal Impact Analysis (FIA) and infrastructure planning process as well as its monitoring approach (Section A.4 and Appendix A1);
 - b) reconsiders the proposal for residential development on the Innisbrook Golf Course lands, in response to the direction of Council and based on the reconsideration recommends that no changes be made to the Innisbrook lands in the Salem Secondary Plan (Section A.5 and Appendix A2);
 - c) reviews the City's ability to accommodate rail-supported employment lands development (Section A.6);
 - d) reviews the implications of the Provincial Policy Statement, 2014 (PPS 2014) (Section A.7); and,
 - e) reviews the written submissions received subsequent to the release of updated Secondary Plans on December 30, 2013 and recommends some minor modifications based on those submissions (Section A.8 and Appendix A3).
7. The general issues that were identified by the public and stakeholders and are evaluated in Appendix A3 of Consultant Team Response Report include the following:
 - a) school site size and locations;
 - b) reductions in the Natural Heritage System (NHS);
 - c) proposed Phase 1 boundary in the Hewitt's Secondary Plan;
 - d) clarification of, and revisions to, the Mixed Use Nodes and Corridors designations and other policies;
 - e) clarification of, and revisions to, the Infrastructure Master Plans;
 - f) Winchester Terrace Defined Policy Area;
 - g) district energy; and,
 - h) typographical errors.
8. Based on the evaluation, the City's Planning Consultant has made additional modifications to the Secondary Plans including:

- a) an increase in depth of the Mixed Use Node in the Hewitt's Secondary Plan south of Mapleview Drive East, and adjustment in the minimum Floor Space Index (FSI) for commercial development;
- b) the correction of typographical errors and other minor changes to mapping to both Secondary Plans;
- c) the addition of policies related to the potential for district energy in the employment areas and Yonge Street Mixed Use Corridor designations;
- d) a minor modification to Natural Heritage System (NHS) as it relates to the lands at 264 Salem Road; and,
- e) the addition of a policy which permits consideration of minor adjustments to the Phase 1 boundary in the Hewitt's Secondary Plan in the vicinity of Mapleview Drive East Neighbourhood Mixed Use Node.

Overview

9. The proposed revisions to the financial policies in the Secondary Plans and the Official Plan Amendment introduce two important elements. First, they clearly establish the overarching principle that the City's growth program must remain financially sustainable. If at any time development is deemed inconsistent with the assumptions and findings of the FIA, Council may determine additional approvals to be premature. Second, Council will be provided with an annual monitoring report which will provide updates on the Long Range Financial Plan, the status of the Development Charges fund, variances between planned and actual revenues/expenditures and recommendations to address any issues of concern.
10. The recommended pattern of land uses that is identified in the Secondary Plans is based on a number of fundamental considerations. First and foremost, the Plans reflect Council's principles for the planning of the Annexed Lands. These principles envision new communities that provide interconnected residential neighbourhoods offering a wide range of housing types with easy access to transit and green spaces. Council's principles also speak to the matter of jobs and protecting what is deemed important.
11. The Salem and Hewitt's Secondary Plans also reflect the logical extension of existing land uses from within the former City limits into the Annexed Lands and the importance of land use compatibility in the design of such plans. This includes both the extension of established residential neighbourhoods and the protection of future employment lands. The Plans represent the optimal balance between accommodating forecasted growth while at the same time, not compromising any future decisions.
12. Based on a review of the PPS 2014 and the City's proposed Official Plan Amendments and Secondary Plans, the Amendments appear to be consistent with Provincial policy.
13. In particular, the Plans are based on a linked natural heritage system. Furthermore, the Amendments provide for:
 - a range and mix of housing types;
 - compact, mixed use development and healthy active communities;
 - the creation of community hubs;
 - densities and a mix of uses which support active transportation, as well as transit supportive land uses patterns where transit is planned, and freight supportive land use patterns;

- infrastructure and public service facilities that are financially viable over their life cycle and protect the natural environment, as well as avoiding unjustified and/or uneconomical expansion, as established through the City infrastructure master plans which were prepared in conjunction with the Amendments;
 - environmentally and fiscally sustainable development;
 - employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;
 - planning for the long term protection of employment areas beyond the 20 year planning period; and,
 - a policy framework which ensures the appropriate protection for the remaining rural lands.
14. From the outset of the project in late 2010, City staff and the consulting team have maintained an ongoing dialogue with a wide variety of public agencies including the Province. In May 2013, the Ministry of Municipal Affairs and Housing (MMAH) provided extensive comments regarding the Secondary Plans on behalf of its partner Ministries. The correspondence from MMAH was one of the 34 submissions that were addressed in the Consultant Team Response report which formed part of Staff Report IGM001-13 dated December 9, 2013. The recommended changes were incorporated in the updated Draft Secondary Plans that were released on December 30, 2013 and have been provided to the Province.
15. The consultation process that has taken place over the past 42 months generated significant input that was considered in the preparation of plans for the Annexed Lands. The issues that were raised have been reviewed in the context of various parameters. This includes Provincial policy, the City's Official Plan, Council's planning principles and vision for the Secondary Plans, recommendations from the City's Consultant Team and the expertise and insight of all those who participated in the process. In sum the project team is confident that the Plans reflect the balance that is best for Barrie.

ENVIRONMENTAL MATTERS

16. The following environmental matters were identified in Staff Report IGM001-13 and are applicable to the development of the recommendation in the present Staff Report:
- a) The Secondary Plans provide for the protection of a linked Natural Heritage System (NHS). The NHS covers approximately 660 hectares (1,630 acres) or almost 30% of the total area of the Annexed Lands.
 - b) The Natural Heritage Characterization Report (April 2012) and Natural Heritage Systems Report (September 2012) contain detailed background information and analysis which provided a basis for the NHS and related Secondary Plan policies.
 - c) The Secondary Plans are designed to be inherently sustainable not only in the context of the linked natural heritage system but also in terms of a land use pattern and transportation system which promotes efficient development, accommodates a mix of uses to meet long term needs and supports public transit and active transportation.
 - d) The Secondary Plans include specific policies which promote sustainable development, i.e. green building and site design practices, water conservation and recycling, low impact development storm water management practices, district energy and good urban design. Protection of water quality and quantity, including groundwater and source water, are additional important considerations in the Secondary Plans.

ALTERNATIVES

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

Alternative #1

General Committee could decide to delay finalizing Official Plan Amendment 38 (Salem Secondary Plan), Official Plan Amendment 39 (Hewitt's Secondary Plan) and Official Plan Amendment 40 (General Growth Management Related Amendments) in accordance with the consultants' recommendations until an agreed upon fiscal framework is in place.

This alternative is not recommended as the terms of a proposed Memorandum of Understanding between the City and the development community have been agreed upon as outlined in Staff Report IGM003-14.

FINANCIAL

18. Changes to the Financial Policies Framework to provide new financing methods that assist the City with managing the cost of municipal growth were approved in Staff Report ENG033-13. The changes provide a foundation for infrastructure and land use planning and are consistent with Council's principles.
19. It is now recommended that the foregoing changes be enhanced by way of revised policies to be included not only in the Salem and Hewitt's Secondary Plans but also in the City's Official Plan. As presented, the policies clearly establish financial sustainability as a paramount consideration in Barrie's growth management program. If at any time development is deemed inconsistent with the assumptions in the City's funding model, proposals may be deemed premature (see Appendix A1, Section 9.7.3.1 (a)). Council will also be provided with an annual monitoring report that will include recommendations designed to address any areas of concern.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

20. The recommendation(s) included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:
- Direct and Manage Economic Development – The Salem and Hewitt's Secondary Plans provide opportunities for growth in both people and jobs over the next two decades. The employment lands identified in the Salem Plan represents a logical extension of the existing employment area located east and west of Veteran's Drive south of Maplevue Drive. Economic opportunities are also provided in the immediate vicinity of a future interchange at Highway 400 and McKay Road. The Mixed Use Nodes and Corridors land use designations afford additional economic development potential.
 - Manage Growth and Protect the Environment – The Secondary Plans are an integral component of the City's growth management program. As proposed, the Salem and Hewitt's Plans identify an urban structure and mix of land uses designed to accommodate the growth that is forecasted for the Annexed Lands to 2031. The underlying basis of the vision inherent in the Secondary Plans is the long term sustainability of an extensive Natural Heritage System within an urban setting.

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

APPENDIX "A"

Secondary Plan Consultant Team Response to Stakeholder Submissions – April 2014

APPENDIX A

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

CITY OF BARRIE SECONDARY PLAN CONSULTANT TEAM RESPONSE TO STAKEHOLDER SUBMISSIONS AS OF APRIL 30, 2014

Appendix A

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

CITY OF BARRIE SECONDARY PLAN CONSULTANT TEAM RESPONSE TO STAKEHOLDER SUBMISSIONS AS OF APRIL 30, 2014

A.1 Report Overview

This report provides the response of the City of Barrie Secondary Plan Consultant Team to the direction from Council regarding the draft Salem and Hewitt's Secondary Plans and related amendments to the Official Plan and the written input received from the public and other stakeholders to the December 2013 documents. These documents were initially issued in February 2013 and were the subject of a statutory public open house held on March 6, 2013, and a statutory public meeting held on March 18, 2013. Based on the input received through the statutory review process, the documents were revised and presented to Council at its meeting held on December 16, 2013.

Council as per Motion 13-A-157 approved a series of recommendations in Staff Report IGM001-13 including the release of the updated Draft Secondary Plans, initiating discussions with the development community regarding financing growth, reconsideration of a proposal for the Innisbrook Golf Course lands and exploring the City's ability to accommodate rail-supported employment lands development. The draft Salem and Hewitt's Secondary Plans were subsequently revised and released on December 30, 2013.

This report:

- a) proposes revisions to the financial policies in the Secondary Plans and the Official Plan Amendment to better reflect the results of the City's Fiscal Impact Analysis (FIA) and infrastructure planning process as well as its monitoring approach;
- b) reconsiders the proposal for residential development on the Innisbrook Golf Course lands, in response to the direction of Council, but based on the reconsideration recommends that no changes be made to the Innisbrook lands in the Salem Secondary Plan;
- c) reviews the City's ability to accommodate rail-supported employment lands development;
- d) reviews the implications of the Provincial Policy Statement, 2014; and,
- e) reviews the written submissions received subsequent to the release of the Plans on December 30, 2013 and recommends some minor modifications to the Secondary Plans based on those submissions.

A.2 Background

As discussed in the December 6, 2013 report, Places to Grow, the Growth Plan for the Greater Golden Horseshoe, the City is required to plan for a population of 210,000 and employment of 101,000 by 2031. The City is undertaking a strategic planning exercise to determine how the population and employment growth will be accommodated. This process was initiated with the preparation of a Growth Management

Strategy that was completed in July 2012. The Growth Management Strategy is the foundation for land use planning, infrastructure plans, business plans and budgets.

The growth management program is continuing with the preparation of Official Plan Amendments including Secondary Plans for the Annexed Lands which became part of Barrie on January 1, 2010 and consultation with respect to the amendments. On December 16, 2013, Council received and endorsed a report entitled 'Secondary Plan Consultant Team Response to Stakeholder Submissions as of December 1, 2013'. This report summarized the 34 submissions that had been received since the statutory public meeting on March 18, 2013, identified general themes the public and stakeholders had raised, and recommended a number of modifications to the Secondary Plans and Official Plan Amendment. The Plans and Amendment were subsequently revised and released on December 30, 2013.

The Fiscal Impact Assessment of the City's growth plans has also been undertaken and was approved by Council on December 2, 2013 as a forecast to be used as a basis for financial agreements with the development community. The discussions regarding the fiscal framework are ongoing including consultations with the public at two Public Information Meetings held on January 31, 2014 and April 24, 2014. Staff Report IGM001-14 dated March 31, 2014 provided an update on the growth management program interims of the three integrated elements; land use, infrastructure and financial planning in light of the extensive information sharing, discussions and negotiations that had taken place with the development community.

Six Infrastructure Master Plans (Water Supply, Water Storage and Distribution, Drainage and Stormwater Management, and Multi-Modal Active Transportation) related to growth from 2012-2031 have been prepared for the entire City. These Plans were also approved by Council on December 2, 2013 so that staff could complete the public consultation process in accordance with the Municipal Class Environmental Assessment process. Since that time, the Schedule A, A+ and B projects have been approved. In addition, over 100 Schedule C projects are able to move from Phases 1 and 2 of the Class EA process to Phases 3 and 4. Master Plan updates or other detailed studies for fire, solid waste, parks and recreation and transit services have also been prepared. Master Plans are long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles.

The preparation of the Secondary Plans and Infrastructure Master Plans is being conducted in accordance with both the Planning Act and Phases 1 and 2 of the Municipal Class Environmental Assessment process. This incorporates an extensive public consultation program. In addition to the statutory open house held on March 6, 2013, which was also a Public Information Centre for the Infrastructure Master Plans, and the statutory public meeting on March 18, 2013, this has included:

- a Vision Workshop on March 8, 2011;
- a combined Master Plan Public Information Centre (PIC #1)) and Land Use Option Workshop on September 13, 2011;
- a combined Growth Management Strategy PIC and Master Plan PIC #2 on April 25, 2012;
- consideration of the preferred Concept Plan for the Annexed Lands report at a public meeting of Development Services Committee on May 8, 2012 and at General Committee on June 11, 2012;
- a Preliminary Draft Secondary Plans – Annexed Lands PIC on September 27, 2012 which also provided an update on the Infrastructure Master Plans; and,
- consideration of the Secondary Plan Consultant Team Response to Stakeholders Submissions Report at a public meeting of General Committee on December 9, 2013 and release of the revised Plans on December 30, 2013.

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

A.3 Analysis Approach

This report responds to the direction received from Council at its meeting on December 16, 2013 and the Provincial Policy Statement 2014 which became available after the Council meeting. It:

- a) proposes revisions to the financial policies in the Secondary Plans and the Official Plan Amendment to better reflect the results of the City's Fiscal Impact Analysis (FIA) and infrastructure planning process as well as its monitoring approach based on on-going discussions with the landowners. Proposed revisions are found in Appendix A to this report;
- b) reconsiders the proposal for residential development on the Innisbrook Golf Course lands, in response to the direction of Council. The analysis is set out in detail in Appendix B to this report;
- c) reviews the City's ability to accommodate rail-supported employment lands development;
- d) reviews the implications of the Provincial Policy Statement, 2014; and,
- e) reviews the written submissions received subsequent to the release of the Plans on December 30, 2013 and recommends some minor modifications to the Secondary Plans based on those submissions. The evaluation of the input and proposed changes to the Plans and amendments are included in Appendix C to this report.

A.4 Financial Policies

Staff Report IGM001-14, dated March 31, 2014, provided an update on the growth management program in terms of the three integrated pillars of the program: land use planning, infrastructure planning and financial planning in light of the extensive information sharing, discussions and negotiations that had taken place with the development community over the previous three months. As indicated in that report, the exchange of information included an opportunity not only to test the assumptions and findings of the Long-Term Fiscal Assessment of Growth (FIA), and assess the staging and cost of the proposed Infrastructure Implementation Plan, but also to review the related Secondary Plan policies. That review has continued and as a result a number of changes are being proposed to the Secondary Plan policies. In addition, recognizing that the Infrastructure Implementation Plan is applicable to the City as a whole, not just to the Secondary Plan areas, similar policies are proposed for inclusion in the Official Plan. The proposed changes to the Secondary Plan policies shown as tracked changes and the proposed Official Plan policies are found in Appendix A1 to this report (Note: only Hewitt's policies are shown as the policies are the same as for Salem). The relevant key proposed changes to the Secondary Plan policies are to Sections 8.7 (Salem) and 9.7 (Hewitt's) Development Review and Growth Management. The proposed changes include:

- a) **Sections 8.7.2/9.7.2 Development Application Submission Requirements**
This section sets out the requirements for a development application to be considered complete. It relies on Section 6.11 of the Official Plan but adds six additional study requirements. The proposed change repeats additional wording from Section 6.11 of the Official Plan in order to clarify the intent of the Secondary Plan with respect to application submission requirements.
- b) **Sections 8.7.3/9.7.3 Growth Management Subsections 8.7.3.1/9.7.3.1 Requirements Prior to Development**
Sections 8.7.3.1/9.7.3.1 establish the requirements that must be met prior to final approval of development applications to ensure that the principle of growth pays for growth to the greatest extent possible within the law is satisfied.
 - i) **Subsection a)**
The first requirement in subsection a) is that Council has satisfied itself that "future growth can proceed in a financially sustainable manner, as demonstrated in the Long Term Fiscal Impact Assessment of Growth (FIA)". A reference is proposed to be added

to "or as updated through the City's Long Range Financial Plan (LRFP)" to recognize that the FIA will be updated on a yearly basis by the LRFP.

- ii) **Subsection b)**
Subsection b) requires that a Development Charges By-law be in effect. This is proposed to be modified to reference the fact that there may be more than one By-law.
 - iii) **Subsection c)**
This subsection requires that the landowners have entered into an agreement with the City. Currently the policy requires the agreement to be in accordance with the FIA. It is proposed to change this to a reference to all the policies of the Plan recognizing that the agreements are required to implement the Plan as a whole as well as the FIA. At the same time, a new sentence is proposed to be added to clarify that once a landowner has entered into an agreement with the City; their applications will be deemed to be consistent with the assumptions and findings of the FIA and will not be deemed premature. This provides certainty for both parties as to requirements which must be met for each application.
 - iv) **Subsection e)**
This subsection requires private cost sharing agreements among landowners. The intent is reflected in the current wording but the wording used by the City in other Secondary Plans is deemed to more clearly reflect the intent. The revised wording is based on the wording in the City's other Secondary Plans.
- c) **Sections 8.7.3/9.7.3 Growth Management Subsections 8.7.3.3/9.7.3.3 Building Permits**
This section has been significantly modified and relocated as subsection c) of Section 8.7.3.2/9.7.3.2 Phasing to better reflect its intent and to reference the City's proposed Infrastructure Master Plan. The revisions clarify that municipal services will be provided in a coordinated manner with land use approvals as well as with the City's LRFP and Infrastructure Master Plan to ensure that services are available prior to occupancy. It also clarifies the tools that the City will use to achieve this objective.
- d) **Sections 8.7.4/9.7.4 Monitoring**
This section has been clarified to indicate that notwithstanding the annual monitoring reports, once a landowner has entered into an agreement with the City, their application will be deemed to be consistent with the assumptions and findings in the FIA and will not be deemed premature.

A.5 Innisbrook Golf Course Lands (Innisbrook)

The Innisbrook lands are located in the southwest quadrant of Lockhart Road and Huronia Road. The northerly portion (+/-42.2 ha/104 acres) is currently utilized by the existing Innisbrook Golf Club including the clubhouse and related facilities. According to a submission on behalf of Innisbrook dated October 2012:

"Innisbrook Golf Course has entered into an agreement with the abutting landowner to the south to facilitate a golf course expansion. The proposed expansion area comprises approximately 21.5 hectares (53 acres).....These additional lands will enable Innisbrook Golf Course to develop their ultimate development concept."

The southern portion referenced in the Innisbrook submission is undeveloped and is currently owned by Mrs. Mona Pope based on submissions from Mr. Bernard Pope (October 2012). The Pope lands extend beyond the piece subject to the agreement with Innisbrook to McKay Road East. It should also be noted that both the northerly and southerly portions of the site include natural heritage features which are proposed to be designated as part of the Natural Heritage System in the Salem Secondary Plan.

A review has been prepared in response to the December 16, 2013 direction from Council to reconsider a proposal for the Innisbrook Golf Course lands (Innisbrook). The detailed review is found in Appendix A2 to this report.

The review:

- a) describes the Innisbrook site and its context;
- b) describes the Innisbrook proposal, as well as supplementary information provided through the submission of the landowner to the south of the Innisbrook lands;
- c) reviews key submissions made on behalf of Innisbrook;
- d) reviews the submissions expressing concerns with the Innisbrook proposal;
- e) outlines the analysis of the proposal and related issues; and,
- f) provides a recommendation.

It is recommended based on this reconsideration that no change be made to the Salem Secondary Plan with respect to the Innisbrook proposal because in summary:

- There is no need for the additional residential development to meet the City's 2031 targets;
- If permitted, it would require the deletion of the equivalent amount of residential land either from the Salem or Hewitt's Secondary Plans;
- There is no requirement in Provincial or City policy to provide for specific housing forms in particular adult lifestyle housing related to golf course developments;
- The Ultimate Development Concept identifies all the lands between Veterans Drive and Huronia Road as "Industrial/Business Park" including the Innisbrook lands. This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors in keeping with Provincial policy for freight carrying facilities;
- The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area to maximize the use of the 400 and the railway;
- The insertion of a residential development on the Innisbrook lands in advance of understanding how the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use. It would potentially hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site, particularly adjacent to the railway; and,
- The Innisbrook proposal does not generally conform with Council's Planning Principles for the Annexed Lands. In particular it will result in an isolated development (see Figure A6Co) which does not reflect sustainable community planning and is difficult to serve with transit and active transportation.

More specifically:

- The land available for both residential and employment development in both Salem and Hewitt's to the year 2031 is limited.
- A detailed analysis has identified in the proposed Salem Secondary Plan a land use plan which is designed to maximize the potential for development of the limited employment lands to the west of Highway 400 and adjacent residential development.
- No development is proposed east of Highway 400 to the year 2031. As a result, residential development on the Innisbrook lands would be isolated from any development in Salem until after the year 2031.
- The proposed Salem and Hewitt's Plans are designed to accommodate all the required population and employment necessary to 2031. There is no need to include the Innisbrook lands in order to meet the population targets. The targets can be met in the lands proposed to be designated for residential and mixed use development in the currently proposed Salem and Hewitt's Secondary Plans, including housing for residents in a variety of age groups.
- Given the relatively limited amount of residential development permitted to the year 2031 in accordance with the requirements of Provincial policy, if the Innisbrook development was permitted, it would require the deletion of an equivalent amount of residential land either from the Salem or Hewitt's Plans. In determining which area would have to be deleted, consideration would need to be given to how the Innisbrook development would integrate with the required phasing plan for Salem and Hewitt's. This would require review of financial and other factors.
- There is no requirement in the Growth Plan or PPS to provide for specific forms of housing, in particular adult lifestyle housing related to golf course developments.
- The Ultimate Concept Plan, which is an appendix to the Secondary Plans, was developed based on the Preferred Concept. The Preferred Concept reflects the results of detailed public and stakeholder review as well as a technical evaluation.
- The Ultimate Development Concept generally identifies all the lands between Veterans Drive and Huronia Road as "Industrial/Business Park", including the Innisbrook lands. This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors in keeping with Provincial policy for freight carrying facilities.
- The intent was to protect the lands in this corridor for future economic development. The form that the development takes will reflect site specific conditions and needs at the time it is justified for development.
- The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area until detailed assessment and analysis can be undertaken to determine how these lands can best serve the needs of the City and maximize the use of these two major transportation corridors.
- The insertion of a residential development on the Innisbrook lands in advance of understanding how the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use and would potentially hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site, particularly adjacent to the railway.
- The Innisbrook proposal does not generally conform with Council's Planning Principles for the Annexed Lands. In particular it will result in an isolated development which does not reflect sustainable community planning and in particular is difficult to serve with transit and active

transportation, particularly prior to 2031. In addition, it will potentially hinder the potential for employment uses on the surrounding lands

- The proposed Secondary Plans are designed to accommodate a range of housing types and densities including the built form proposed for the Innisbrook lands. There is no need for these additional lands or the proposed development to accommodate the demand for the proposed housing types.
- The development will create an isolated residential area with no connection to surrounding development. To the north is an industrial subdivision and environmental lands. To the south and west to the year 2031 is agricultural development and ultimately employment uses. To the east is a golf course. The closest residential development is 340 metres (1,115 feet) away.
- The Ministry of Environment Guidelines are used to evaluate noise impacts. The most current Guideline is the Environmental Noise Guidelines Stationary and Transportation Sources – Approval and Planning Publication NPC-300. It replaces four previous publications. The guideline provides sound level limits “that may be used when land use planning decisions are made under the Planning Act”. A noise assessment is the key tool used to ensure there is a suitable acoustical environment for noise sensitive uses such as residential. The proposed development would require submission of such a noise assessment to evaluate noise impacts.
- The same issues arise with the designation of the subject lands for institutional uses as for residential development. The only institutional uses which permit alternative residential uses if they do not proceed are schools. The School Boards have already identified the locations for both elementary and secondary schools. These are located where they are easily accessible by existing and planned residential development by transit and active transportation. There is no need for additional sites nor is this site appropriate given that is isolated from residential development. As such it is inappropriate to designate it for institutional uses. If such a use is ultimately redeveloped for residential uses the increase in the population will have to be taken into account during any future municipal comprehensive review.

A.6 Rail Supportive Employment Uses

Council requested that consideration be given to the introduction of policies in the Salem Secondary Plan which would allow the approval of employment uses along the railway to be expedited should development be proposed. The Province has not responded to the request for comments on this issue at the time of the preparation of this report. To address the concern therefore, within the context of the Growth Plan and the PPS, 2014, it is proposed to add the following policy to Section 8.2.5 Planning Period:

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

A.7 Provincial Policy Statement 2014

The Provincial Policy Statement (PPS) 2014 came into effect on April 30, 2014. There are no transition policies, so the PPS 2014 is applicable to the proposed Official Plan Amendments and Secondary Plans.

The PPS 2014 builds on the PPS 2005. It also reflects, more clearly than the PPS 2005, directions already in the Growth Plan and other planning directions which have been utilized across the Province but not previously strongly identified in the PPS. As a result, many of the enhanced directions in the PPS 2014 are already reflected in the City’s proposed Secondary Plans. A specific example is the approach to

natural heritage. The Secondary Plans are developed around a Natural Heritage System – “a linked system of natural core areas which includes key natural and hydrological features or groupings of features, together with buffers and adjacent lands intended to protect the function of these features and ensure long term sustainability of the System within the urban context.” The PPS 2005 introduced the concept of natural heritage systems but focused on the protection of features. The PPS 2014 for the first time requires the identification of natural heritage systems while “recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.” (Section 2.1.3)

Based on a review of the PPS 2014 and the City’s proposed Official Plan Amendments and Secondary Plans, the City’s Amendments appear to be consistent with the PPS 2014. In particular, as noted, the Plans are based on a linked natural heritage system. In addition, the Amendments provide for:

- a range and mix of housing types, including second units;
- compact, mixed use development and healthy active communities;
- creation of community hubs;
- densities and a mix of uses which support active transportation, as well as transit supportive land uses patterns where transit is planned, and freight supportive land use patterns;
- infrastructure and public service facilities that are financially viable over their life cycle and protect the natural environment, as well as avoiding unjustified and/or uneconomical expansion, as established through the City infrastructure master plans which were prepared in conjunction with the Amendments;
- environmentally and fiscally sustainable development;
- employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;
- planning for the long term protection of employment areas beyond the 20 year planning period; and,
- a policy framework which ensures the appropriate protection for the remaining rural lands.

A.8 Written Submissions

Appendix A3 summarizes the comments received from the public and stakeholders regarding the Secondary Plans and related amendments to the City’s Official Plan. Written submissions were received from 11 stakeholders or stakeholder groups, with in some cases more than one submission from a group. The evaluation of the input and proposed changes to the Plans and amendments are included in Appendix A3.

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

General issues that were identified include the following:

- a) school site size and locations;
- b) reductions in the Natural Heritage System (NHS);
- c) proposed Phase 1 boundary in the Hewitt’s Secondary Plan;
- d) clarification of, and revisions to the Mixed Use Nodes and Corridors designations and other policies;
- e) clarification of, and revisions to, Master Plans;
- f) Winchester Terrace Defined Policy Area;
- g) District energy; and,

- h) typographical errors.

Based on the evaluation, a few additional modifications have been made to the Secondary Plans including:

- a) an increase in depth of the Mixed Use Node in the Hewitt's Secondary Plan south of Maplevue Drive East, and adjustment in minimum FSI for commercial development;
- b) the correction of typographical and other minor changes to mapping to both Secondary Plans;
- c) the addition of policies related to the potential for district energy in the employment areas and Yonge Street Mixed Use Corridor designations;
- d) a minor modification to natural heritage system for 264 Salem Road; and,
- e) addition of a policy which permits consideration of minor adjustments to the Phase 1 boundary in the Hewitt's Secondary Plan in the vicinity of Maplevue Drive East Neighbourhood Mixed Use Node.

Appendix A1

Proposed Financial Policy Revisions

Secondary Plans

Proposed additions to Hewitt's Growth Management Policies Additions shown in red. Deletions shown as struck out and blue

9.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

9.7.1 PURPOSE

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

9.7.2 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

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

- a) A Subwatershed Impact Study in accordance with the provisions of Section 9.6.5 and which also takes into consideration the Master Plan;
- b) An area design plan in accordance with the provisions of Section 9.4.2;
- c) A pedestrian circulation plan in accordance with the provisions of Section 9.4.4.4 b);
- d) Delineation of the Regulatory floodplain, to be completed at the planning/design stages of development and supplemented with a detailed topographic survey of the watercourse and floodplain;
- e) Geotechnical study for natural hazards including slope and soil stability;
- f) Waste Disposal Impact Assessment for any lands designated "Waste Disposal Assessment Area".

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

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

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

9.7.3 GROWTH MANAGEMENT

9.7.3.1 Requirements Prior to Development

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

- a) ~~The City of Barrie Financial Plan, Intensification and Annexed Lands, 2014 prepared by Watson and Associates Economists Ltd. is adopted by Council;~~ Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City, including the Hewitt's Secondary Plan, over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure and community services can be delivered in a timely and fiscally responsible manner. As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 9.7.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;
- b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the *Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- c) Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City ~~or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan,~~ or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the ~~City of Barrie Financial Plan Intensification and Annexed Lands, 2014 policies of this Plan~~ , recognizing that:
- i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;
- ~~Notwithstanding the provisions of this Section such agreements shall not be required to be entered into prior to approval of draft plans of subdivision and rezoning, provided that a condition of approval has been imposed requiring such agreements to be entered into prior to final approval;~~
- d) Landowners have entered into a Master Parkland Agreement for the Hewitt's Secondary Plan Area with the City where required in accordance with the provisions of Section 9.6.7.3 of this Plan; ~~and,~~
- e) ~~Landowners who control a significant portion of the lands in the Hewitt's Secondary Plan area, as determined by the City, have entered into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in order to ensure the appropriate and orderly development of the Hewitt's Secondary Plan Area, and to ensure that the costs associated with the development of the Hewitt's Secondary Plan Area are equitably distributed among all landowners. Individual developments in the Hewitt's Secondary Plan Area shall generally not be approved until the subject landowner has become a party to~~

~~the landowners' cost sharing agreement;~~ Landowners in the Hewitt's Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,

- f) Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

9.7.3.2 Phasing

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

9.7.3.3 ~~Building Permits~~

- c) ~~Building Permits~~ The City will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFA and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be issued ~~when in accordance with the criteria in requirements of~~ Section 9.7.3.1 and 9.7.3.2 of this Plan, ~~are satisfied and,~~ in accordance with the requirements for the provision of services established in any required Functional Servicing Plans. In ~~addition,~~ particular, ~~building permits development approvals~~ in the Hewitt's Secondary Plan Area ~~will shall only be issued when require that the following criteria, in addition to any other requirements,~~ are satisfied:

- ai) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
- bii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,

- ciii) Any required Community Parks, Neighbourhood Parks and Village Squares are prepared to an acceptable base condition as determined through the City's Parkland Standards and conveyed to the City, **prior to the occupancy of development serviced by such parks.**

To achieve the objectives in this subsection, ~~t~~The City may where necessary ~~shall~~ use mechanisms ~~to control the issuance of building permits~~ such as holding zones and conditions in subdivision agreements **including staging of development within plans of subdivision.**

9.7.3.4 Public Facilities

Notwithstanding the foregoing policies of Section 9.7.3:

- a) Federal, Provincial, County and City owned and/or operated public infrastructure and services such as, but not limited to, parks, emergency response services (.e.g ambulance, fire, police), stormwater management facilities, water and waste water facilities including pumping stations and above or below ground utilities such as gas lines or telecommunications facilities may proceed in any designation, at any time even if the precise requirements of Section 9.7.3 above have not been met; and,
- b) The City may, at its sole discretion, but subject to confirmation of available water and wastewater servicing, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section 9.7.3 above are not fully met, if it can be demonstrated to the City that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Hewitt's Secondary Plan, and if there are no unacceptable negative impacts to the City as determined by Council at its sole discretion.

9.7.4 MONITORING

All development shall be monitored to ensure that:

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

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

Official Plan

13. modifying Section 6.1.3 by:

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

(ii) adding new subsections as follows:

"6.1.3.1 Growth Management Requirements Prior to Development

In order to implement the policies of the Official Plan, in particular Section 3 Growth Management, and apply the principle of financial sustainability and the principle that growth pays for growth to the greatest extent possible within the law, applications for development can be processed, but shall only be finally approved including the registration of subdivisions, and development shall only proceed in accordance with the phasing policies of Section 3.1.2.2, and when:

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

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

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

6.1.3.2 Development Coordination

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

- i) Delete the letter "(a)" and renumber as "6.1.3.3 Development Agreements"; and,
- ii) Delete the letter "(b)" and renumber as "6.1.3.4 Required Studies".

- 14. Add the following new paragraph after Section 6.11 (dd):

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

- 15. Add a new section 6.12, Monitoring as follows:

6.12 **Monitoring**

All development shall be monitored to ensure that:

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

Reports to City Council outlining the results of the monitoring program and updates on the Long Range Financial Plan (LRFP) will be submitted to Council on an annual basis. The reporting will include the status of the Development Charges fund, variances between planned and actual, and recommendations to address issues of concern. Notwithstanding the annual monitoring reports, once a landowner(s) has entered into an agreement with the City in accordance with subsection 6.1.3.1 c), their application shall be deemed to be consistent with the assumptions of the FIA and may not be deemed to be premature.

Appendix A2
Innisbrook Golf Course Lands

Appendix A2 Innisbrook Golf Course Lands

A2.1 Introduction

This review has been prepared in response to December 16, 2013 direction from Council to reconsider a proposal for the Innisbrook Golf Course lands (Innisbrook). As part of the reconsideration, specific requests by two Councillors for consideration of issues related to this site were made:

Councillor Ainsworth

"What I am looking for is more detail on the included units on the west side of Highway 400 and clarification of what the "not appropriate edict" of an Adult Lifestyle Community integrated with the existing golf course means and is based on. Planning Principles?"

Councillor Nuttall

"If Innisbrook Golf Course within the Annexation Lands were to be rezoned "Institutional" (the existing golf course area would be permitted as a legal non-conforming use), would the residential allowances that are permitted within the zone impact on our population targets under the P2G Plan?"

A second question is in the event that a school site, which could be dual zoned under the proposed Secondary Plan policies, becomes a residential use due to the school not being required, does the additional population impact the overall growth numbers?"

The review:

- a) describes the Innisbrook site and its context;
- b) describes the Innisbrook proposal, as well as supplementary information provided through the submission of the landowner to the south of the Innisbrook lands;
- c) reviews key submissions made on behalf of Innisbrook;
- d) reviews the submissions expressing concerns with the Innisbrook proposal;
- e) outlines the analysis of the proposal and related issues; and,
- f) provides a recommendation.

A2.2 Site and Context

A2.2.1 Site (See Figure A1)

The subject lands are located in the southwest quadrant of Lockhart Road and Huronia Road. The northerly portion (+/-42.2 ha/104.3 acres) is currently utilized by the existing Innisbrook Golf Club including the clubhouse and related facilities. According to a submission on behalf of Innisbrook dated October 2012:

"Innisbrook Golf Course has entered into an agreement with the abutting landowner to the south to facilitate a golf course expansion. The proposed expansion area comprises approximately 21.5 hectares (53 acres).....These additional lands will enable Innisbrook Golf Course to develop their ultimate development concept."

The southern portion referenced in the Innisbrook submission is undeveloped and is currently owned by Mrs. Mona Pope based on submissions from Mr. Bernard Pope (October 2012). The Pope lands extend

beyond the piece subject to the agreement with Innisbrook to McKay Road East. It should also be noted that both the northerly and southerly portions of the site include natural heritage features which are proposed to be designated as part of the Natural Heritage System in the Salem Secondary Plan.

A2.2.2 Surrounding Area (See Figure A2)

Northwest Quadrant Lockhart Road and Huronia Road

To the north of Lockhart Road, east of the railway in the northwest quadrant of Lockhart Road and Huronia Road, is an industrial subdivision. The subdivision is not fully developed but does include some existing industrial uses (e.g TNT Services Plus Inc., Hercules Sealing Products Canada, Coco Paving – Barrie Asphalt Plant)

Northeast Quadrant Lockhart Road and Huronia Road

The lands immediately adjacent to Huronia Road are undeveloped and comprise natural environmental features with the exception of a synagogue fronting on Huronia Road north of Lockhart. A residential subdivision is located east of the natural environmental lands. The western boundary of the subdivision is approximately 190 metres (623 feet) from Huronia Road.

Southeast Quadrant Lockhart Road and Huronia Road

The southeast quadrant is outside the City boundary and is occupied by National Pines Golf Course which extends from Lockhart Road to McKay Road.

South

As noted, the lands to the south are owned by Mrs. Mona Pope and are used for agriculture.

West

Between the Innisbrook lands and the Pope lands and the railway and west of the railway to Highway 400, the lands are primarily used for agriculture, with some environmental features.

Northwest

North of Lockhart Road, between the railway and Highway 400 south of Mapleview, the lands are primarily used for industrial uses or are undeveloped.

A2.3 Innisbrook Proposal (See Figure A3)

Innisbrook proposes, with the addition of the lands to the south, to reconfigure the existing golf course so that a residential development can be located in the centre of the site. The residential development is described as an adult lifestyle community oriented to seniors (50+). The concept identifies the potential for approximately 649 detached, semi-detached, townhouse and other multiple units. It should be noted that the Sports Complex shown on the concept is located on the lands which it is indicated will continue to be owned by Mrs. M. Pope. The Pope's have made a submission indicating that they do not agree with the use of their lands for a sports park.

A2.4 Innisbrook Submissions

As noted in the Secondary Plan Consultant Team Response to Stakeholder Submissions as of February 15, 2013 the rationale presented for the proposed development is that:

- Based on the Growth Management Strategy background information, of the “38,800 new residents in the annexed area, approximately 14,744 are expected to be in the 55-74 age group. The proposed Secondary Plans should establish the policy basis to develop seniors oriented housing. Golf Courses have historically been utilized as prime locations to integrate housing to cater this demographic. The characterization of this type of housing is Adult Lifestyle. Adult Lifestyle Communities typically service themselves as schools are not required and parkland and amenity areas are maintained and operated by condominium corporations.”
- “The newly expanded Innisbrook Golf Course lands are the prime location for this form of development within the Secondary Plan area. The following points highlight of the advantages of this location:
 - The golf course exists today and can be easily modified to incorporate an adult lifestyle community.
 - Subject lands front Huronia Road, an Arterial Road where transit will be available.
 - Positioned directly across Huronia Road is another large scale Golf Course (National Pines).
 - Natural Heritage features, specifically the watercourses, ponds, and associated wetland, provide an excellent base character to integrate an Adult Lifestyle Community.
 - Adjacent to other major recreational facilities planned for the community.
 - Development can also facilitate municipal services to the Community Park which is currently proposed to be serviced privately.
 - Golf Course holes would buffer the residential portion of the Lifestyle Community to the future surrounding Employment uses.
 - No other opportunity to create this type of development within the Built up area of the City, or the Annexed Lands.
 - Minor, if any, extension of hard services (i.e. water/sewer/stormwater exists at lot line), required.”

An amendment is proposed to the Secondary Plan to establish a new recreational district to be located in the Urban Boundary. This assumes a sports park located on the Pope lands to the south which the Pope’s have indicated they do not support. Residential development would be permitted as an ancillary use in the form of an adult lifestyle community.

With respect to the Secondary Plan Consultant Team Response to Stakeholder Submissions Report as of December 6, 2013, it notes that the most recent submission provides a chronology of the previous submissions made on behalf of Innisbrook which addressed the following:

- “1) Innisbrook’s desire for development of an Adult Lifestyle Community Integrated with the existing golf course.
- 2) Concerns that a new collector right-of-way is proposed through the subject lands to connect with Rawson Avenue. We do not believe that this is an appropriate location for a new collector road as Huronia Road provides a much better transportation and long term servicing connection.
- 3) Connecting into Rawson Road through the subject property will also require the crossing of two Natural Heritage System units which we believe will have negative impacts on the natural environment. Both these stream corridors are currently zoned Environmental Protection (EP).”

The letter registers a formal objection to the Secondary Plan.

Since the December report, a further submission dated February 25, 2014 responds to the submissions from the Jones Consulting Group Ltd. on behalf of the Hewitt’s Creek Landowners Group Inc. and from KLM Planning Partners on behalf of significant landowners in the Salem Secondary Plan. The submission indicates

- Draft Hewitt’s Creek and Salem Secondary Plan

"In no way through this process did Innisbrook Golf Course ever state that there isn't planning merit in identifying along Highway 400 new employment opportunities. Our issue with the employment designation is the land mass to which it is being applied to the lands between Highway 400 easterly to Huronia Road and specifically the Innisbrook Golf Course property." The submission goes on to indicate that the City cannot justify the employment land needs on the Ultimate Land Use Plan within "any reasonable planning horizon." The submission further states that "there is a great need to designate lands to accommodate the 55 age cohort population with a variety of housing options....Secondly the planning analysis as to why the golf course are more appropriate as an Adult Lifestyle Community versus future employment lands are more extensive than just having an existing golf course and a new sewer line run along our entire frontage of Huronia Road. Other primary considerations as to why the subject lands should not be employment is based on topography, environmental constraints and growth projections. Employment areas require flat/level land with vast areas for parking, staging areas, not areas with undulated topography, possessing creeks/tributaries and significant woodlands. These characteristics make this area quite different than the lands immediately north that form part of the existing employment base." The submission also indicates that the Golf Course does not abut the rail line and that any residential development will be buffered from employment uses by golf course holes.

- **Isolated Location**

The submission indicates that the development is not an island of residential in a future industrial district because they "are located on the periphery of both the Salem Secondary Plan and the municipal boundary." Further, it is indicated that "Adult Lifestyle Communities are developed as communities within a community that are self-sustainable with all necessary amenities located on site. The isolated subdivision.... is located north-east of the subject property down Lockhart Road. The development is very different than what is being proposed, it is a municipal subdivision relying entirely on municipal infrastructure (i.e. recreation centres, libraries, parks, etc.). The Innisbrook Golf Course Adult Lifestyle Community will develop its own recreation centre, library, parkland/amenity areas, and will not require any municipal funding." (Gives the example of the Briar Hill Adult Lifestyle Community in Alliston abutting a road with employment lands on the other side.)

- **Existing Barrie Official Plan**

"We have considered the heavy industrial use located on the north side of Lockhart Road and have ensured that an adequate buffer will be established by maintaining 9 holes of the existing golf course between the heavy industrial use and any proposed residential development. The buffer is estimated in the order of over 300 metres (1000 feet). In looking at this existing employment area it is worth noting that not one single business utilizes the rail line for their operation."

- **Protecting Employment Lands & Land Use**

"It is our opinion that due to the Environmental Protection areas found on the subject lands in conjunction with the rolling topography, valleylands, and the presence of an existing golf course make this area quite different than the industrial lands to the north."

MOE D6 Guideline sets a minimum separation distance for sensitive land uses to industrial emission sources of 20 metres for Class 1, 70 metres for Class 2, and 300 metres for Class 3.

The KLM report does err with the setback requirements for the different Class industries. The area identified as potentially being sterilized for a Class II industry is actually for a Class III industry which does dramatically change the type of industries that could potentially not locate abutting the rail line and Innisbrook lands.

It is also worth noting that the land in question between the Innisbrook lands and the rail line represent the least likely location for potential industrial development given its characteristics. This one again assumes that a need can be demonstrated that this future employment land is required to meet planning projections for the City of Barrie.

- **Public Transit**

"It is our expectation that this development would not rely heavily on public transit but having transit accessible to this site makes good planning sense.....Given the amount of development taking place within the Hewitt's Secondary Plan there is an expectation that the transit system will be expanded out to Lockhart Road and Huronia Road to service new development and the existing isolated subdivision....The new transit system will be directly across the road from the subject lands."

- **Financial Benefits**

".....there are significant financial benefits this project provides ... This project is 'shovel ready' with services readily available, versus Phases 1, 2 and 3 of the Hewitt's and Salem Secondary Plan which require design and implementation of major infrastructure, taking years to build prior to development occurring. This project will generate in the neighbourhood of \$30 million in development charges with \$0 public money spent.... The financial benefits of a private condominium development versus a municipally assumed and maintained subdivision are quite obvious."

- **Need**

"We are very aware of approved and proposed senior's projects throughout the City of Barrie. We are not aware of any ground oriented seniors development that incorporates active living in concert with a golf course development.... The Growth Plan speaks to a requirement to provide a range and mix of housing opportunities for all age cohorts which we believe this project can deliver. It is a form of development that we feel will not be replicated in the Secondary Plan Area or no other area of the City."

- **Impact on the 2031 line**

"It is our contention that the distribution of lands and population to individual landowners is not set in stone at this point and at this stage both the Hewitt's and Salem Secondary Plan should be revisited in accordance with the direction provided by General Committee under Motion 13-G-324. The proposed Lifestyle Community should be evaluated on its own merit without considered impact to landowners who feel they have already been granted population and development rights."

A2.5 Submissions from Hewitts's and Salem Landowners

A2.5.1 Hewitt Creek Landowners Group Inc.

A submission was received dated December 18, 2013 from the Jones Consulting Group Ltd. on behalf of the Hewitt's Creek Landowners Group Inc. who control the majority of lands in the Hewitt's Secondary Plan Area. The submission indicates that the proposed Innisbrook Adult Lifestyle Community lacks planning merit and asks for consideration of a number of points which are summarized as follows:

- **February 2013 Draft Salem Secondary Plan**

The Landowners support the Urban Area boundary and designations in the February 2013 draft of the Salem Secondary Plan and the Industrial/Business Park designation in Appendix 8A which illustrates the Ultimate Land Use and Transportation Plan. "There is planning merit in identifying along Highway 400 easterly to Huronia Road for employment uses and major recreational uses or institutional uses which generate large amounts of traffic and that require or may benefit from access to rail and Highway 400. The Landowners do not support the introduction of sensitive land uses such as the residential component of the proposed Innisbrook Adult Lifestyle Community with the area.

We understand the primary justification for locating the residential adult lifestyle community in the area proposed is the connection to the golf course and the proposed extension of services along Huronia Road... In our opinion, there a more compelling planning merits in identifying these lands for future employment uses... The most notable being Highway 400 access, the rail line and the existing industrial development to the north...."

- **Isolated Location**

"The proposed residential use would essentially be the hole in the industrial donut – an island of residential in a future employment district."

It is also noted that the nearby residential neighbourhood is "itself isolated, not within walking distance, would not be connected in any way (including the lack of connecting sidewalks/trails), and that the subdivision contains no community facilities outside one neighbourhood park. Not only is this proposed development not connected to any other neighbourhood, but it is also isolated from the basic elements that create a vibrant residential community such as meaningful pedestrian connections to area amenities, a lack community facilities, and the absence of convenience commercial uses.

In our opinion, the isolated nature of this site makes it the least compelling location to locate any residential development, let alone an Adult Lifestyle Community. There are many locations that would be more appropriate due to their integration into the planned neighbourhood fabric and proposed services."

- Existing Barrie Official Plan

The submission notes that "for decades Barrie has relied on a planning policy framework in its existing Official Plan that recognized the importance of identifying and protecting employment lands. This is demonstrated by the fact that all lands north of Lockhart Drive between Highway 400 and Huronia Road for a distance of almost 4 kilometres are exclusively either industrial or commercial. The introduction of this use in this location is not only inconsistent with the proposed Ultimate Land Use Plan in the Salem Secondary Plan, but also the historical development of Barrie. It is also salient to point out that the lands on the north side of Lockhart Road contain a heavy industrial use."

- Protecting Employment Lands & Land Use Compatibility

"According to the Ultimate Land Use Plan, lands to the west of the subject lands are proposed to be Industrial/Business Park and contain a rail line that would support a variety of Class I through III Industrial uses as defined by the Ministry of the Environment. The incompatibility of these uses is obvious. Noise, emissions, truck traffic, on-site equipment and storage all create potential compatibility problems with adjacent residential development.

The Ministry of the Environment has established a 70-1000 metre potential influence area from industrial land uses. We note that all properties adjacent to the rail line between Lockhart Road and McKay Road are within the potential area of influence of the proposed residential Adult Lifestyle Community. Furthermore, a heavy Class III industry, such as the crushing plant located on the north side of Lockhart Road, would not be able to locate on the proposed industrial lands west of the Innisbrook property line up to the rail line. This is in direct conflict to the discussion at the General Committee meeting about protecting industrial uses along the rail corridor. In addition, it is reasonable to expect that the seniors living in this development might object to new heavy or manufacturing industrial uses that are proposed to be developed on lands adjacent to their site."

- Public Transit

"...it was suggested that this project would not rely on public transit. There are a multitude of health, financial and social reasons that lead seniors to have fewer cares or ceasing to drive, so any suggestion that public transit is not necessary lacks merit. Both the residents and visitors should and will need access to public transit... While the City could consider an extension of the transit routes to service this isolated site, the merits and cost of this extension would need to be evaluated in light of the City's overall transit service delivery objectives."

- Financial Benefits

"...it was suggested that the proposed development would be a 'revenue generator' for the City due to the fact that the proponent will pay \$30 million in Development Charges.... and they will not require additional City services as the site will be developed as a condominium. The Landowners wish to point out that the development of any property in the annexed lands...will pay their Development Charges and front-end works. There is no apparent benefit of developing this site over any other site in the annexed lands using the payment of Development Charges as a basis. Regarding

condominium tenure, any site within the annexed lands could be developed as a condominium so this benefit is not exclusive to this project.”

- **Need**

“The Landowners agree that there is a need for seniors housing in a variety of forms over the next 20 years; however, there are multiple projects proposed today, others are being discussed, and no many more in the future will be developed. There are two seniors projects new Little Lake, another proposed on Essa Road, and a possible development in the Hewitt’s area just to name a few.

We have reviewed a concept plan of the Innisbrook Adult Lifestyle Community. The Plan depicts 649 residential units in a mixture of detached, semi-detached, townhouse and other multiples, along with photographs illustrating the housing styles. The built form of the development proposed is similar to the type of development that the Secondary Plans envision in the residential areas.”

- **Impact on the 2031 Line**

“The Landowners are very aware of the fact that the inclusion of the Innisbrook lands within the 2013 limit will mean that other lands must be removed from the 2013 limit. The major planning concern is the removal of area and hence people, from future neighbourhoods elsewhere in the annexed lands. This creates a potential negative impact on the City’s ability to provide cost effective and efficient service delivery in those areas, i.e. there will be fewer people using transit, commercial, garbage, library, recreation centres, parks, etc. Those services require user fees, volume and economies of scale to be viable so fewer people using those services may have a negative impact.”

- **Delay**

“The Landowners are concerned that the proposed inclusion of these lands within the 2013 limit will result in delays to the approval of the Secondary Plans. In addition, the proposed inclusion of the Innisbrook Adult Lifestyle Community could open the door to numerous other similar requests on lands outside the 2031 limit.”

A2.5.2 Significant Salem Landowners

KLM Planning Partners Inc. made a submission dated December 20, 2013 on behalf of significant landowners within the Salem Secondary Plan Area with respect to the Innisbrook proposal. Their concerns are summarized as follows:

- “The proposal is in the wrong location. Currently there is an industrial subdivision on the north side of Lockhart Road, with existing heavy industrial uses. The draft versions of the Salem Secondary Plan have always contemplated the lands from the east side of Veterans Drive to Huronia Road for industrial uses. The proposed location, much like the residential community on the north side of Lockhart Drive, east of Huronia Road, would become an isolated entity, and in this particular case, amongst future industrial land.”
- “....Should residential uses be permitted on the golf course, it will effectively sterilize some of the proposed industrial lands adjacent to the railway line, based on the MOE D-Series Guidelines. We have included a schematic to show the potential effect of where a Class I or a Class II industrial use could not locate on the adjoining lands, should the residential uses be permitted. We did not include a Class III use, but it is worth noting the guidelines require separation distance of 1000 metres for this type of use, which would further impact the viability of the land adjacent to the railway line, should this category of use want to location in this vicinity.”
- “The request to include the golf course lands for residential purposes would necessitate including them within the proposed 2013 urban boundary. In doing so, this would require lands which have previously been contemplated for development prior to 2031 to be removed. Much time, effort and expense has been undertaken to determine the appropriate locations for development to occur both pre and post 2013. The landowners do not agree with revising the boundary to include the golf

course lands at the expense of another landowner whose lands were already contemplated for development within the current planning horizon."

- "At the General Committee meeting a comment was made that the proponent will pay \$30 million dollars in development charges and will be a revenue generator to the City of Barrie. As Council is well aware, all new developments within the City of Barrie are required to pay development charges at the time of building permit issuance." The submission also notes that an adult lifestyle community in Brampton has taken 15-20 years at an absorption rate of 50 units per year and has not reached full build out. Based on that absorption rate, it is indicated that the Innisbrook project would take approximately 13 years before full development charges would be received by the City. "Within the same time period, a significant amount of development charges will likely have already been paid to the City, well in excess of the projected \$30 million."
- The submission indicates that a lack of need for transit is "not only contrary to good planning principles, but also counterintuitive considering the aging demographic that an adult lifestyle community attracts. Public transit will be a necessity for its residents as they age and rely on their vehicles less for transportation."
- "Need. It was identified that adult lifestyle communities will be necessary for an aging demographic within the City of Barrie. We do not dispute that communities will need to plan to accommodate various forms of living opportunities for the aging demographic however they should be integrated within planned residential communities."

A2.6 Analysis

The reconsideration of the proposed Innisbrook residential development involved a review with respect to:

- the Provincial policy framework including the population and employment targets established for the City under Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) to 2031;
- the preferred/ultimate development concept for the Salem and Hewitt's Secondary Plan Areas;
- Council's planning principles for the Annexed Lands; and,
- Need and other site specific considerations.

A2.6.1 Provincial Planning Framework

Context

The proposed amendments to the Official Plan and the two Secondary Plans were prepared in accordance with the framework established through Provincial policy including directions in the Growth Plan and the Provincial Policy Statement (PPS). The Growth Plan and the PPS provide direction related to the creation of efficient land use and development patterns with the intent of creating strong, livable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The City is required under the Growth Plan to accommodate a population of 210,000 and employment of 101,000 by 2031 (Note: a maximum twenty year planning period is permitted for Official Plans). The City is undertaking a strategic planning process to address how the population and employment growth will be accommodated to the year 2031. The process was initiated with the preparation of the Growth Management Strategy (GMS).

The GMS established generally where the Growth Plan population and employment targets will be accommodated in the City to the year 2031. A significant amount of development (minimum of 40% per year after 2015) is required to occur through intensification in the built boundary, while the remaining development can occur on greenfield lands. In Barrie, greenfield lands are found within the former City boundary and also in the Salem and Hewitt's Secondary Plan Areas (Salem and Hewitt's). The GMS

established that very limited new employment lands were required in Salem and Hewitt's. In addition, there were also limitations on the amount of residential lands required. As a result, while initial planning considered all the lands within Salem and Hewitt's to ensure that the City's long term vision for these lands was taken into consideration in determining the appropriate direction for their future development, not all the lands in the Secondary Plan Areas are required to accommodate growth to the year 2031.

The growth forecast to be accommodated in Salem by 2031 includes a population of 14,850 and 6,270 employees. A population of 26,000 and employment of 4,160 is established for Hewitt's. A detailed process was undertaken to establish the extent of developable lands required to accommodate the projected population and employment including assumptions related to developable land and densities. In addition, a range of factors were considered in determining which lands would be located within the 2031 boundary. These included in the case Salem, a decision to place a priority on the development of the employment lands on the west side of Highway 400, including lands primarily on the west side of Veteran's Drive which form a logical extension of an existing industrial area, and lands between Veteran's and Highway 400 which are intended for development of a new business park at the entrance to the City. Residential development is focused initially at Essa Road and Salem Road which can be serviced by the extension of existing infrastructure, and on the west side of Veteran's which can be serviced as part of the employment lands development.

The proposed Salem and Hewitt's Plans are designed to accommodate all the required population and employment required to 2031. There is no need for the Innisbrook lands to meet the population targets.

Further, the proposed Salem and Hewitt's Plans are designed to accommodate a full range of housing types and densities including low, medium and high density development. This includes the same types of units proposed for the Innisbrook lands. The Growth Plan and PPS direct that an appropriate range of housing types and densities be provided to meet projected requirements including "all types of housing required to meet social, health and well-being requirements". However, the policies do not dictate that specific housing or development types are required to be provided, nor that development should be permitted which is not good planning.

Conclusions

- The land available for both residential and employment development in both Salem and Hewitt's to the year 2031 is limited.
- A detailed analysis has identified in the proposed Salem Secondary Plan a land use plan which is designed to maximize the potential for development of the limited employment lands to the west of Highway 400, and adjacent residential development.
- No development is proposed east of Highway 400 to the year 2031. As a result, residential development on the Innisbrook lands would be isolated from any development in Salem until after the year 2031.
- The proposed Salem and Hewitt's Plans are designed to accommodate all the required population and employment required to 2031. There is no need for the Innisbrook lands to meet the population targets. The targets can be met in the lands proposed to be designated for residential and mixed use development in the currently proposed Salem and Hewitt's Secondary Plans, including housing for residents in a variety of age groups
- Given the relatively limited amount of residential development permitted to the year 2031 in accordance with the requirements of Provincial policy, if the Innisbrook development was permitted, it would require the deletion of an equivalent amount of residential land either from the Salem or Hewitt's Plans. In determining which area would have to be deleted consideration would need to be given to how the Innisbrook development would integrate with the required phasing plan for Salem and Hewitt's. This would require review of the financial and other factors.

- There is no requirement in the Growth Plan or PPS to provide for specific forms of housing, in particular adult lifestyle housing related to golf course developments.

A2.6.2 Preferred/Ultimate Development Concept (See Figures A4 and A5)

Context

As a basis for the preparation of the Secondary Plans a Preferred Concept Plan for all the lands in Salem and Hewitt's Planning Areas was developed. This is reflected in the Ultimate Development Concept in the Appendices to the Salem and Hewitt's Plans. This Plan illustrates the ultimate development of the Secondary Plans. However while it provides context for the long term development of these lands, a municipal comprehensive review will have to be carried out and amendments made to the Secondary Plans and the Official Plan before development can proceed.

The Preferred Plan was based on a detailed assessment of the land use options. This included a review by the public and stakeholders at the combined Master Plan Public Information Centre (PIC #1)) and Land Use Option Workshop on September 13, 2011 and a combined Growth Management Strategy and Master Plan PIC on April 25, 2012. As part of the review by the public and stakeholders over 50 written submissions were received and reviewed.

A technical evaluation was also undertaken with respect to servicing and transportation as part of the Master Plan process, including consideration of the City's Plan for Transit, as well as a fiscal impact assessment. At the same time, a detailed option evaluation framework was developed. A total of 36 evaluation factors were established, together with a weighting scenario. The evaluation factors relate to planning and land use including the Council's Planning Principles for the Annexed Lands, natural environment, social and cultural environment, physical environment, drainage, potable water, wastewater, transportation including consideration of the City's Plan for Transit, and economic. The initial approach was based on the input from stakeholders and the September 2011 PIC. It was refined based on the input received at the April 2012 PIC.

Based on the evaluation, Option 1, Employment Focus, received the highest ranking. Option 1 was deemed to best reflect Council's Planning Principles for the Annexed Lands and other City and Provincial planning policies particularly with respect to maximizing the potential for economic development, as well as providing the best transportation system including active transportation and transit. In addition, its fiscal impacts, and impacts on the natural environment, social and cultural environment, physical environment and drainage are not significantly different than the other two options. Certain modifications were incorporated into the Plan to reflect input from the public and stakeholders.

The Ultimate Development Concept which reflects the Preferred Plan identifies all the lands between Veterans Drive and Huronia Road, with the exception of lands in the Natural Heritage System, as "Industrial/Business Park" including the Innisbrook lands (See Figure A4). This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors (See Figure A5). The intent was to protect the lands in this corridor for future economic development. The form that the development takes will reflect site specific conditions and needs at the time it is justified for development. The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area until detailed assessment and analysis can be undertaken to determine how these lands can best serve the needs of the City and maximize the use of these two major transportation corridor. This is in keeping with the 2014 PPS which allows planning authorities to plan beyond 20 years for the long term protection of employment areas.

The insertion of a residential development on the Innisbrook lands in advance of this assessment would limit the options for future employment uses given the need to consider the impacts of development on such a use, and could potentially hinder at worst, and limit the options at best, for a full range of employment development opportunities in the vicinity of this site.

Conclusions

- The Ultimate Concept Plan was developed based on the Preferred Concept. The Preferred Concept reflects the results of detailed public and stakeholder review as well as a technical evaluation.
- The Ultimate Development Concept generally identifies all the lands between Veterans Drive and Huronia Road as “Industrial/Business Park” including the Innisbrook lands. This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors (See Figure A5) in keeping with Provincial policy for freight carrying facilities.
- The intent was to protect the lands in this corridor for future economic development. The form that the development takes will reflect site specific conditions and needs at the time it is justified for development.
- The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area until detailed assessment and analysis can be undertaken to determine how these lands can best serve the needs of the City and maximize the use of these two major transportation corridors.
- The insertion of a residential development on the Innisbrook lands in advance of understanding how the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use and would potentially hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site.

A2.6.3 Council’s Planning Principles

Context

In September 2010, Council adopted ten guiding principles that were to give direction to the development of plans for the Annexed Lands. They were also intended to inform wider city strategies, planning, policy development and decision-making. The principles reflect broad themes including balanced growth, a sustainable future, environmental protection, vibrant neighbourhoods, transportation options, economic vitality and community engagement.

The guiding principles touch many aspects of urban life. This includes how neighbourhoods are planned, designed and function, the availability of municipal services and what options residents have for moving about the city. The ten principles also speak to creating a more liveable city focused on resource conservation, environmental stewardship and sustainable community planning. The link between a strong local economy, increased employment opportunities and a balanced approach to managing growth is clearly established through the principles. Underlying all the principles are the precepts that growth pays for growth and that planning efforts incorporate extensive public and stakeholder consultation.

The principles are reflected in each of the Secondary Plans and are intended by Council to guide future development in Salem and Hewitt’ Planning Areas. With respect to the Innisbrook proposal the following should be noted:

Principle	Review
That the City of Barrie continues to apply the principle that growth pays for growth to the greatest extent possible within the law.	The FIA reflects the projected growth to 2031 in the Secondary Plans which does not include the Innisbrook proposal. An analysis would be required to understand the capital and operating implications of the proposal. Regardless, the

Principle	Review
	proposal would be subject to the growth management policies of the Secondary Plan which are designed to apply this principle.
That municipal services like parks, fire services, streets, water and wastewater be built at the same time or in advance of the issuance of occupancy permits.	The Innisbrook proposal is premised on private recreation services and streets. Water and wastewater services would be required to satisfy this principle.
That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and includes best practices in the use of district energy, water conservation/recycling and sustainable community planning.	While some site specific sustainable development features may be possible (e.g. water conservation/recycling) the isolated location particularly to 2031 does not reflect sustainable community planning. Specifically, it will be difficult to connect the development to transit and active transportation facilities making residents dependent on private vehicles to access services other than those provided on site. The extent of these, again because of the relatively small and isolated nature of the development, would likely be limited.
That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including "corner stores" and/or local commercial areas.	The isolated nature of the site particularly to 2031 means that the provision of basic services and shops may not be feasible.
That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, pedestrian-friendly street design (building close to the street, tree-lined streets, on-street parking, hidden parking lots, gorges in real lane, narrow and slow speed streets)	The grid street system is intended to maximize connectivity. The Innisbrook development is designed to be isolated with no connection to the surrounding area. It is also a private development with any common areas accessible only to residents of the development. The detailed internal street design may be able to meet the requirements to be "pedestrian friendly".
That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.	Not applicable
That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.	The housing types proposed are the same as those proposed in other areas of Salem and Hewitt's.
That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.	As noted, this development is not in a location which is easy to serve with transit or active transportation facilities.
That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.	The Secondary Plans have been developed based on extensive consultation.
That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of	The insertion of a residential development on the Innisbrook lands in advance of understanding how

Principle	Review
jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents and minimizes out-commuting.	the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use and would hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site.

Conclusions

The Innsbrook proposal does not generally conform with Council's Planning Principles for the Annexed Lands. In particular it will result in an isolated development which does not reflect sustainable community planning and in particular is difficult to serve with transit and active transportation particularly prior to 2031. In addition, it will potentially hinder the potential for employment uses on the surrounding lands.

A2.6.4 Need and other Site Specific Considerations (Figure A6)

In addition to the general concerns identified with respect to the planning policy framework, the following should be noted:

- **Need**
The proposed Secondary Plans are designed to accommodate a range of housing types and densities including the built form proposed for the Innsbrook lands. There is no need for these additional lands or the proposed development to accommodate the demand for the proposed housing types.
- **Surrounding Development**
The development will create an isolated residential area with no connection to surrounding development. To the north is an industrial subdivision and environmental lands. To the south and west to the year 2031 is agricultural development and ultimately employment uses. To the east is a golf course. The closest residential development is 340 metres (1,115 feet) away.
- **Ministry of Environment Guidelines**
The Ministry of Environment Guidelines are used to evaluate noise impacts. The most current Guideline is the Environmental Noise Guidelines Stationary and Transportation Sources – Approval and Planning Publication NPC-300. It replaces four previous publications. The guideline provides sound level limits “that may be used when land use planning decisions are made under the Planning Act”. A noise assessment is the key tool used to ensure there is a suitable acoustical environment for noise sensitive uses such as residential. The proposed development would require submission of such a noise assessment to evaluate noise impacts.
- **Potential for Designation for Institutional Development**
The same issues arise with the designation of the subject lands for institutional uses as for residential development. The only institutional uses which permit alternative residential uses if they do not proceed are schools. The School Boards have already identified the locations for both elementary and secondary schools. These are located where they are easily accessible by existing and planned residential development by transit and active transportation. There is no need for additional sites nor is this site appropriate given that is isolated from residential development. As such it is inappropriate to designate it for institutional uses. If such a use is ultimately redeveloped for residential uses the increase in the population will have to be taken into account during any future municipal comprehensive review.

A2.7 Recommendations

It is recommended based on this reconsideration that no change be made to the Salem Secondary Plan with respect to the Innisbrook proposal because in summary:

- There is no need for the additional residential development to meet the City's 2031 targets;
- If permitted, it would require the deletion of the equivalent amount of residential land either from the Salem or Hewitt's Secondary Plans;
- There is no requirement in Provincial or City policy to provide for specific housing forms in particular adult lifestyle housing related to golf course developments.
- The Ultimate Development Concept identifies all the lands between Veterans Drive and Huronia Road as "Industrial/Business Park" including the Innisbrook lands. This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors in keeping with Provincial policy for freight carrying facilities.
- The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area to maximize the use of the 400 and the railway.
- The insertion of a residential development on the Innisbrook lands in advance of understanding how the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use. It would potentially hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site, particularly adjacent to the railway.
- The Innisbrook proposal does not generally conform with Council's Planning Principles for the Annexed Lands. In particular it will result in an isolated development (see Figure A6) which does not reflect sustainable community planning and is difficult to serve with transit and active transportation.

More specifically:

- The land available for both residential and employment development in both Salem and Hewitt's to the year 2031 is limited.
- A detailed analysis has identified in the proposed Salem Secondary Plan a land use plan which is designed to maximize the potential for development of the limited employment lands to the west of Highway 400, and adjacent residential development.
- No development is proposed east of Highway 400 to the year 2031. As a result, residential development on the Innisbrook lands would be isolated from any development in Salem until after the year 2031 (See Figure A6).
- The proposed Salem and Hewitt's Secondary Plans are designed to accommodate all the required population and employment required to 2031. There is no need for the Innisbrook lands to meet the population targets. The targets can be met in the lands proposed to be designated for residential and mixed use development in the currently proposed Salem and Hewitt's Secondary Plans, including housing for residents in a variety of age groups.
- Given the relatively limited amount of residential development permitted to the year 2031 in accordance with the requirements of Provincial policy, if the Innisbrook development was permitted, it would require the deletion of an equivalent amount of residential land either from the Salem or Hewitt's Secondary Plans. In determining which area would have to be deleted consideration would need to be given to how the Innisbrook development would integrate with the required phasing plan for Salem and Hewitt's. This would require review of the financial and other factors.

- There is no requirement in the Growth Plan or PPS to provide for specific forms of housing, in particular adult lifestyle housing related to golf course developments.
- The Ultimate Concept Plan which is an appendix to the Secondary Plans was developed based on the Preferred Concept. The Preferred Concept reflects the results of detailed public and stakeholder review as well as a technical evaluation.
- The Ultimate Development Concept generally identifies all the lands between Veterans Drive and Huronia Road as “Industrial/Business Park” including the Innisbrook lands. This is in keeping with the general City structure which focuses employment uses along the Highway 400 and rail corridors (See Figure A5) in keeping with Provincial policy for freight carrying facilities.
- The intent was to protect the lands in this corridor for future economic development. The form that the development takes will reflect site specific conditions and needs at the time it is justified for development.
- The intent of the concept is to ensure that development does not occur in the meantime which will limit the options for the realization of the concept for this area until detailed assessment and analysis can be undertaken to determine how these lands can best serve the needs of the City and maximize the use of these two major transportation corridors.
- The insertion of a residential development on the Innisbrook lands in advance of understanding how the surrounding lands may develop for employment uses would be premature, as it would limit the options for future employment uses given the need to consider impacts of development on such a use and would potentially hinder at worst and limit the options at best for a full range of employment development opportunities in the vicinity of this site, particularly adjacent to the railway.
- The Innisbrook proposal does not generally conform with Council’s Planning Principles for the Annexed Lands. In particular it will result in an isolated development which does not reflect sustainable community planning and is difficult to serve with transit and active transportation. In addition, it will potentially hinder the potential for employment uses on the surrounding lands
- **Need**
The proposed Secondary Plans are designed to accommodate a range of housing types and densities including the built form proposed for the Innisbrook lands. There is no need for these additional lands or the proposed development to accommodate the demand for the proposed housing types.
- **Surrounding Development**
The development will create an isolated residential area with no connection to surrounding development. To the north is an industrial subdivision and environmental lands. To the south and west to the year 2031 is agricultural development and ultimately employment uses. To the east is a golf course. The closest residential development is 340 metres (1,115 feet) away.
- **Ministry of Environment Guidelines**
The Ministry of Environment Guidelines are used to evaluate noise impacts. The most current Guideline is the Environmental Noise Guidelines Stationary and Transportation Sources – Approval and Planning Publication NPC-300. It replaces four previous publications. The guideline provides sound level limits “that may be used when land use planning decisions are made under the Planning Act”. A noise assessment is the key tool used to ensure there is a suitable acoustical environment for noise sensitive uses such as residential. The proposed development would require submission of such a noise assessment to evaluate noise impacts.
- **Potential for Designation for Institutional Development**

The same issues arise with the designation of the subject lands for institutional uses as for residential development. The only institutional uses which permit alternative residential uses if they do not proceed are schools. The School Boards have already identified the locations for both elementary and secondary schools. These are located where they are easily accessible by existing and planned residential development by transit and active transportation. There is no need for additional sites nor is this site appropriate given that it is isolated from residential development. As such it is inappropriate to designate it for institutional uses. If such a use is ultimately redeveloped for residential uses the increase in the population will have to be taken into account during any future municipal comprehensive review.

Figure A1 - General Site Location

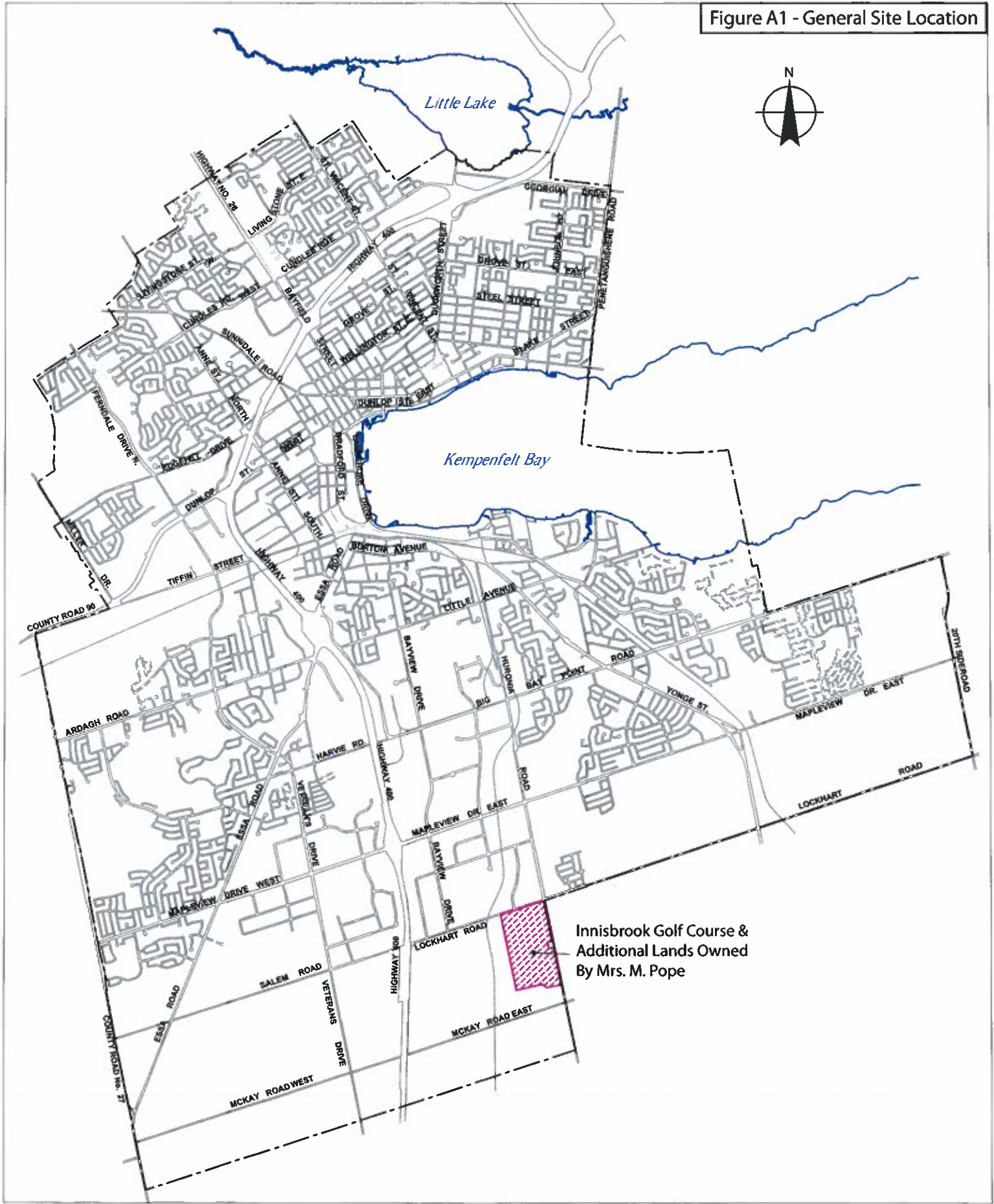


Figure A2 - Site and Surrounding Context



SAUNDERS RD

BAYVIEW DR.

HURONIA ROAD

LOCKHART ROAD

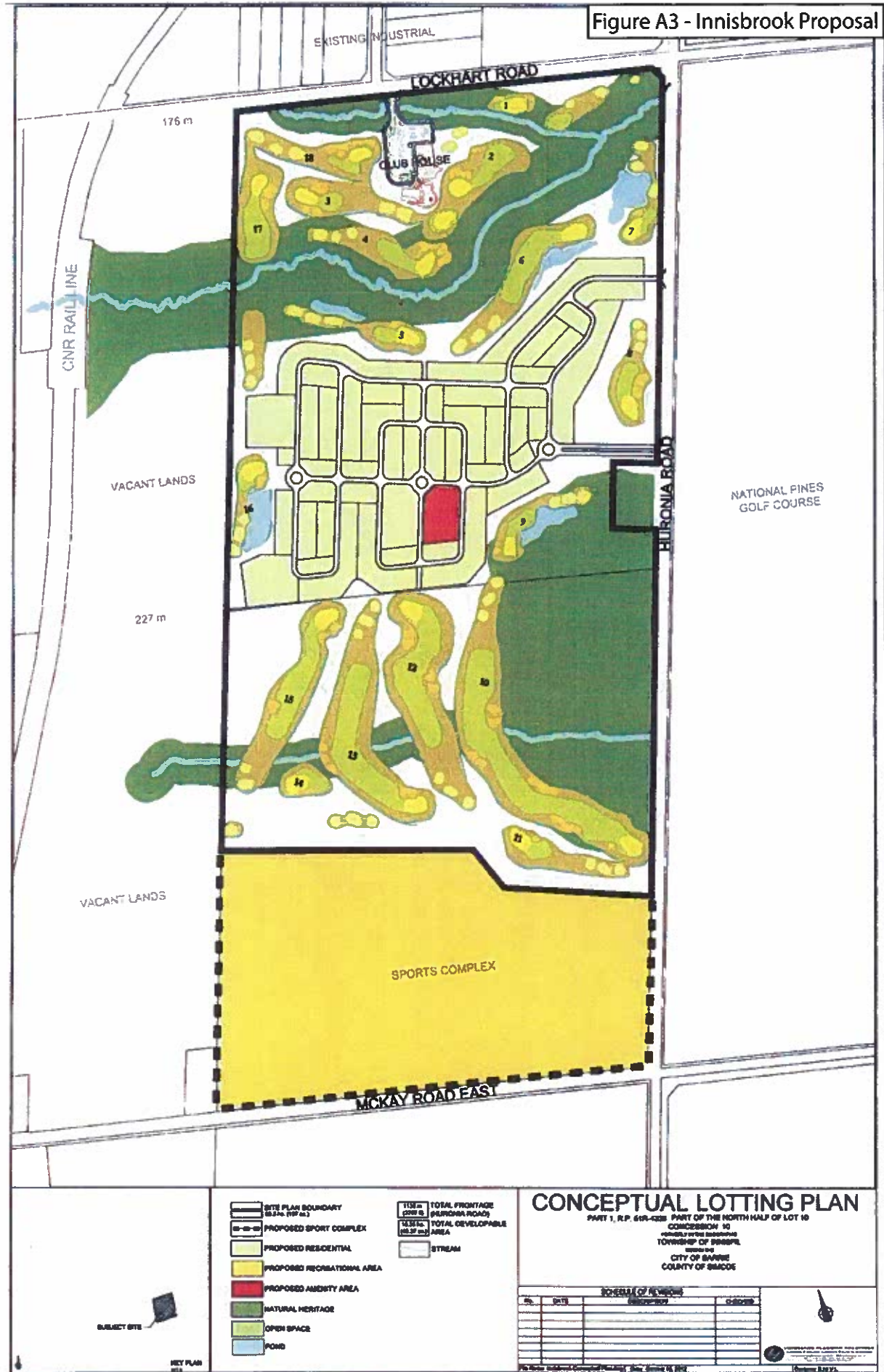
Innisbrook Golf Course

Proposed Residential Area

Barrie-Collingwood Railway (BCR)

MCKAY ROAD EAST

Figure A3 - Innisbrook Proposal



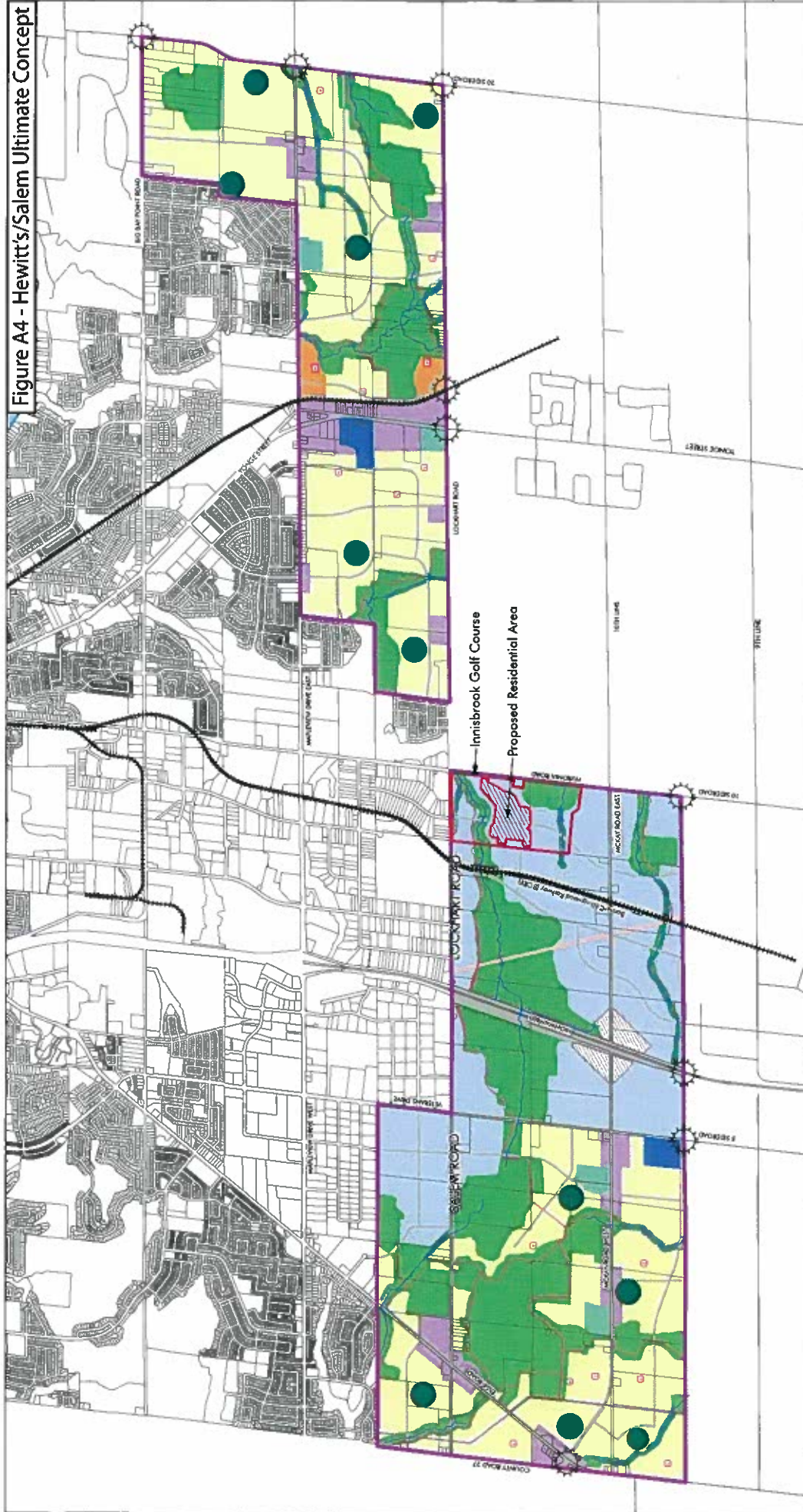
- SITE PLAN BOUNDARY (85.2 ha (209 ac))
- PROPOSED SPORT COMPLEX
- PROPOSED RESIDENTIAL
- PROPOSED RECREATIONAL AREA
- PROPOSED AMBUSH AREA
- NATURAL HERITAGE
- OPEN SPACE
- POND
- STREAM

CONCEPTUAL LOTTING PLAN
 PART 1, R.P. 604-028 PART OF THE NORTH HALF OF LOT 10
 CONCESSION 10
 MUNICIPALITY OF BRANTFORD
 TOWNSHIP OF BRANTFORD
 BRANTFORD
 CITY OF BRANTFORD
 COUNTY OF BRANTFORD

SCHEDULE OF REVISIONS			
No.	DATE	DESCRIPTION	BY



Figure A4 - Hewitt's/Salem Ultimate Concept

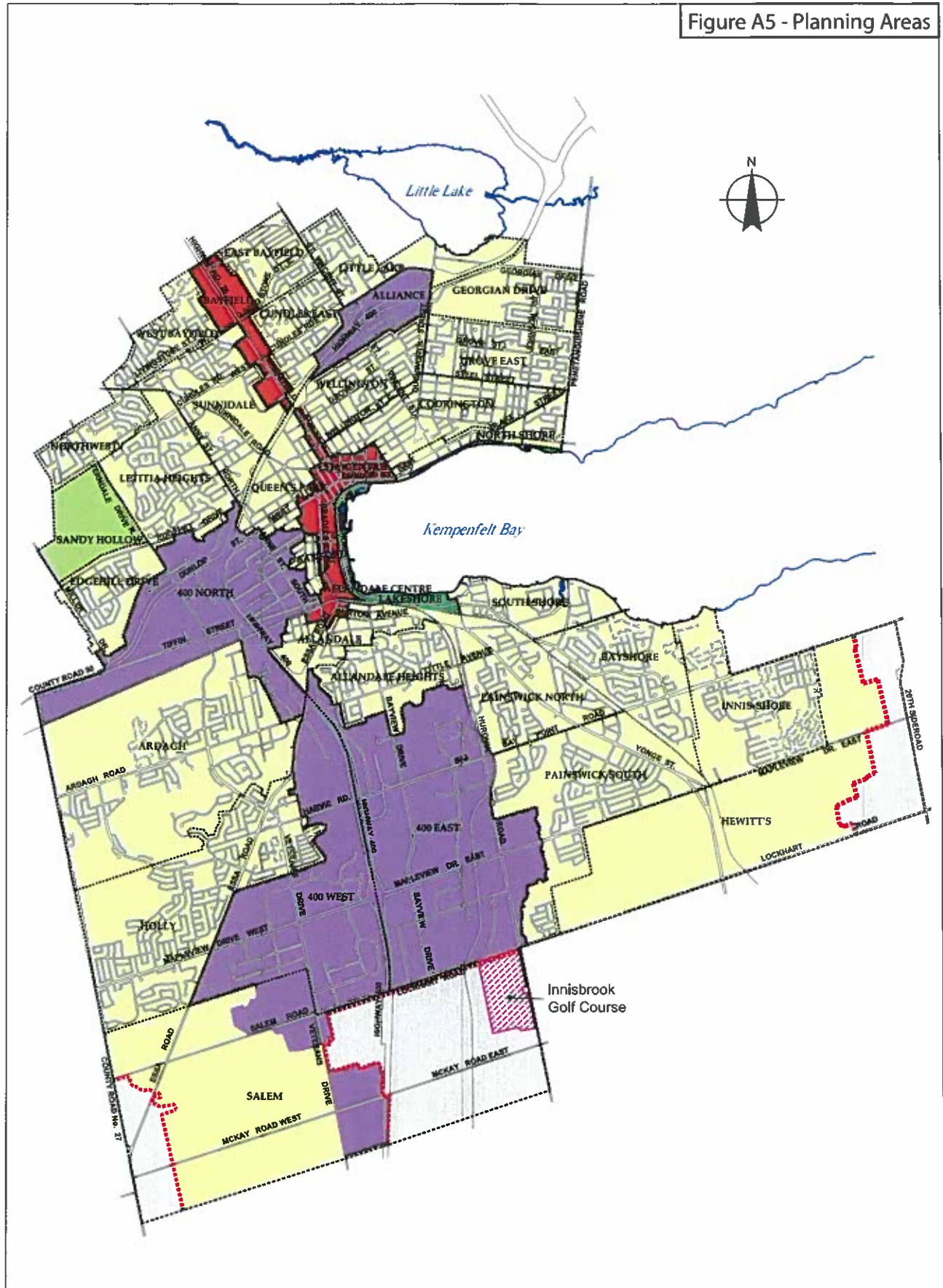


Appendix 8A & 9A
 Ultimate Land Use &
 Transportation Concept Plan
 City of Barrie
 Salem & Hewitt's Secondary Plan
 December 2013

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

Figure A5 - Planning Areas



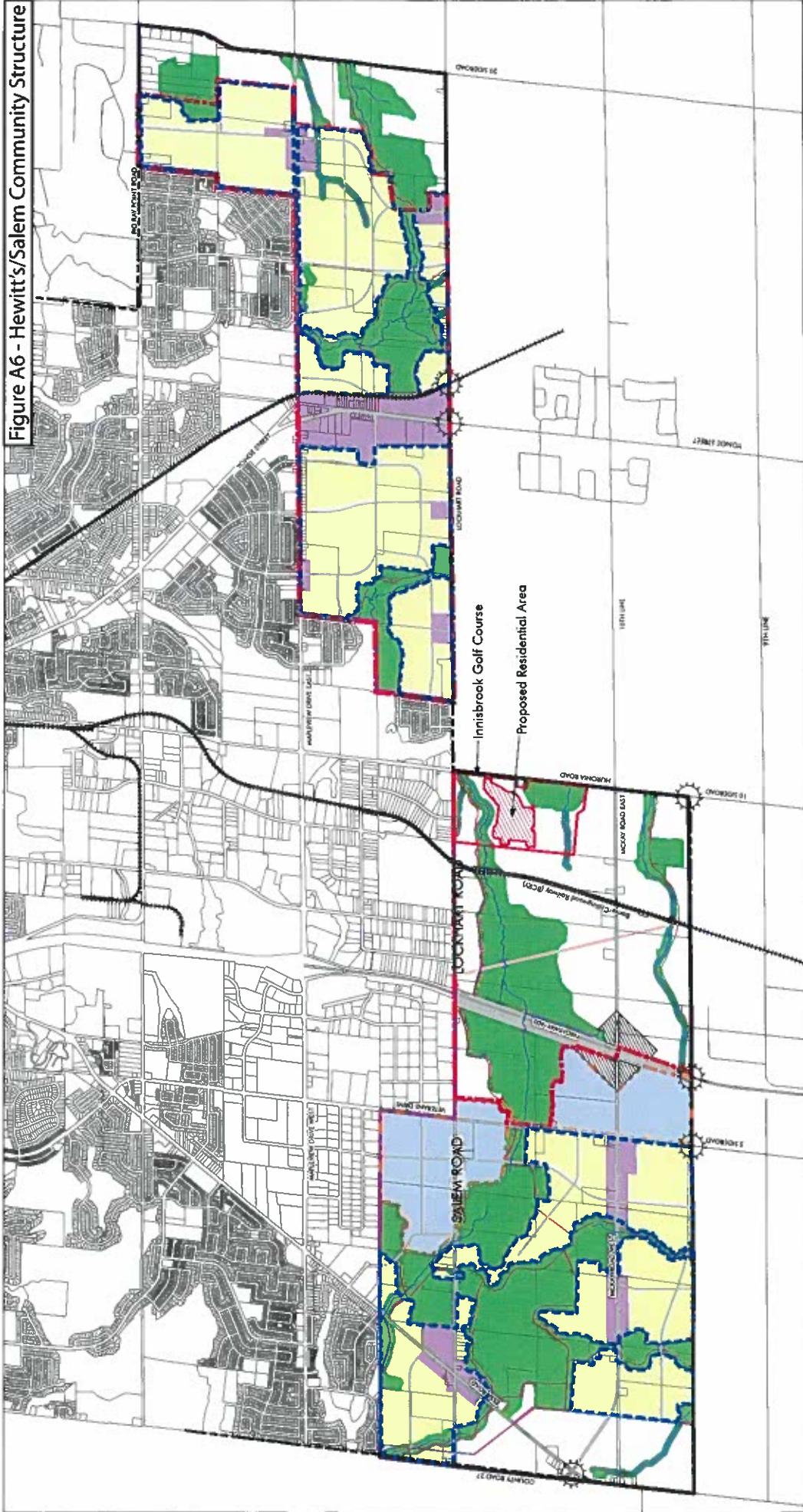
The City of
BARRIE
 Schedule 2 to
**OFFICIAL PLAN
 AMENDMENT 40**

- | | | | | | |
|---|------------------------|---|--------------|---|--------------------------|
|  | PLANNING AREA BOUNDARY |  | RESIDENTIAL |  | SPECIAL RURAL |
|  | COMMERCIAL |  | LAKESHORE |  | SETTLEMENT AREA BOUNDARY |
|  | INDUSTRIAL |  | SANDY HOLLOW | | |

SCHEDULE B
Planning Areas
 DECEMBER 2013

Note: Office consolidation, please consult the Planning Services Department for an accurate reference. Not to be reproduced without permission from the City of Barrie Planning Services Department.

Figure A6 - Hewitt's/Salem Community Structure



Schedule 8A & 9A
Community Structure
City of Barrie
Salem & Hewitt's Secondary

December 2013



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

Appendix A3

**Review of Public/Stakeholder Input to December 2013 Draft Plans
and Related Official Plan Amendments**

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
Public and Stakeholders	
1. Simcoe County District School Board (SCDSB) and 1091369 Ontario Inc. c/o Mr. Steven Bulut, 1851 Mapleview Dr. Submissions from Mr. Keith MacKinnon, KLM Planning Partnership Inc. on March 18, 2013 and April 8, 2013, (Hewitt’s Secondary Plan)	
<p>SCDSB “Aside from the issue of partnerships, I am emailing to reiterate and confirm the board's requirement for a 20 acre secondary school site.”</p> <p>“As you are aware, the City has approved in principle, that a partnership be investigated at this location with the SCDSB that would include an artificial turf playing field, all-weather track, lights, and other possible amenities. An additional 5 acres will be required, bringing the total site size to 20 acres.”</p> <p>“As per our discussion at our meeting on January 24, 2014 I have attached the tertiary plan from the East Moratorium Landowners Group. The configuration of the public school site in the attached is in line with SCDSB requirements in that the major frontage is located along Prince William Way as opposed to Mapleview Drive (the layout illustrated in the City’s Draft OPA). We would also request that residential strip bordering to the south be removed and consideration be given to remove the residential strip bordering to the east. This will provide greater flexibility regarding site size, configuration, accessibility, and parking requirements.”</p> <p>KLM Planning Partnership Inc.</p> <p>“1. When Andrew and yourself met with our high school sub-committee (Steve Bulut (owner), Don Pratt, Mark Resnick and myself) back in the winter you said at that time the board had funding in place for 15 acres and that is all you were focused on. Based on this, both parties agreed to have an independent appraisal completed on 15 acres. It appears you are now formally requesting a 20 acre site and as such I assume the board will be paying for our costs related to revising the appraisal report,</p>	<p>The issue of the design and resulting size of the SCDSB secondary school site is a matter that will require extensive review by the City and will need to be resolved at the detailed design stage, based on facility fit plans, through careful consideration of the proposed development in the context of the Provincial and City planning policy and the relationship to the planned adjacent land use. The policies of the Secondary Plans provide strong direction to the City to guide their evaluation in relation to design and site size including the need for efficient and effective site design, as well as design which supports transit and active transportation. At the same time, the policies do provide some limited flexibility if it can be demonstrated that the proposed development is in conformity with Provincial and City policy, in particular “doing more with less”. A focus is also creating a site design that reflects Council’s planning principles particularly placing a high priority on supporting active transportation and on accessibility to public transit. As a result, no change is recommended to the Secondary Plan with respect to this matter.</p>

¹ Note: Where changes are proposed to specific policies in a Secondary Plan, the same changes would also be proposed to be made to any corresponding policy in the other Secondary Plan.

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
<p>our engineer's costs related to servicing and my costs related the design for a 20 acre site?</p> <p>1. Further to my response in #1, I do acknowledge that you and I had a subsequent telephone conversation only after a public input meeting was held regarding the all weather field/track wherein I expressed my frustration that all of these discussions and information that is being provided to the public was done so on the basis that this is a done deal and yet, no one has bothered to engage the landowner(s) in this process. Furthermore, in that same discussion I unequivocally told you that my client is already heavily burdened with community use land (schools and parks) and WILL NOT accept another 5 acres of community uses. This position has never changed. My client has been prepared to be compensated through the landowners group cost sharing agreement (which is not finalized) for a 15 acre high school site, two 5 acre elementary schools and one 5 acre neighbourhood park and nothing more. You did mention in this same discussion that maybe there would be an opportunity to move your elementary school to somewhere else, but that was the last I have heard about this.</p> <p>2. Fundamentally, from a planning and community design perspective I cannot for the life of me understand why the school board seems it would be appropriate to locate an all weather field/track and its associated lights, parking area and traffic that it will bring in a residential neighbourhood. In my opinion, this type of use is better suited to be located in the super park for the following reasons:</p> <ul style="list-style-type: none"> a. The super park is proposed to be located within an industrial area where lights, traffic and noise will not cause compatibility issues with surrounding residents; b. The super park is proposed to be located on land that is post 2031 and thus will be less expensive than prime, Phase 1 residential land; and, c. The super park will have an interchange in close proximity which will provide convenient access for everyone that wishes to utilize the field given this use will be a regional draw and not just for the residents of the City of Barrie. 	

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
<p>3. Lastly, I believe the school board needs to take a hard look at the design parameters and not rely on old standards for the construction of new schools. In this day and age where we are required to “do more with less” to ensure an efficient use of land and resources (as per the PPS), I believe the board can provide the size of school, associated parking area and track with 15 acres or less.”</p>	
<p>2. Crisdawn Construction Inc. (Pratt Development) Submission from Hugh Johnson with input from Azimuth Environmental Consulting Inc. (Hewitt’s Secondary Plan)</p>	
<p>Natural Heritage System – Previous concerns had been expressed by Crisdawn with a proposed linkage area at the south end of the plan. Deletion was being requested based on an analysis by Azimuth. The City’s environmental consultant reviewed the information submitted and advised that deletion was not consistent with the objective of a linked NHS. Further, they indicated that the area, “as outlined in the comment provides an ecological linkage between Cores 8 and 9 and is key in establishing a linked NHS. The linkage was established based on information that was available at the time from LSRCA regarding the existence of a watercourse feature. The feature’s origin was field verified by the LSRCA, and the City’s environmental consultants. A determination of significance or significant wildlife habitat for this feature was not applied for delineating the NHS.”</p> <p>Crisdawn has now submitted some general notes related to the proposed linkage area and an email from Azimuth to the LSRCA. The email states:</p> <p>“On December 20th you walked the southern portion of the Hewitt’s Creek Secondary Plan area with myself and Hugh Johnson from Pratt Developments to review a feature identified as a watercourse in the Secondary Plan Natural Heritage Area. Attached is the Natural Heritage System Schedule mapping from the Secondary Plan with the area highlighted with a dashed black ellipse.</p> <p>It is our understanding upon reviewing the feature in the field you are in agreement that there is no watercourse feature present. The land does slope toward the west and while surface water runoff would flow west toward the woodlot and Hewitt’s</p>	<p>As noted in the February and December 2013 reports, the Natural Heritage System has been developed based on a comprehensive systems approach as outlined in the City of Barrie Annexed Lands Natural Heritage System Report. The Natural Heritage System includes not only important natural heritage, hydrological and hydrogeological features or groupings of such features, but also buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within the urban context. This system is in keeping with the PPS 2014 which requires that “diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”</p> <p>The PPS 2014 also requires that natural heritage systems be identified recognizing that systems will vary in size and form in settlement areas, rural areas and prime agricultural areas. Natural heritage systems as defined as “a system made up of natural heritage features and areas and linkages intended to provide connectivity(at the regional and site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, land that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to</p>

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Comment Summary	Discussion and Conclusions ¹
<p>Creek there is no evidence of a defined watercourse, as indicated on the Secondary Plan mapping. The lands were cultivated in 2012 as shown on the attached photos taken from the access road we used to view the site on December 20th.</p> <p>We would ask you to confirm your opinion stated in the field that you are in agreement that there is no watercourse present that may be used as a basis to require the need for the proposed linkage and the absence of the watercourse means the lands are not regulated by the LSRCA.”</p> <p>The notes include the following summary of basic points:</p> <ul style="list-style-type: none"> • “Natural heritage data for the two woodlots does not support the need for the linkage • Linkage historically never existed across the agricultural land • No species in either woodlot require the linkage to sustain their population post development, based on NRS studies • the two arterial roads through the linkage will result in significant mortality of small mammals and amphibians • No deer, linkage will attract more skunks and racoons to the urban area • Birds and vegetation in the woodlots don’t need linkage to sustain population post development • Literature indicates linkages are not justified unless there is significant ecological function in each woodlot that require the linkage” 	<p>continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may be used.”</p> <p>With respect to the proposed linkage, the City’s environmental consultant has reviewed the additional information provided. Comments are provided that there is no ecological rationale for including the linkage between Cores 8 and 9. This position is not consistent with the objective of a linked NHS or the PPS.</p> <p>It is the opinion of the City’s environmental consultant that the area will provide an ecological linkage between Cores 8 and 9 and is key in establishing a linked NHS. The linkage was established based on field confirmation of the presence of a defined channel with ecologists, biologists, fluvial geomorphologists, foresters, and planners from the LSRCA, MNR, City, and City’s consulting team. This area was subsequently revisited by ecologists and biologists from the City, Azimuth, and the City’s consulting team to confirm the character of the meadow vegetation and the presence of a defined channel.</p> <p>A determination of significance or significant wildlife habitat for this feature was not applied for delineating the NHS</p>
<p>3. Finger Lakes Estates Inc. (50 acres) fronting on Mapleview Drive. Submission by Celeste Phillips Planning Inc. (Hewitt’s Secondary Plan)</p>	
<p>3.1 Mixed Use Node</p> <p>“My client has retained Salter Pilon Architecture to prepare development concepts for the lands proposed to be designated Neighbourhood Mixed Use Node. One of the immediate findings was that the depth of the proposed designation was not sufficient to allow for viable mixed use development. Please note the attached excerpt from the Hewitt’s Secondary Plan as well as the enclosed drawings prepared by Gerry Pilon.</p> <p>It is my request that consideration be given to</p>	<p>As noted, the Mixed Use Nodes are conceptual and the Plan recognizes the potential for their expansion without an amendment to the Plan. Therefore, the proposed modifications to the Plan are appropriate as they clarify the already stated intent of the Plan.</p> <p>With respect to the proposed revision to the Phase 1 boundary, the boundary has been reviewed carefully with AMEC, it reflects the furthest extension easterly of the gravity sewage system. Development in Phase 3 will require the introduction of a pumping station which is planned</p>

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
<p>amending Schedules 9A-Community Structure, 9C-Land Use, 9E-Development Phases and Appendices 9A and 9B of the Hewitt's Secondary Plan such that the Neighbourhood Mixed Use Node Extends southerly to the east west drainage corridor, a depth of approximately 157 metres, as well as in an east-west direction to incorporate the entire width of the Finger Lakes lands. In addition, I am requesting a corresponding amendment to the Phase 1 boundary such that the entire Mixed Use area can be development (sic) comprehensively..The configuration of the revised Mixed Use Area would be outside of any road widening required by the City of Barrie or any buffer requirements established by the Lake Simcoe Region Conservation Authority as part of their detailed review, later in the process.</p> <p>I note that Policy 9.5.4.3. a) indicates that "<i>the boundaries of the nodes and corridors are conceptual and may be expanded through the development review process where required to better achieve the City's goals for this area without an Official Plan Amendment.</i>" Given the preliminary designs (attached), and this policy, I would ask that you confirm that Finger Lakes will be permitted to develop the Mixed Use area to a depth of +/- 157 metres and that the intent is to incorporate the entire width of the Finger Lakes lands. Similarly, I am requesting that the Phase 1 boundary shown on the Schedule 9E be amended to encompass the enlarged Mixed Use Area."</p>	<p>to be located adjacent to Sideroad 20. Consequently it is not anticipated that it will be possible to service the additional area identified until the pumping station is developed. However, since the completion of the Mixed Use Node is appropriate from a planning perspective, should such an approach be established to the satisfaction of the City, it is proposed that a policy be added to the Plan to allow a minor modification to the Phase 1 boundary without an amendment to the Plan.</p> <p>Proposed Policy Modification: A new subsection be added to Section 9.7.3.2 Phasing of the Hewitt's Secondary Plan as follows:</p> <p>"c) Notwithstanding the foregoing, the boundary of Phase 1 south of Mapleview Drive East may be adjusted southerly and/or easterly no further than the boundary of the Natural Heritage System on the lands described as Part Lot 19, Concession 11, formerly Town of Innisfil without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.</p>
<p>3.2 Permitted Uses and Floor Area Index in the Mixed Use Node Designation</p> <p>"The revised version of the Secondary Plan has now incorporated more detailed goals and policies for the Mixed Use Nodes and Corridors. My clients support the range of uses listed in Policy 9.5.4.2, as well as the permission for single use/stand alone residential, institutional and commercial buildings.</p> <p>Our preliminary evaluation however, is that single storey retail cannot meet the minimum Floor Space Index (FSI) of 0.5. I would ask that consideration be given to a "Defined Policy Area" for the Finger Lakes property that permits a FSI value of 0.27 for single storey commercial buildings. I note that a specific exemption has been given in proposed Policy 9.5.5.4 for lands at Yonge Street and</p>	<p>The proposed site is a key location within this Mixed Use Node. Any Site Plan for the commercial development will have to be carefully reviewed to ensure that every effort is made to maximize the efficient use of the site. However, generally the preliminary site plan illustrates a genuine effort to find a balance between the typical suburban development form and the requirement for additional density. There are some changes that should be considered through the development process. However, a special policy permitting consideration of an interim FSI of 0.27 subject to detailed review is appropriate.</p> <p>Proposed Policy Modification: A new Defined Policy Area would be added to the Hewitt's Secondary Plan, Section 9.5.6, Neighbourhood Mixed Use Node and shown on Schedules 9C and 9E as follows, with the current policy renumbered</p>

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
<p>Mapleview Drive, and I would ask that the same consideration be extended to the Finger Lakes property.”</p>	<p>Section 9.5.6, General:</p> <p>“9.5.6.2 Defined Policy Area 1 – Mapleview Drive East Neighbourhood Mixed Use Node South Side of Mapleview Drive East</p> <p>Notwithstanding the requirement of Section 9.5.4.4, Interim Uses for a minimum density of 0.3 FSI, for the lands shown on Schedule 9C on the south side of Mapleview Drive East, west of the proposed collector road, fronting on Mapleview Drive East to a depth of approximately 70 metres (230 feet), the minimum density of commercial development shall be 0.27 FSI.”</p>
<p>4. [REDACTED], 264 Salem Road (Salem Secondary Plan)</p>	
<p>Mr. Watt identified a number of questions with respect to the Natural Heritage System designation on his lands in relation to the regulatory limits of the Nottawasaga Conservation Authority.</p>	<p>The City’s environmental consultant has reviewed the designations on the subject site and neighbouring lands in the field with Mr. Watt and an additional adjustment to the Natural Heritage System is proposed.</p> <p>Proposed Plan Modification: Modify Schedules and appendices of the Salem Secondary Plan to reflect proposed adjustment to the boundary Natural Heritage System.</p>
<p>5. East Moratorium Land Owners Group, Hewitt’s Secondary Plan. Submission from Jones Consulting Group Ltd. (Hewitt’s Secondary Plan)</p>	
<p>5.1a New Catholic School Site</p> <p>“Please confirm whether you have any request in writing from the Catholic School Board in support of the addition of the new school site. Given the large catchment area servicing catholic school sites, it seems questionable to have a new site only 2 kilometres from St. Peter’s High School.”</p>	<p>The SMCDSB in a response dated January 30, 2014 has indicated:</p> <p><u>“Rationale / Justification for the Catholic Secondary site within Hewitt’s Creek:</u></p> <p>Please note that the SMCDSB will only require 1 secondary school within the Annexed Lands. This requirement is based on our long term enrolment projections.</p> <p>We require the Secondary School site within the Hewitt’s Creek Plan based on the higher number of residential units proposed for this Secondary Plan and therefore, the number of students anticipated is greater in the east plan versus the west plan.</p> <p>We, therefore, will not require the Salem Secondary Site.</p>

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Comment Summary	Discussion and Conclusions ¹
	<p>We would like to be within Phase 1 or 2 of the Plan.</p> <p>We need to consider our location criteria: central to the community, proximity to students, accessibility of transportation and removed from areas with less desirable land uses (ie. stormwater ponds/industrial lands/etc).</p> <p>Yonge Street is more desirable from a community perspective based on transportation, walkability and central to other amenities.</p> <p>The west side of the Hewitt's Creek Plan is adjacent industrial areas within the Salem Plan, therefore, this is less than ideal as not central to the community.</p> <p>The east side of the Hewitt's creek Plan could be appropriate locationally (in consideration Town of Innisfil adjacency), however, due to the increased amount of environmental area, it is not appropriate for building.</p> <p>St. Peter's is already on the edge of the City, therefore, we have no real option, other than being along Yonge Street to be central within the Hewitt's Creek Community.</p> <p>The Yonge Street presence is also preferred for our High School."</p> <p>Based on the School Board's submission the high school designation has been maintained on Yonge Street. However, given that this information it also seems appropriate to retain the designation in the Salem Plan for the reasons identified in the submission from the Landowners. The Plan recognizes in Section 8.6.10/9.6.10 that not all school sites may be developed and the uses in the underlying designation are permitted without an amendment to the Plan. In addition, all school blocks are to be zoned to permit alternative uses including institutional and residential uses. This provides the flexibility to allow recognition of the two potential school sites in the Secondary Plans and provides the opportunity for the Landowners to work with the School Board to establish the best site for the secondary school.</p>
<p>5.1b "In addition, on the Master Plan the high school lands have a 'yellow' low density residential underlay when in fact this area is identified as</p>	<p>The designation on the Master Plan shows a road pattern underlay which is more appropriate for a low density residential area rather than for the</p>

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments	
Comment Summary	Discussion and Conclusions¹
being medium density on the land use Schedule 9C.”	<p>“Yonge Street Mixed Use Corridor” which is applicable. The Master Plan is proposed to be modified to remove the inappropriate portions of the road pattern underlay.</p> <p>Proposed Plan Modification: Remove inappropriate road pattern underlay on Yonge Street secondary school site in Hewitt’s Secondary Plan.</p>
5.1c Is the high school an appropriate ‘gateway’ land use in this prominent location?	As a major public use, the high school is very appropriate for a location at this prominent location. It will be built to its ultimate density and form initially and will be subject to the City’s urban design policies which will ensure that the development reflects the gateway location in accordance with Section 9.4.4.9, Gateways. In addition, in accordance with the policies of the Secondary Plan, for this and every school, the focus will be on the efficient and effective use of land and a design which encourages the use of transit and active transportation.
5.2 “Special Policy 9.5.4.3 (should be 9.5.5.3 as per the text and Schedule 9E). These are the Mixed Use Lands east of Yonge Street & west of the rail line. The February 2013 version of the Secondary Plan included a clause that no significant development was to occur in that area in order to be a ‘take-out’ in the 2031 line calculation. That clause has now been removed, and the associated policies only apply to a smaller area. That means that all lands east of Yonge Street could be developed as high density residential. What impact will that have on the 2031 line?”	<p>Proposed Plan Modification: The policy reference will be corrected on Schedule 9C of the Hewitt’s Secondary Plan.</p> <p>The modifications provide some additional flexibility should there be any interest in redevelopment prior to 2031. However, that potential is seen as being extremely limited given the amount of “greenfield” land available on the Yonge corridor. As a result there is no impact on the 2031 line.</p>
5.3 Geotechnical Study Area: The Pratt lands south of Maplevue Drive have been identified with a Geotechnical Study Area. Please advise what policy is applicable to this area?	The applicable policy is Section 9.7.2 which indicates that the City may require a Geotechnical study for natural hazards including slope and soil stability as part of a complete application.
6. Watersand Construction Ltd. C/o Metrus Development Inc. Submission by KLM Planning Partners Inc. (Salem Secondary Plan)	
A comma should be deleted after the words “Lake Simcoe Watershed” in the second last line of Sections 8.3.6.1/9.3.6.1 c) to clarify the intent of the section.	The change is appropriate.
7. Sobeys’s Developments Limited Partnership Corner of Yonge and Maplevue(Hewitt’s Secondary Plan)	

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
Identifies typographical errors in the Defined Policy Area policy applicable to the subject lands.	Proposed Policy Modification: Modify Section 9.5.5.4 by deleting the phrase "northwest" and replacing it with "southwest".
8. Environmental Advisory Committee	
<p>On Wednesday, September 5, 2012, the City's Environmental Advisory Committee passed the following recommendation regarding district energy policy.</p> <p>ANNEXED LANDS - HEAT AND POWER</p> <p><i>That during the planning process for the development of the Annexed Lands, consideration be given to include provisions for heat and power as a component of the policy.</i></p>	<p>This request has been reviewed and the following suggested changes to the Secondary Plans are proposed:</p> <p>Proposed Policy Modifications:</p> <p>That Section 8.4.4.8 Sustainable Development be modified to introduce a new subsection c) as follows:</p> <p>"c) The City will consider the potential to establish a district energy system within the Salem Secondary Plan for the employment lands in the vicinity of Highway 400 and McKay Road and adjacent areas. Such a system shall be subject to a feasibility assessment and funding partnerships with other public and/or private organizations. The City will also consider the establishment of standardized guidelines and technical standards to encourage the establishment of such a system."</p> <p>That Section 9.4.4.8 Sustainable Development be modified to introduce a new subsection c) as follows:</p> <p>"c) The City will consider the potential to establish a district energy system within the Hewitt's Secondary Plan for the lands in the Yonge Street Mixed Use Corridor designation and adjacent areas. Such a system shall be subject to a feasibility assessment and funding partnerships with other public and/or private organizations. The City will also consider the establishment of standardized guidelines and technical standards to encourage the establishment of such a system."</p>
9. Blue Sky Capital (1597229 Ontario Limited) and LM Barrie Holdings Inc. and 2121191 Ontario Inc. Submission from Jaime Shapiro in addition to a letter from Jones Consulting Group Ltd.	

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Comment Summary	Discussion and Conclusions ¹
<p>9.1 "Special Policy 9.5.6.5 (should be 9.5.7.5 as per the text and Schedule 9E). This is a new special policy area that requires measures to protect trees abutting, or on, the rear lot line of lots fronting onto Winchester Terrace. As part of the consultation process leading up to the first draft of the OP we understood that the tree preservation was going to occur in the park that is located on the LM Barrie property immediately to the south and that the tree preservation may occur along the property line but it would not be guaranteed. Other factors such as swm, grading, etc. would also need to be considered. I think it would be appropriate to rely on the City's current policy that states that no buildings be constructed within 5m of the dripline of any trees that located on an adjacent property."</p> <p>In addition to the general submission, a submission was also received from Mr. Jaime Shapiro with respect to this issue as follows:</p> <p>"We respectfully ask that this Special Policy Area be removed in the final version of the plan.</p> <p>In short, (i) the new Special Policy Area is not consistent with the City's approach anywhere else in the Annexed Lands, even though there are multiple examples of similar interfaces with existing residential lots; and (ii) a Special Policy Area is simply not required to deal with the tree protection issue that has been identified – as there already is a city policy that protects trees on adjacent lots, wherein new buildings must be setback 5 metres from the dripline of all trees on adjacent lots. In addition, the City also reviews on-site vegetation as part of the subdivision review process and individual tree retention can be considered at that time."</p>	<p>Proposed Policy Modification: The policy reference will be corrected on Schedule 9C of the Hewitt's Secondary Plan.</p> <p>The proposed policy was developed in response to a submission from Marc Laurin, 113 Winchester Terrace (Hewitt's Secondary Plan) following the release of the February 2013 Plan. Mr. Laurin requested significant changes to the Plan for the lands to the rear of Winchester including relocation of a stormwater pond; preservation of land and trees between 25 and 100 feet deep along the rear of the lots on Winchester as a buffer from future development; protection of existing forest located behind the townhomes on Winchester Terrace at Empire Drive in its natural state; and protection of the existing forest/tree line which links the new natural heritage system with the new park and storm water management pond proposed at the bottom of Winchester Terrace.</p> <p>The issue had been previously identified but for a more restricted area and, the location of the proposed park was designed to address the concern with tree preservation. As noted in our response to Mr. Laurin in December 2013</p> <p>"The lands to the east of the houses fronting on Winchester Terrace form part of a larger holding that is designated for residential development in the Secondary Plan. In general, there is no need to buffer existing residential uses from future like residential uses. The existing trees Mr. Laurin refers to do not fall within the Natural Heritage System (NHS) as defined in the NHS Report (NRSI 2012). However, in recognition of the concerns expressed, a special policy is proposed to be added to the Secondary Plan which recognizes that there is an existing tree line behind these homes and directs that the potential for protecting the trees immediately abutting the property line be considered as part of the review of any proposed plan of subdivision. The location of the proposed stormwater management facility will also be determined at that time. The existing trees located south-east of the intersection of Winchester Terrace and Diana Way are included in a School/Neighbourhood Park Area and will be considered as part of the development of that block."</p> <p>The proposed policy in Section 9.5.7.5 is designed</p>

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Comment Summary	Discussion and Conclusions ¹
	to reflect this direction. The precise location of any buildings will be determined as noted in the policy as part of a review at the time of the application for a proposed plan of subdivision. A site specific approach is preferred rather than relying on a general policy.
<p>9.2 In a letter from Jones Consulting Group Ltd. The City is requested to shift the Phase 1 boundary to the east on the LM Barrie Holdings Lands based on technical input submitted by Mr. Bryan Richardson.</p> <p>In addition, Mr. Shapiro submitted the following: "The line separating Phase 1 from Phase 3 on the LM Barrie property on the north side of Mapleview Dr (South Half Lot 19 Con 12).....we all realize that the secondary plan is in the home stretch, so this is the time to make the final tweaks that will make the difference between a flawed plan and an optimized plan. For us, correcting the phasing line on our properties is one such tweak that is simply a "must have" if we are to create a complete and coherent community that will be attractive to prospective home buyers and livable for the new residents. Without this minor but important adjustment, this new neighbourhood will face a number of significant challenges, including:</p> <ul style="list-style-type: none"> • The main entrance to our subdivision off of Mapleview Drive will be incomplete for perhaps 15 years. • From an engineering perspective the entrance design, traffic signals and overall function of this intersection will be less than optimal given that the Phase 1 limit divides the intersection in half. • From a planning perspective, the community focal point, being the mixed use blocks and the main intersection will be only half complete for approx. 15 years. • From an economics perspective, approximately 250 metres of a major collector road will be single loaded, and the marketing and development of the mixed use area, will be restricted. <p>We are asking the City to solve this problem by shifting the phasing line to the east. As our engineer Bryan Richardson will show, these important community design benefits can be</p>	<p>The Phasing boundary for Hewitt's was developed based on the availability of servicing via a gravity wastewater system, in addition to planning considerations. There are physical constraints with Hewitt's that require a pumping station be introduced at the east limit of the Neighbourhood. The input received was carefully reviewed, but it was determined that the gravity system north of Mapleview Drive had been extended to the greatest extent possible, based on City of Barrie Design Standards. Consequently it is not anticipated that it will be possible to service the additional area identified until the pumping station is developed. However, since the completion of the Mixed Use Node and the entrance to the development is appropriate from a planning perspective, should such an approach be established to the satisfaction of the City, it is proposed that a policy be added to the Plan to allow a minor modification to the Phase 1 boundary without an amendment to the Plan.</p> <p>Proposed Policy Modification: A new subsection be added to Section 9.7.3.2 Phasing as follows:</p> <p>"d) Notwithstanding the foregoing, the boundary of Phase 1 east of the proposed north/south collector road north of Mapleview Drive East may be adjusted easterly on the lands designated Neighbourhood Mixed Use Node Area, described as Part of the South Half of Lot 19, Concession 12, formerly Town of Innisfil. without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards."</p>

Appendix A3: Review of Public/Stakeholder Input to December 2013 Draft Plans and Related Official Plan Amendments

Comment Summary	Discussion and Conclusions ¹
<p>achieved without resorting to any “unnatural” acts of engineering. In particular, the additional land that would be brought into Phase 1 can be very reasonably serviced by gravity to the existing sewer connections to the west at the old municipal boundary. This can be accomplished in either of two ways:</p> <ol style="list-style-type: none"> 1. Allow for a minor deviation of the City’s slope standard, for which there is precedent elsewhere in the City, while still ensuring that the clearing velocities required by the MOE are achieved, OR 2. Allow for the importation of a minor amount of fill in order to meet the slope standard. <p>For your reference, I am also attaching the technical memos we have previously submitted on this topic, which show that a range of eastward adjustments to the phasing line are possible – however, if we limit our discussion to focus only on the additional area that can be serviced in Phase 1 by gravity to the existing sewer connections to the west (see attachment called Figure 1 – Design to Existing Stubs), then the two options we ask you to consider for adjusting the phasing line eastward are:</p> <ol style="list-style-type: none"> 1. Option #1 - align the phasing boundary with LM Barrie’s easterly property limit (an increase of about 5 ha in Phase 1), OR 2. Option #2 – same as Option #1 but with the addition of another approx. 6 ha to the east in the NW corner of the adjacent Blue Sky property (South Half Lot 20 Con 12) , that can also be serviced in the same manner in Phase 1 “ <p>We hope that after reviewing this information, you will understand why we see a phasing adjustment as a “must have” and that you will agree that such an adjustment can be implemented quite reasonably from an engineering perspective.</p>	
<p>10. [REDACTED], 947 Mapleview Avenue East</p>	
<p>“My property consists of 529’ frontage by a depth of 212’. It is rectangular shaped and is directly across from the Town of Barrie’s existing subdivision on the north side of Mapleview Avenue East. I attended an Open House last fall of 2012 with my builder friend, Luis Moniz where we were</p>	<p>The Plans provided for review in the fall of 2012 were the Preliminary Draft Secondary Plans and not the zoning. The meeting which Mr. Rosner attended was held on September 27, 2012. The Draft Preliminary Secondary Plan released at the September 27, 2012 meeting identified Mr.</p>

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<p>personally shown the new zoning to my property by both Eric Hodgins and Paul Smeltzer to be mixed neighbourhood (to be commercial/residential), consisting of a strip plaza with residential above, individually owned as freehold. As I had never been notified notified that the zoning on my property was changed back to residential or consulted in any way, I would humbly ask that you restore the zoning that was granted to me in the fall of 2012 as both my witness and I had personally been shown.”</p>	<p>Rosner’s property as residential not as mixed use. It is not clear how the misunderstanding with respect to the proposed designation occurred. No change has been made to the designation of his property in the two subsequent versions of the draft plan in February 2013 and December 2013.</p> <p>Notices related to the revised versions of the plan and related meetings, in particular the notice of the statutory public meeting and open house in March 2013 would have been circulated to Mr. Rosner at the address he provided:</p> <p>1580532 ONTARIO LIMITED C/O HORST ROSNER PO BOX 1063, STN MAIN, BRADFORD ON L3Z 2B5</p> <p>No change is recommended to the Secondary Plan related to Mr. Rosner’s landholding as the mixed use development in this area is appropriately located further to the east on Mapleview at the intersection with a proposed collector road.</p>