CITY OF BARRIE OFFICIAL PLAN (APRIL 2010)


The MMAH modifications are referenced in the text in **bold** with the specific text identified in *italics*.

Amendments approved current to January 2018 have been included in schedules and text of this document. The amendment and adopting by-law noted in parentheses after the text changes.

A list of the amendments and corresponding adopting by-law or OMB decision incorporated in this office consolidation is provided at the end of this document.

While every effort has been made to incorporate all amendments approved up to January 2018; which includes OPA’s 38, 39 and 40, and resultant OMB Decisions pertaining to the Salem and Hewitt’s Secondary Plans; the City of Barrie does not warrant or guarantee that there are no errors or omissions in this office consolidation. If you become aware of any errors, omissions or inconsistencies, please advise the Planning and Building Services Department.

For official plan questions please contact our office at servicebarrie@barrie.ca or by phone at 705-726-4242.
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 INTRODUCTION</td>
<td>1-1</td>
</tr>
<tr>
<td>1.1 PURPOSE OF THE PLAN</td>
<td>1-1</td>
</tr>
<tr>
<td>1.2 STATEMENT OF PRINCIPLES</td>
<td>1-1</td>
</tr>
<tr>
<td>1.3 BASIS</td>
<td>1-2</td>
</tr>
<tr>
<td>1.4 FORMAT OF THE PLAN</td>
<td>1-3</td>
</tr>
<tr>
<td>1.5 HOW TO READ THIS PLAN</td>
<td>1-3</td>
</tr>
<tr>
<td>2.0 COMMUNITY CONTEXT</td>
<td>2-1</td>
</tr>
<tr>
<td>2.1 BACKGROUND</td>
<td>2-1</td>
</tr>
<tr>
<td>2.2 COMMUNITY VISION</td>
<td>2-5</td>
</tr>
<tr>
<td>2.3 ASSUMPTIONS</td>
<td>2-7</td>
</tr>
<tr>
<td>3.0 GENERAL POLICIES</td>
<td>3-1</td>
</tr>
<tr>
<td>3.1 GROWTH MANAGEMENT</td>
<td>3-1</td>
</tr>
<tr>
<td>3.2 TOURISM</td>
<td>3-7</td>
</tr>
<tr>
<td>3.3 HOUSING</td>
<td>3-8</td>
</tr>
<tr>
<td>3.4 CULTURAL HERITAGE CONSERVATION</td>
<td>3-11</td>
</tr>
<tr>
<td>3.5 NATURAL HERITAGE, NATURAL HAZARDS AND RESOURCES</td>
<td>3-15</td>
</tr>
<tr>
<td>3.6 COMMUNITY IMPROVEMENT PLANNING</td>
<td>3-23</td>
</tr>
<tr>
<td>3.7 ENERGY CONSERVATION AND RENEWABLE ENERGY SYSTEMS</td>
<td>3-27</td>
</tr>
<tr>
<td>3.8 BROWNFIELDS</td>
<td>3-29</td>
</tr>
<tr>
<td>3.9 LAKE SIMCOE PROTECTION PLAN</td>
<td>3-31</td>
</tr>
<tr>
<td>4.0 LAND USE POLICIES</td>
<td>4-1</td>
</tr>
<tr>
<td>4.1 FUTURE URBAN</td>
<td>4-1</td>
</tr>
<tr>
<td>4.2 RESIDENTIAL</td>
<td>4-4</td>
</tr>
<tr>
<td>4.3 COMMERCIAL</td>
<td>4-12</td>
</tr>
<tr>
<td>4.4 INDUSTRIAL</td>
<td>4-18</td>
</tr>
<tr>
<td>4.5 INSTITUTIONAL</td>
<td>4-24</td>
</tr>
<tr>
<td>4.6 OPEN SPACE</td>
<td>4-27</td>
</tr>
<tr>
<td>4.7 ENVIRONMENTAL PROTECTION AREAS</td>
<td>4-31</td>
</tr>
<tr>
<td>4.8 DEFINED POLICY AREAS</td>
<td>4-37</td>
</tr>
<tr>
<td>4.9 MIXED USE</td>
<td>4-48</td>
</tr>
<tr>
<td>4.10 SPECIAL RURAL AREA</td>
<td>4-49</td>
</tr>
<tr>
<td>5.0 SERVICING AND TRANSPORTATION</td>
<td>5-1</td>
</tr>
<tr>
<td>5.1 SERVICING</td>
<td>5-1</td>
</tr>
<tr>
<td>5.2 WATER AND WASTEWATER</td>
<td>5-4</td>
</tr>
<tr>
<td>5.3 STORMWATER MANAGEMENT</td>
<td>5-6</td>
</tr>
<tr>
<td>5.4 TRANSPORTATION</td>
<td>5-9</td>
</tr>
<tr>
<td>5.5 WASTE MANAGEMENT FACILITY</td>
<td>5-14</td>
</tr>
<tr>
<td>6.0 IMPLEMENTATION</td>
<td>6-1</td>
</tr>
<tr>
<td>6.1 GENERAL POLICIES</td>
<td>6-1</td>
</tr>
<tr>
<td>6.2 LOT CREATION</td>
<td>6-6</td>
</tr>
<tr>
<td>6.3 SITE PLAN CONTROL</td>
<td>6-9</td>
</tr>
</tbody>
</table>
6.4 PArkLAND DEDICATION REQUIREMENTS ............................................. 6-12
6.5 URBAN DESIGN GUIDELINES ............................................................. 6-13
6.6 TALL BUILDINGS AND HEIGHT CONTROL ........................................ 6-18
6.7 HOLDING PROVISIONS ................................................................. 6-23
6.8 HEIGHT AND DENSITY BONUSING .................................................. 6-25
6.9 TEMPORARY USE POLICIES ........................................................... 6-27
6.10 INTERIM CONTROL BY-LAWS ......................................................... 6-28
6.11 REQUIRED STUDIES IN SUPPORT OF DEVELOPMENT APPLICATIONS ...... 6-29
6.12 MONITORING ................................................................................ 6-31

7.0 INTERPRETATION ................................................................................. 7-1

SCHEDULES
A  LAND USE
B  PLANNING AREAS
C  DEFINED POLICY AREAS
D  ROADS PLAN
E  ROAD WIDENING PLAN
F  WATERCOURSES
G  DRINKING WATER SYSTEM VULNERABLE AREAS (OPA 24, BY-LAW 2013-185)
H  NATURAL HERITAGE RESOURCES
I  INTENSIFICATION AREAS
J  LAKE SIMCOE WATERSHED

8.0 SALEM SECONDARY PLAN ............................................................... 8-1
  8.1 INTRODUCTION ............................................................................... 8-1
  8.2 COMMUNITY VISION AND STRUCTURE ........................................ 8-2
  8.3 NATURAL HERITAGE SYSTEM ...................................................... 8-7
  8.4 COMMUNITY AND SUSTAINABLE DESIGN STRATEGY ................. 8-16
  8.5 LAND USE STRATEGY .................................................................... 8-28
  8.6 COMMUNITY SERVICES STRATEGY ............................................. 8-47
  8.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT .......... 8-58
  8.8 IMPLEMENTATION AND INTERPRETATION ..................................... 8-64

SCHEDULES
8A  COMMUNITY STRUCTURE
8B  NATURAL HERITAGE SYSTEM
8C  LAND USE PLAN
8D-1 TRANSPORTATION PLAN
8D-2 STREET WIDENING PLAN
8E  DEVELOPMENT PHASES

APPENDIX 8A  ULTIMATE LAND USE & TRANSPORTATION CONCEPT PLAN
APPENDIX 8B  MASTER PLAN

9.0 HEWITT’S SECONDARY PLAN .......................................................... 9-1
  9.1 INTRODUCTION ............................................................................... 9-1
  9.2 COMMUNITY VISION AND STRUCTURE ........................................ 9-2
City of Barrie Official Plan

9.3  NATURAL HERITAGE SYSTEM ................................................................. 9-6
9.4  COMMUNITY AND SUSTAINABLE DESIGN STRATEGY ........................... 9-16
9.5  LAND USE STRATEGY ........................................................................... 9-28
9.6  COMMUNITY SERVICES STRATEGY .................................................... 9-43
9.7  DEVELOPMENT REVIEW AND GROWTH MANAGEMENT ..................... 9-54
9.8  IMPLEMENTATION AND INTERPRETATION ........................................... 9-60

SCHEDULES

9A  COMMUNITY STRUCTURE
9B  NATURAL HERITAGE SYSTEM
9C  LAND USE
9D-1 TRANSPORTATION PLAN
9D-2 STREET WIDENING PLAN
9E  DEVELOPMENT PHASES

APPENDIX 9A  ULTIMATE LAND USE & TRANSPORTATION CONCEPT PLAN
APPENDIX 9B  MASTER PLAN
SECTION 1.0: INTRODUCTION
THE OFFICIAL PLAN FOR THE CITY OF BARRIE

1.0 INTRODUCTION

1.1 PURPOSE OF THE PLAN

This document is a public statement by the Council of The Corporation of the City of Barrie (Council/City) of land use and development goals, objectives and policies for the guidance of public and private development decisions within the City of Barrie.

This Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.

1.2 STATEMENT OF PRINCIPLES

This document is founded on the following principles:

(a) That more effective, efficient and consistent decision making and administration of the affairs of the municipal corporation can be achieved through the development and implementation of a formally established set of goals, objectives and policies;

(b) That municipal planning, although conducted within a provincial framework, is generally a municipal responsibility;

(c) That municipal planning has as its fundamental concern, the physical aspects of the community and in particular the use of land and land use relationships, in the context of the social and economic development of the community, the overall health and wellbeing of its population, and the environment;

(d) That public participation in the development of this Plan and its application is an essential component of the municipal planning process;

(e) That although the basic planning horizon upon which this Plan is formulated is to 2031, a comprehensive review of this Plan may be undertaken at any time and not less frequently than five years after approval; and (Mod B (a)(i))

(f) As an Urban Growth Centre (UGC), Downtown Barrie will be the focus for growth and development for the Simcoe area and Southern Ontario. (Mod B (a)(ii))
1.3  BASIS

The City of Barrie Official Plan, adopted by City Council in 1994 and approved by the Minister of Municipal Affairs and Housing in July 1997, amendments thereto, and various background studies and reports form the basis of this Plan. The Official Plan also incorporates numerous municipal strategic priorities and addresses matters of provincial interest.

Since 1994 the Government of Ontario has introduced a number of initiatives directed at planning for growth. These include a Provincial Policy Statement (2005), a Growth Plan for the Greater Golden Horseshoe (2006) and a Lake Simcoe Protection Plan (2009). These initiatives directly impact planning for the City of Barrie and the policies of this Plan.

The Provincial Policy Statement came into effect on March 1, 2005. It provides direction on matters of provincial interest related to land use planning and development. The City’s Official Plan must be “consistent with” the Policy Statement, and has been updated accordingly through an amendment adopted by the City in 2006.

The Growth Plan for the Greater Golden Horseshoe, adopted by the Province on June 16, 2006, provides the foundation for a long term growth management strategy for the Greater Golden Horseshoe. The Growth Plan incorporates policies that will guide decisions on a wide range of issues including transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection. This Plan includes provisions to bring it into conformity with the Growth Plan, including providing direction for the management of growth in Barrie.

The Growth Plan was amended on January 19, 2012. Amendment no. 1 relates to the Simcoe Sub-area, including the City of Barrie. Barrie is identified as the principal primary settlement area within the Simcoe Sub-area and Downtown Barrie is the only urban growth centre. As amended, the Growth Plan forecasts a population of 210,000 for Barrie by 2031 and a corresponding local employment base of 101,000 jobs. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

The Lake Simcoe Protection Plan, adopted by the Province on June 2, 2009, is a watershed-based plan that provides a strategy to help restore and protect the health of Lake Simcoe. This Plan includes provisions to bring it into conformity with the Lake Simcoe Protection Plan. (Mod B (d))

The Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Lake Simcoe Protection Plan (LSPP) (Mod B (e)) have significant implications for the future of the City and the policies of this Plan. In particular, these initiatives will influence how Barrie grows and develops during the planning period.
1.4 FORMAT OF THE PLAN

The Official Plan for the City of Barrie consists of Sections 1 through 7 and a series of Schedules A through J (Mod B (f)) as well as approved Secondary Plans.

1.5 HOW TO READ THIS PLAN

This Plan is intended to be read in its entirety and the relevant policies applied to each situation. All of the relevant policies should be considered cross referenced with each other whether stated in the body of the Plan or not.
SECTION 2.0: COMMUNITY CONTEXT
2.0 COMMUNITY CONTEXT

2.1 BACKGROUND

INTRODUCTION

The City of Barrie covers a land area of approximately 100 square kilometres. The City enjoys a prominent setting on Kempenfelt Bay of Lake Simcoe. Development within the City has radiated outward from the historic City Centre area, with significant suburban development in the previously annexed areas on the periphery of the City. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

THE REGION

Barrie is centrally located within the Simcoe area – a location which roughly corresponds with the division separating the south part of Simcoe which has experienced growth pressures emanating from the Greater Toronto Area (GTA), and the north part of Simcoe which is more rural in nature. Barrie’s central location coupled with large population growth, both within the City and in the broader regional area served by Barrie, has played a large part in the development of the City as a retail and service centre and the urban focus of the Simcoe area and beyond. Strategically located along the Highway 400 transportation corridor, Barrie has attracted dramatic population growth and a broad spectrum of business activity. (Mod C (a))

The advantages associated with the City’s location within the Simcoe area have been the primary reasons behind the evolution of the City’s role as a regional centre. Located just 50 km. from the GTA, the City is far enough away from this larger metropolitan area to support a high level of self sufficiency, yet close enough to realize the benefits of the largest urban economic entity in Canada. (Mod C (b))

The regional population and the access to markets afforded by the Highway 400 series highways, and rail connections, have also positioned the City of Barrie for the growth and attraction of manufacturing and corporate offices and facilities. Such facilities have also benefited from the availability of local labour, an attractive living environment and a competitive and affordable housing market.

GROWTH AND DEVELOPMENT

The Provincial Growth Plan identifies the City of Barrie as a primary settlement area in the Simcoe Sub-Area. In addition, Downtown Barrie is identified as an urban growth centre. The City is the location of many private and public sector institutions and facilities serving a market that extends well beyond the current
boundaries of Simcoe County. On January 1, 2010, the City’s municipal boundaries were expanded to include an additional 2,300 hectares of land on its southern boundaries. Schedule 7 of the Province’s Growth Plan as modified on January 19, 2012, has identified a forecasted population of 210,000 within the City’s municipal boundaries by the year 2031 to be achieved through a mix of new development and intensification. Infrastructure improvements are also planned to facilitate the achievement of this population. The Growth Plan, as amended, also identifies an employment forecast of 101,000 to 2031. A significant amount of the forecasted population and employment will be accommodated on lands within the former City boundary. The remaining forecasted population and employment will be accommodated on a portion of the 2010 annexed lands. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

TRANSPORTATION

Highways 400, 11, and 26, and County Roads 4, 27, 30, 40, 54, 90, and 93 all converge in the City providing excellent connections to Barrie's regional trade area and beyond. The highway system also contributes to the provision of a sound arterial framework regarding intra-urban traffic movements within the City. With the exception of Highway 400, highways within or along the City's municipal boundaries have been assumed by the City or the County.

Rail is a vital component of Barrie's current and future transportation network. Not only does it promote economic growth for existing and new businesses, it provides an important future transportation alternative for passenger service to and from the City. Rail is a safe and economical alternative to increased road transportation. The City will continue to support and enhance this mode of transportation through its investment in the Allandale Community Development Corporation, and the operation of the Barrie Collingwood Railway, and through business relations with GO Transit and other rail operators. Protection of these vital rail corridors and mitigation of the environmental impact of rail operations on adjacent lands is required and will be implemented through the development of comprehensive planning policies involving economic development initiatives and land use planning activities.

Active transportation, which includes all forms of human powered, non-motorized transportation, is an important element of Barrie's transportation strategy. The City recognizes Active Transportation as a responsible alternative to motorized transportation that will enhance health and lead to economic and environmental sustainability. The presence of sidewalks and bike lanes in many parts of the City; the existence of bike paths and walking trails along the waterfront; and a functional public transit system, all support active modes of transportation. Active transportation helps keep people healthy and plays an important role in the City’s economic development and tourism efforts. The City will continue to support the enhancement of Active Transportation infrastructure and facilities, and through planning policies will strive to incorporate pedestrian/cycling connectivity throughout the community.
THE WATERFRONT

The City's waterfront, with its parks, trails, facilities and events is recognized as a major contributor to the lifestyle enjoyed by its citizens, as a central hub and meeting place, as an asset to the historic downtown area, and as an attraction for tourists as part of the City's economic base.

Public ownership and control over land use and activities on the City's waterfront properties is a cornerstone of City policy. The City recognizes the value of public parkland as a community asset. Use of these lands for uses other than open space and recreational uses will be considered in the context of providing both public accessibility and benefit. (Mod C (d))

THE CITY CENTRE

The City Centre Planning Area of the City consists of the traditional central business district in the form of the historic downtown as well as some of the City’s older residential areas. This Plan extends special attention to the City Centre because of its role as a major asset for the community. The City recognizes the downtown as a strategic priority and has completed both a revitalization plan and a community improvement plan under the Planning Act as a means of focusing community interest and investment. City, private and public/private partnerships are intended to encourage the land use, infrastructure and linkages with the waterfront necessary to realize the role and potential of the City Centre to a growing and more geographically extended population.

This can be achieved by ensuring that arterial roads and corridors leading to the waterfront support multiple modes of transportation, such as walking and cycling.

THE ENVIRONMENT

It is recognized that one of the competitive advantages that the City of Barrie has in its role as a regional centre within the Greater Golden Horseshoe, is the lifestyle afforded by the City’s high quality natural environment and amenities including Kempenfelt Bay and Lake Simcoe. The importance of the conservation and preservation of the natural environment, including forested areas, wetlands, valley and stream corridors and waterfront linkages, air quality and water resources (OPA 24, By-law 2013-185) is recognized as a major consideration in maintaining, and enhancing where possible, the health of the natural ecosystem and human health. (Mod C (e))

Municipal government has an important role to play in fostering an environmental consciousness and an attitude of responsible stewardship of the City's natural environment. This role can complement the mandate and efforts of Fisheries and Oceans Canada, the Ministry of the Environment, the Ministry of Natural Resources, the Nottawasaga Valley Conservation Authority and the Lake Simcoe Region Conservation Authority.
In implementing the goals and policies of this Plan, the City will strive for "sustainable development", defined as development that does not jeopardize opportunities for future generations. Development which is sensitive to the environment can be achieved through sound land use planning and transportation policies; through the development of energy and resource conservation programs; through the integration of waste management programs and the application of environmentally sensitive engineering, such as Best Management Practices.

WATER RESOURCES

The City of Barrie relies on groundwater sourced from a deep aquifer through a number of active wells, and from a surface water treatment plant which takes water from Kempenfelt Bay (Lake Simcoe) for its municipal drinking water.

Long term protection of this valuable resource from overuse, contamination and from land uses that could threaten or hinder existing and future drinking water supply is essential to maintaining human health, economic prosperity and quality of life. (OPA 24, By-law 2013-185)
2.2 COMMUNITY VISION

FOUNDATION OF OUR FUTURE

In order to ensure the City’s viability over the long term to promote and manage growth that sustains and builds a strong economy and community, and supports a healthy environment, the people of the City of Barrie, through a Strategic Plan consultation process, emphasized key elements to be included in a 20 Year Plan. This vision and key elements have been included in the City’s Official Plan to provide the foundation which will guide the City’s future.

COMMUNITY SAFETY AND SECURITY

To provide high quality programs, services and facilities for the health and wellbeing of the community, through comprehensive, efficient and cost effective emergency and health related protection. Additionally, promote a safe environment for the community through developing security measures for physical spaces (private and public) and implementing good urban design.

ECONOMIC DEVELOPMENT FOR A PROSPEROUS FUTURE

To recognize the need for a strong downtown with links to the waterfront and continue to promote a diversified, balanced and socially responsible economy which supports existing businesses, encourages the development of new enterprise, and provides opportunities for new community economic development partnerships.

WATERFRONT EXCELLENCE

To recognize the premier quality and exceptional scope of the City's Waterfront which promotes public ownership, community access, recreation, tourism, and downtown revitalization.

A CLEAN AND HEALTHY ENVIRONMENT

To provide for an ecologically sensitive and environmentally balanced community. Encourage the sustainable use of our water, land and air resources.

GOVERNANCE & SERVICE EXCELLENCE

To maintain our status as a single tier municipality ensuring an efficient, accountable and cost effective government. Promote a consultative approach and provide direct access to a responsible local Council which encourages innovative financing opportunities including public and private partnerships.

MAINTAIN AND ENHANCE BARRIE’S PREMIER LIFESTYLE

To encourage community identification and enhance civic pride through participation and innovative partnerships, and continue to provide cultural and recreational opportunities and special events. Encourage community diversity,
equality and understanding through the provision of cultural, social, educational and recreational programs, facilities and opportunities which foster personal growth and development.

**TRANSPORTATION**

To maintain and enhance transportation links within the City and beyond which are vital to the economic strength and well-being of our community. Provide public transportation systems that are safe, accessible and convenient, and continue to work with our Provincial and Federal partners to ensure transit options are available for seamless inter-municipal transportation of both people and goods.
2.3 ASSUMPTIONS

In addition to the Background discussed in Section 2.1, assumptions about future trends and factors influencing Barrie have been used as the basis for the goals and policies of this Official Plan. Factors may arise in the future, including changes to municipal boundaries and the Provincial allocation of population and employment that materially alter the basis of the assumptions and policies which may have to be revised to reflect current situations. This Official Plan is based on the following assumptions:

(a) The City will continue to function as a strong centre for growth within the provincial settlement pattern serving as the area’s leading municipality in terms of population, employment and the delivery of services and a primary settlement area in accordance with the Growth Plan. (Mod C (f)) (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(b) The population, household, and employment growth forecasts for Barrie will continue to be substantially above that of the provincial average. This rate of growth reflects high density growth within the City’s built-up areas and new Greenfield development in the limited remaining designated areas and in the Salem and Hewitt’s Secondary Plan Areas. The City’s Growth Management Strategy forms the basis for planning for the 2031 population forecast of 210,000 and the related employment forecast of 101,000 allocated to Barrie in the Growth Plan. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(c) Over the long term, the average age of the population will increase which will entail changes regarding the supply and demand for housing accommodation, social services, and health care.

(d) There will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. It is expected that throughout the planning period, Barrie’s new housing stock will continue to include a large percentage of single detached units and a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City’s residents. Intensification represents an essential component of the City’s growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space. (Mod C (g))

(e) There will be improved opportunities for efficiencies in public transit with the increased residential densities along or in close proximity to transit routes, transit stations and the GO Transit line. (Mod C (h))

(f) Emphasis will be placed on developing active transportation systems (pedestrian, cycling, etc.) that facilitate movement throughout the City and reduce dependence on the automobile, thus enhancing health and air quality.
(g) Intensification, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan, and in order to ensure success, urban design will be a key consideration in all developments. (Mod C (i))

(h) The service/tourism sector of the economy will grow faster than the manufacturing sector and offer more activities of a specialized nature, serving the growing population of both the City and the regional trade area which the City anchors.

(i) There will be an increased focus on maintaining and attracting knowledge based and technologically skilled jobs characterized by the manufacturing, office and financial sectors, as part of the City’s strategic priorities and associated economic development strategy.

(j) Increased self-sufficiency will be achieved in employment as more people will both live and work in the City.

(k) The cultural heritage and diversity of the arts community of the City will be a significant component of the City's growth and evolution.

(l) The City will implement sustainable development policies and practices to protect Lake Simcoe in keeping with the LSPP. (Mod C (j))

(m) The long term protection of drinking water shall take priority where conflicting considerations apply. (OPA 24, By-law 2013-185)
SECTION 3.0: GENERAL POLICIES
3.0 GENERAL POLICIES

3.1 GROWTH MANAGEMENT

3.1.1 GOALS

(a) To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities.

(b) To encourage and accommodate the continued expansion and diversification of the City’s economic base with regard to the industrial, commercial, tourism, and institutional sectors in order to strengthen the City’s role as the area’s principal employment centre and to achieve an appropriate balance between employment and residential land uses.

(c) To promote and support knowledge based activities and their location in Barrie in both public and private sectors, geared to research and development in educational and financial, health service, telecommunication, and recreation/leisure companies and institutions.

(d) To guide, direct, and monitor the rate of growth to match the supply of land, municipal services and facilities with the needs of residents and employers, in accordance with the City’s population, employment, intensification and density targets. (Mod D (a)(ii))

(e) To direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.

(f) To ensure that the cost of providing capital facilities and associated operations in relationship to new development is generally not borne by the existing taxpayer. (Mod D (a)(iii))

3.1.2 GENERAL OBJECTIVES AND POLICIES

3.1.2.1 BALANCED GROWTH

(a) It is an objective of this Plan to identify employment areas and residential lands for development in order to achieve and maintain a ratio of approximately 1 job in the City for every 2 residents of the City. (Mod D (b))

(b) Applications to redesignate employment lands to non-employment uses will be discouraged. The City may permit the conversion of lands within employment areas to non-employment uses only through a municipal comprehensive review, where it has been demonstrated that: (Mod D (c))

i) there is a need for the conversion;

ii) the City will meet the 2031 employment forecasts allocated to it in the Growth Plan;
iii) the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target in Policy 3.1.2.3 (b), density targets in Policies 3.1.2.3 (a) and (c) and 4.2.2.6 (g), and other policies of this Plan;

iv) there is existing or planned infrastructure to accommodate the proposed conversion;

v) the lands are not required over the long term (2031) for the employment purposes for which they were designated; and

vi) cross-jurisdictional issues have been considered.

For the purpose of this policy, retail uses are considered non-employment uses.

With respect to policy 3.1.2(b) above as it applies to 99-105 Mapleview Drive West and 133-147 Mapleview Drive West, major retail uses are considered non-employment uses. (OMB order Dec. 19, 2012 PL100512)

Applications for employment conversions cannot be appealed if the application is refused by Council or where Council has not made a decision. (Mod D (c))

(c) The municipal comprehensive review shall also determine whether an application to redesignate employment land uses to non-employment uses is appropriate based on one or more of the following criteria, depending on significance:

i) topography;

ii) physical conditions such as soils, drainage, and stormwater management condition;

iii) conflicting adjacent or nearby land uses that are not compatible with employment uses;

iv) potential negative impacts of employment land uses on natural features and functions of the site or nearby sites;

v) conversion of other uses would result in functional or operating restrictions on nearby employment lands and transportation facilities. (Mod D (d))

(d) In addition to the above, all proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation’s (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO’s permit control area will be subject to
MTO’s policies, standards and requirements. Direct access will be discouraged and often prohibited. (Mod D (e))

3.1.2.2 STAGING AND PHASING OF DEVELOPMENT

(a) Secondary plans and phases within secondary plans are to be released for development in accordance with municipal need and demand.

(b) The approval of secondary plans and the phasing of development within secondary plans shall be undertaken in a financially responsible and environmentally sustainable manner that achieves municipal objectives and matches growth, intensification and density targets. (Mod D (f))

(c) In evaluating the release of Secondary Plan residential or employment areas or phasing of development within approved Secondary Plans, the City shall have regard for the following factors:

i) the supply of vacant, designated lands in the use category;

ii) in the case of residential development, the availability of registered and draft approved residential lots and blocks intended for multiple family development;

iii) the availability and capacity of municipal services and community facilities and the capital and operating costs of providing new services and facilities; and

iv) the promotion of development in a contiguous and orderly fashion in order to achieve a compact, healthy and cost-effective urban form.

(d) The approval of specific development applications shall be governed by the following principles:

i) encouraging a mix and form of housing that supports affordable housing and specialty needs housing; (Mod D (g))

ii) giving priority to lands adjacent to existing development;

iii) sequential development of neighbourhood facilities;

iv) provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h))

v) provision of schools and parks;

vi) provision of sidewalks and access to public transit.
vii) sequential construction of collector roads and access to arterial and boundary roads;

viii) sequential construction of sanitary sewer and watermain extensions and electrical distribution systems;

ix) adequacy of storm drainage; and,

x) protection of the environment and significant natural resources.

(e) As a means of controlling residential growth, the City will require that each subdivision agreement include a condition that phasing of development will be to the satisfaction of the City in accordance with (c) and (d) above.

(f) Residential Plans of subdivision shall not receive draft approval until such time as roads, stormwater, sanitary sewer, piped water facilities and utilities necessary to serve the parcel are available.

(g) The City may require fiscal impact analyses in support of applications for development to determine the most financially efficient sequence or staging of development and to forecast, manage, and balance the flow of revenues and expenditures over time.

(h) The City shall review and update development application approval procedures to expedite planning approvals consistent with the intent and policies of this Official Plan and applicable provincial plans in order to promote the continued economic growth and vitality of the City. (Mod D (i))

3.1.2.3 DENSITY OF DEVELOPMENT AND INTENSIFICATION

(a) Development of the City’s designated greenfield area shall be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare as measured by the Growth Plan. (Mod D (j))

(b) By 2015, and for each year thereafter, at least 40 percent of residential dwelling unit development shall be directed to the area within the built-up area as identified on Schedule I - Intensification Areas of the Plan. (Mod D (k))

(c) By 2031, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Areas. (Mod D (l))

(d) The City’s Growth Management Strategy identifies that the built up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre. An additional 5,700 units will be developed in the City’s designated Greenfield areas within the former City of Barrie, while approximately 15,700 units will be accommodated in the
Salem and Hewitt’s Secondary Plan Areas. These units will accommodate the population forecast in the Growth Plan and will be subject to monitoring and review throughout the life of this Plan. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(e) The City of Barrie will monitor residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in 3.1.2.3 (a) - (d) are met. (Mod D (l))

(f) The development of transit infrastructure will be used to direct and manage growth, and residential and employment densities will be used to support the efficiency and viability of existing and planned transit services.

(g) The capacity of existing transit systems will be increased to support intensification areas.

(h) The redevelopment of brownfield sites will be encouraged and facilitated.

3.1.2.4 SETTLEMENT AREA BOUNDARY EXPANSIONS

A settlement area boundary expansion may only occur as part of a municipal comprehensive review where it has been demonstrated that –

(a) sufficient opportunities to accommodate the forecasted growth allocated to the City in the Growth Plan, through intensification and in the City’s greenfield areas, using the intensification target in policy 3.1.2.3 (b) and the density targets in policies 3.1.2.3 (a) and 4.2.2.6 (g), are not available;

(b) the expansion makes available sufficient lands for a time horizon not exceeding 20 years, based on the analysis provided for in policy 3.1.2.4 (a);

(c) the timing of the expansion and the phasing of development within the City’s greenfield areas will not adversely affect the achievement of the intensification target in policy 3.1.2.3 (b) and the density targets in policies 3.1.2.3 (a) and 4.2.2.6 (g), and the other policies of this Plan;

(d) the existing or planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner;

(e) in prime agricultural areas:

i) the lands do not comprise specialty crop areas;

ii) there are no reasonable alternatives that avoid prime agricultural areas; and
iii) there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.

(f) impacts from expanding settlement areas on agricultural operations which are adjacent or close to the settlement areas are mitigated to the extent feasible;

(g) in determining the most appropriate location for expansion to the boundaries of settlement areas, the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied; and

(h) all farm and non-farm development shall comply with the Minimum Distance Separation formulae established by the Province in order to minimize odour conflicts between livestock facilities and development.

The City Boundary as shown on Schedule A - Land Use of this Plan constitutes the settlement area boundary of the City of Barrie.

The Settlement area boundary is shown on Schedule A – Land Use of this Plan. The Settlement Area boundary generally follows the City boundary except in the Salem and Hewitt’s Secondary Plan Areas where it follows a boundary which will accommodate forecasted growth to the year 2031 as identified on Schedule A. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)
3.2 TOURISM

3.2.1 GOALS

(a) To promote a tourist strategy that complements the recreational resources of the Huronia Region. Such a strategy should include the provision of facilities which are primarily service related and capable of attracting tourist populations drawn from the region and beyond.

(b) To promote the City as a unified "package" of tourist and tourist-service attractions and events with the City’s Historic Downtown Area and Kempenfelt Bay being the prime focal point.

(c) To encourage the development of infrastructure that supports the tourism sector including hotel, convention, and arts and entertainment facilities.

3.2.2 POLICIES

3.2.2.1 GENERAL POLICIES

(a) The City shall actively promote tourism in co-operation with senior levels of government and with local and area tourist and business/business associations.

(b) The City periodically may undertake tourism studies which are intended to identify the most appropriate strategy and the means (administrative, financial, environmental) in which to implement such a strategy. Policies which reflect the City’s strategy shall be included in this Plan by way of amendment.

(c) The City may designate areas as "Tourism Development Areas" and give priority consideration to development proposals within such areas which encourage tourism.

(d) The City shall promote the preservation and enhancement of historic sites, districts, neighbourhoods and the natural ecological features and functions that directly contribute to the attraction of Barrie as a premier tourist destination.
3.3 HOUSING

3.3.1 GOALS

(a) To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents. (Mod D (o)(i))

(b) To ensure that the quality and variety of the housing stock is maintained and improved.

(c) To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.

(d) To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

(e) To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements. (Mod D (o)(iii))

(f) To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population. (Mod D (o)(iii))

3.3.2 POLICIES

3.3.2.1 GENERAL POLICIES

(a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles. (Mod D (p))

(b) The City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles.

(c) The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites,
conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features. (Mod D (q))

(d) The City shall promote the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule A of this Plan.

(e) Where such action is in accordance with this Plan, the City may cooperate with its consolidated Municipal Service Manager, the County of Simcoe, in applying for federal and provincial housing programs when available. (Mod D (r))

(f) The City shall encourage the provision of student housing facilities, particularly in the northeast section of the City or in close proximity to major transit routes, and active transportation facilities.

(g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation. (Mod D (s))

(h) The City shall maintain a 10-year supply of designated land and a 3-year supply of draft approved and registered lots through residential intensification and redevelopment sufficient to provide an appropriate range of housing types and densities to meet projected requirements of current and future residents. (Mod D (t))

3.3.2.2 AFFORDABLE HOUSING POLICIES

In accordance with Provincial Policy, the following policies shall apply for the provision of affordable housing throughout the City:

(a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria: (Mod D (u))

i) In the case of home ownership, the least expensive of:

(1) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross
annual household income for low and moderate income households; or

(2) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

ii) In the case of rental housing, the least expensive of

(1) a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or

(2) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

(b) Low, medium and high density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan. (Mod D (v))

(c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.

(d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan. (Mod D (w))

(e) Second Suites are permitted in single detached, semi-detached and street townhouses subject to the standards and provisions of the Comprehensive Zoning By-law. Second suites are not permitted in the area of the Georgian College Neighbourhood Community Improvement Plan on the basis that the City has taken significant initiatives to encourage purpose built student housing within this area in order to maintain the stability of existing neighbourhoods and minimize the impact of an undue concentration of second suites within this area. (OPA 51 By-Law 2015-055)
3.4 CULTURAL HERITAGE CONSERVATION

3.4.1 GOALS

(a) To encourage the conservation of the City’s cultural heritage resources including, but not limited to, buildings, structures, areas, districts, open spaces, and landscapes, artefacts of historical and/or architectural significance and to co-ordinate these conservation efforts with development and redevelopment initiatives. *(Mod D (y)(i))*

(b) To promote an understanding of, and appreciation for, the original settlement of the area and the historic development of the City.

(c) To encourage and foster public awareness of, and participation in, the conservation, restoration and utilization of cultural heritage resources.

(d) To control the demolition, destruction, and inappropriate alteration or use of cultural heritage resources.

(e) *To implement the vision and recommendations put forth in the City’s Cultural Master Plan.* *(Mod D (y)(ii))*

3.4.2 POLICIES

3.4.2.1 GENERAL POLICIES

(a) Development permitted by the land use policies and designations of this Plan should have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any development plans.

(b) All new development in older established areas of historic, architectural or landscape value, shall be encouraged to be in keeping with the overall character of these areas.

(c) Development and site alteration on lands adjacent to protected heritage properties and those included in the inventory referred to in Section 3.4.2.2 (c) of this Plan may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the cultural heritage attributes of the protected heritage property will be conserved.

(d) Proposed development and site alteration permitted in accordance with subsection (c) above shall be encouraged to be in keeping with the immediate physical context and streetscape by being generally of the same height, width, massing and orientation as adjacent buildings, being of similar setback, of like or compatible materials, and using similarly proportioned windows, doors and roof shapes in order to maintain a sense of visual continuity and compatible building design.
(e) The City shall encourage measures which enhance public appreciation of interesting buildings, structures, streetscapes, open spaces or landscapes of historic, architectural, archaeological or scenic value.

(f) The City may restore, rehabilitate, enhance and maintain heritage resources owned by the municipality in fulfilment of the cultural heritage goals and policies of this Plan.

(g) The City will require the assessment and conservation of significant archaeological resources and areas of archaeological potential which may be impacted by development, in co-operation with the Ministry of Culture and other government or private agencies. The City shall ensure the following:

   i) All archaeological assessments are to be carried out by licensed archaeologists and triggered by the City, with all the assessments meeting Ministry of Culture standards and guidelines.

   ii) Significant land based or marine archaeological resources may be conserved by removal, documentation or by preservation on site to ensure conservation of heritage integrity.

   iii) Planning tools such as zoning by-laws, heritage designations, and easements shall be considered as ways of conserving significant archaeological resources on site.

   iv) Cemeteries and unmarked burial sites are identified, assessed and conserved if land development is located on or adjacent to these sites. The provisions of the Cemeteries Act, Heritage Act and relevant regulations apply if such sites are impacted.

   v) The appropriate Métis and First Nation communities are notified should aboriginal archaeological resources or burial places be discovered through archaeological assessment. (Mod D (z))

(h) The City may require as a condition of approval of development including a consent, minor variance, subdivision or site plan, the issuance of a building permit, change of use or partial demolition of a heritage building or structure, that the proponent enter into agreements to preserve and/or permit to be designated pursuant to the Ontario Heritage Act, the building or structure through other legal instruments as may be noted in this Plan.

(i) In areas considered for intensification, the City shall encourage the conservation or preservation of any cultural heritage resource which may be affected by such intensification with the use of conservation plans and heritage-related urban design guidelines. (Mod D (aa))
(j) The City may:

i. consider amendments to the Zoning By-law that will enable the conservation of a heritage resource.

ii. designate properties to be of cultural or heritage value or interest under the *Ontario Heritage Act* or its successor.

(k) The City will give particular consideration to all development proposals at strategic locations throughout the City Centre.

(l) The City may require heritage impact assessments for built heritage and cultural heritage landscape resources which may be impacted by development.

(m) The City may inventory cultural heritage resources in the municipality through the designation by by-law and/or listing of individual heritage properties, conservation districts and landscapes, and archaeological sites on a municipal register, which can be considered when making planning decisions.

(n) For development applications located on or within close proximity to a shoreline or the waterfront, the City may require a marine archaeological survey to be conducted by a licensed marine archaeologist pursuant to the *Ontario Heritage Act* if partially or fully submerged marine features such as ships, boats, vessels, artefacts from the contents of boats, old piers, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value are identified and impacted by shoreline and/or waterfront developments.

(o) The City shall ensure conservation of known significant cultural heritage resources prior to any undertaking of municipal public works and municipally owned properties, such as roads and infrastructure projects carried under the Municipal Class Environmental Assessment (EA) process. The City may require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting identified significant heritage resources. (Mod D (bb))

3.4.2.2 HERITAGE DESIGNATIONS

(a) The *Ontario Heritage Act* or any successor legislation will be utilized to conserve, protect and enhance the heritage resources of the City of Barrie which may include the designation of individual properties and/or the designation of a group or groups of properties as Heritage Conservation Districts.

(b) Prior to the designation of a Heritage Conservation District, the City will prepare and adopt a Heritage Conservation District Plan in accordance with the guidelines established by the Ministry of Culture.
The City may appoint a committee to prepare, publish and maintain an inventory of heritage resources based on established evaluation criteria; undertake public awareness programs; and advise Council with respect to the implementation of the provisions of this section. Council shall not give notice of its intention to designate a property or to repeal a by-law designating a property or part thereof, without first having consulted this committee.

This committee shall act in a review and advisory capacity during the planning process to assist in the accomplishment of heritage conservation goals.

The City may utilize any government programs available to assist in the implementation of heritage conservation policies and may pass by-laws providing for the making of a grant or loan to the owner of a property designated under the *Ontario Heritage Act* for the purpose of paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the City may prescribe.
3.5  **NATURAL HERITAGE, NATURAL HAZARDS AND RESOURCES**  
(Mod D (cc))

3.5.1  **GOALS**

(a) To identify, protect and enhance natural *heritage features and areas* and *their* connecting linkages including the land, air and water and the life *they support* for the benefit of future generations by encouraging and, where necessary, only allow land uses which protect the natural heritage features and functions of Environmental Protection Areas. *(Mod D (dd)(i))*

(b) To promote the protection of natural vegetated areas as a contiguous unit.

(c) To maintain or enhance the long term environmental quality of the City of Barrie recognizing that the City is the principal *growth* centre of the region. *(Mod D (dd)(ii))*

(d) To encourage the management of Barrie’s waterfront and watersheds to maintain or enhance the natural quality of Lake Simcoe, Kempenfelt Bay, Little Lake and valley and stream corridors within the City.

(e) To protect people and property and to minimize social disruption within the City from natural hazards including flooding and erosion. *(Mod D (dd)(iii))*

3.5.2  **POLICIES**

3.5.2.1  **GENERAL POLICIES**

(a) The City shall encourage the local Conservation Authorities to prepare watershed management plans as input to the City’s role in the management of watershed resources.

(b) In the review of plans, programs and development applications, the City shall protect the natural environment and its ecological functions for conservation, recreation, scientific and educational value, and its benefits to human health.

3.5.2.2  **LAND MANAGEMENT**

(a) In order to maintain and enhance vegetation cover, the City shall support tree planting, tree preservation, conservation initiatives and land stewardship strategies.

(b) New development shall be directed to maintain the natural landscape that shapes and defines the City’s landform features, natural watershed drainage patterns and vistas.
3.5.2.3 WATER RESOURCE MANAGEMENT

(a) In reviewing development proposals, the City shall protect, maintain and enhance water and water related resources on an integrated watershed management basis.

(b) The City will maintain and, where possible, protect, improve or restore the quality and sustainability of surface and groundwater resources.

(c) The City will promote water conservation and support the efficient use of water resources.

(d) The City shall protect or improve water quality and quantity by minimizing cross jurisdictional or cross watershed impacts, in consultation with the Conservation Authorities.

3.5.2.3.1 FLOOD PLAIN MANAGEMENT, EROSION, HAZARDOUS SITES AND FILL CONTROL (Mod D (ee))

(a) Flood plain management and control will occur in partnership with the applicable Conservation Authorities.

(b) The watershed areas for the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority are shown on Schedule F.

(c) Flood plain management within the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority jurisdictions includes the one zone, two zone or the special policy area concept. The one-zone floodplain management concept shall be used within the City. Any application of the two-zone concept will require an amendment to this Official Plan and written approval of the Conservation Authority. The establishment of a new special policy area, or any changes within an existing special policy area, will only be permitted with the prior written approval of the appropriate agencies. (Mod D (ee)(i))

(d) New development and site alteration including the creation of new lots in floodplains is prohibited in accordance with the regulatory flood standard save and except for the permissions outlined in 3.5.2.3.1 (e). (Mod D (ee)(ii))

(e) New development on existing lots, redevelopment, additions and uses that by their nature must be located in the floodplain shall be protected by acceptable flood proofing action or measures subject to the approval of the City and the applicable Conservation Authority. In addition, the City may, in accordance with Provincial Policy, consider implementation strategies, such as Special Policy Areas, to allow development and redevelopment to continue in existing built up areas
Mitigation measures or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features such that these features and their related hydrologic functions will be protected, improved or restored.

3.5.2.3.3 GROUNDWATER PROTECTION

(a) Schedule G identifies areas where the variety of permitted land uses may be limited in order to protect groundwater resources.

(b) The City will work in partnership with the County of Simcoe, adjacent municipalities, the Conservation Authorities, provincial ministries, the Health Unit and other partners to protect, maintain and enhance groundwater and surface waters to:

i) minimize and prevent the potential negative impacts of land use practices or development on groundwater; and (Mod D (hh))

ii) restrict or limit development and land use on lands containing wells and well head protection areas identified on Schedule G. (Mod D (ii))

(c) The City may require a risk assessment and/or hydrogeology analysis where there is potential for a proposed development to pose significant risk to a vulnerable aquifer located in one of the well head protection areas identified on Schedule G.

(d) The risk assessment which shall be completed to the satisfaction of the Ministry of the Environment and in consultation with the respective Conservation Authorities, where appropriate, and the City shall address the following:

i) existing groundwater quality and local hydrogeological setting;

ii) nature of any predicted adverse impacts;

iii) the ability to eliminate or effectively mitigate these impacts; and

iv) the proposed mitigation measures.

3.5.2.3.4 GROUNDWATER RECHARGE AREAS

(a) A significant groundwater recharge area is an area identified,

i) as a significant groundwater recharge area by any public body for the purposes of implementing the PPS;

ii) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006 for the Lake

Natural Heritage, Natural Hazards and Resources
that are restricted from expansion or redevelopment due to flooding or hazard conditions. (Mod D (ee)(iii))

(f) The placing or dumping of fill of any kind, the straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, the construction of any building or structure in or on a pond or swamp or any area susceptible to flooding shall not be permitted in a regulated Conservation Authority area except with written approval of the Conservation Authority. Authorization may be required from Fisheries and Oceans Canada for any in-water works. (Mod D (ee)(iv))

(g) Development shall be directed away from hazardous lands adjacent to streams and lakes that are impacted by erosion hazards. The erosion hazard limit of lakes and streams shall be determined using the guidance manual prepared by the Ministry of Natural Resources.

(h) Development shall be generally directed away from hazardous sites such as areas of unstable soils. A geotechnical soils report shall be required prior to any development within or adjacent to hazardous sites. This report shall be prepared to the satisfaction of the City and the Conservation Authority. (Mod D (ee)(v))

3.5.2.3.2 SURFACE WATER PROTECTION

(a) The City will work in partnership with adjacent municipalities and the Conservation Authorities, provincial ministries, the Health Unit and other partners to develop practices that maintain and improve the quality and quantity of lakes and watercourses, and to protect headwater areas from land uses that have the potential to contaminate downstream water systems.

(b) The City will co-operate with the Conservation Authorities and adjacent municipalities in identifying and mapping surface water features, groundwater features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed. These features will be incorporated into the Plan as Schedules by amendment.

(c) The natural quality and hydrologic characteristics of watercourses and lakes, including aquatic habitat, base flow, water quality, temperature, storage levels or capacity are to be maintained, and no development shall be permitted that has the potential to create a negative impact on any of the watercourses and lakes.

(d) Development and site alteration shall be restricted in or near lakes and watercourses such that these features and their related hydrologic functions will be protected, improved or restored. In general, development and site alteration shall be setback a minimum 30 metres from lakes and watercourses. (Mod D (gg))
Simcoe and Couchiching/Black River Source Water Protection Area; or

iii) by the Lake Simcoe Region Conservation Authority in partnership with Ministry of Environment and Ministry of Natural Resources as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.

(b) Once identified, the City shall incorporate significant groundwater recharge areas into the Plan together with policies to protect and improve or restore the quality and quantity of groundwater in these areas and the function of the recharge areas.

(c) Urban settlement area expansions should avoid significant groundwater recharge areas.

(d) An application for major development within a significant groundwater recharge area shall be accompanied by an environmental impact study that demonstrates that the quality of groundwater in these areas and the function of the recharge areas will be protected, improved or restored. (Mod D (jj))

3.5.2.3.5 DRINKING WATER PROTECTION (OPA 24, By-law 2013-185)

3.5.2.3.5.1 Vulnerable Areas

(a) The City will work in partnership with the County of Simcoe, adjacent municipalities, the Conservation Authorities, and the Source Protection Authorities within the South Georgian Bay Lake Simcoe Source Protection Region, Provincial ministries, the Health Unit and other partners to encourage and promote water conservation measures, and build awareness of best practices to prevent contamination or overuse through education and outreach programs.

(b) Schedule G Drinking Water System Vulnerable Areas identifies areas of vulnerability for drinking water sources, including Wellhead Protection Areas (WHPAs), Intake Protection Zones (IPZs), and Issues Contributing Areas. Schedule G is intended to be used as an overlay to Schedule A: Land Use, where the following policies shall apply:

i) Development, site alteration and proposed land uses that involve the storage or manufacture of pathogens, chemicals or dense aqueous phase liquids shall be prohibited in vulnerable areas identified on Schedule G, where they would constitute a significant drinking water threat.

ii) Proposed expansion, alteration or redevelopment of existing uses in an area identified in the Assessment Report as areas where an activity is or would be a significant drinking water threat, may be
permitted if the Risk Management Official (RMO) is satisfied that the threat to drinking water ceases to be significant.

iii) A Threats and Issues Assessment – Water Quality study shall be required where it is necessary to determine whether a proposed development or use proposed within a vulnerable area identified on Schedule G would constitute a significant drinking water threat. (Refer to terms of reference for Threats and Issues Assessment – Water Quality Study.)

iv) Development and site alteration in areas identified on Schedule G will be required to demonstrate that the vulnerability of the area would not increase the vulnerability and result in a new or expanded area where threats to drinking water could be significant.

v) The Comprehensive Zoning By-law shall prohibit, or restrict land uses that involve significant threat activities in vulnerable areas.

3.5.2.3.5.2 Application and Development Process

(a) Development, site alteration, proposed land uses or any proposal requiring land use planning review and comment, located within vulnerable areas identified on Schedule G, shall include a Source Water Information Form prior to acceptance of the application as a complete application.

(b) A ‘Threats and Issues Assessment – Water Quality’ study shall be required where it is necessary to determine whether development, site alteration or proposed land uses that involve the storage or manufacture of pathogens, chemicals or dense non-aqueous phase liquids will constitute a significant drinking water threat.

(c) The City shall seek opportunities through conditions of planning applications, development plans, community improvement plans or other means to acquire lands, register easements or apply other methods to control activities within lands identified as a WHPA-A on Schedule G of this Official Plan. (Lands within 100 metre radius of municipal wells.)

(d) All industrial, commercial, institutional, open space and high density residential areas located within vulnerable areas identified on Schedule G shall be subject to Site Plan Control.

3.5.2.3.5.3 Design Guidelines In The Issues Contributing Area

(a) The design of parking lots, roadways, sidewalks and walkways shall minimize the need for road salt application (e.g. eliminate ponding) and implementation of salt management measures will be encouraged.
(b) Expansions or retrofitting of existing storm water management facilities and wastewater treatment facilities may be permitted in vulnerable areas where such expansion or improvement will result in a reduction or elimination of an issue or threat.

3.5.2.3.5.4 New Municipal Wells

(a) The location and establishment of new municipal drinking water wells shall be cognizant of the potential impact of existing uses and permitted uses in designations within the wellhead protection areas of the proposed well. Designations that permit uses that involve threat activities that may constitute a significant drinking water threat shall be avoided. Where no alternative is feasible, an amendment to the Official Plan will be required to designate lands within the wellhead protection areas such that the permitted uses would not constitute a potential drinking water threat.

(b) In cases where a new municipal well is proposed, the City shall endeavour to acquire land or easements over land within a 100m radius of any new municipal well, or maintain control over the activities through land use restrictions.

3.5.2.4 NATURAL HERITAGE RESOURCES (OPA 14, By-law 2013-059)

(a) The Natural Heritage Resources in the City of Barrie are depicted on Schedule H. Schedule H is intended to be used as an overlay to Schedule A: Land Use. Through the implementation of the following policies, Schedule H can be used as a guide to promote the protection, enhancement, and restoration of the City’s natural heritage features and functions.

i. **Level 1** resources represent critical components of the Natural Heritage Resource network. No development shall be permitted within these areas.

   - Environmental Protection Area policy 4.7.2.2 would apply to all properties identified as Level 1.
   - The City will strive to designate all properties identified as having a Level 1 Natural Heritage Resource as Environmental Protection.
   - An Environmental Impact Study (EIS) will be required for any development or site alteration within 120 metres of an area identified as Level 1 on Schedule H.

ii. **Level 2** resources represent significant components of the Natural Heritage Resource network. The features and function of these areas should be retained, however, there is potential for development if no negative impact can be demonstrated or mitigated.
iii. **Level 3** resources represent significant and supporting components of the Natural Heritage Resource network. There is opportunity for development if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature.

- An EIS will be required to be completed for any development or site alteration in or within 30 metres of an area identified as Level 3 on Schedule H.

(b) A standard Terms of Reference for an EIS will be established by the City in consultation with the appropriate conservation authority, and may be scoped through the development process to reflect a specific feature or function at the discretion of the City in consultation with the applicable conservation authority. Additional Natural Heritage Resources identified through a site specific EIS will be categorized by Level and will be subject to the policies of this section. An amendment to the Official Plan is not required for minor amendments to Schedule H.

(c) To ensure the effective management and retention of the features and functions identified on Schedule H, a Natural Heritage Resource will not be reclassified to a lesser level of protection if the feature is intentionally damaged or destroyed. The restoration and rehabilitation of the Natural Heritage Resource to the satisfaction of the City and applicable conservation authority may be required.

(d) Notwithstanding the land use limitations applicable to properties identified as Level 1 in Section 3.5.2.4 (a) i), where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2 in Section 3.5.2.4 (a) ii) and the appropriate planning application processes.

(e) Where practical, the City will work with adjoining jurisdictions to provide connectivity and protection for the Natural Heritage Resources identified on Schedule H.
3.6 COMMUNITY IMPROVEMENT PLANNING

3.6.1 GOALS

(a) To maintain and enhance a high quality living, working and business environment within the City for the benefit of the local and regional community, through ongoing Community Improvement.

(b) To ensure the provision of high quality municipal infrastructure and services to residents of Barrie.

(c) To encourage the designation of Community Improvement Project Areas and development of Community Improvement Plans in order to achieve overall co-ordination and planning for effective application of public and private sector investments, initiatives or strategies.

3.6.2 POLICIES

3.6.2.1 DEFINITION

Community Improvement means the planning or re-planning, design or re-design, re-subdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefore as may be appropriate or necessary. Community Improvement also includes the provision of affordable housing. (Mod D (mm))

3.6.2.2 LOCATION

Any area within the City which requires attention in terms of Community Improvement may be designated as Community Improvement Project Areas in accordance with Section 28 of the Planning Act. (Mod D (nn))

3.6.2.3 DESIGNATION OF COMMUNITY IMPROVEMENT PROJECT AREAS

(a) Community Improvement Plans will be implemented through passage of a by-law designating a Community Improvement Project Area and through preparation of Community Improvement Plans pursuant to the Planning Act.

(b) The designation of Community Improvement Project Areas will be based on one or more of the following characteristics:

i) Inadequate or deficient municipal infrastructure and services including facilities such as parks, arenas, and community centres.
Section 3.0
General Policies

3.6.2.4 GENERAL POLICIES

Community Improvement Plans may provide direction, guidelines and a strategy for any or all of the following:

i) Allocation of public funds such as grants, loans, tax assistance or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and buildings, to registered
owners, assessed owners, tenants and assignees of lands or buildings.

ii) Provision for a range of financial assistance and incentive programs in the form of tax relief, loans, grants, development charges and application fees to eligible parties or for eligible projects.

iii) Municipal acquisition or holding of land or buildings and subsequent clearance, grading, rehabilitation, redevelopment or resale of these properties or other preparation of land or buildings for community improvement.

iv) Public/Private Partnerships, joint ventures and cost-sharing arrangements.

v) Infill and rehabilitation projects.

vi) The promotion of cultural heritage conservation through applicable local, provincial and federal legislation and by-laws.

vii) Promotion of the viability of Commercial areas through the establishment and support of Business Improvement Areas.

viii) Development of façade and streetscape design guidelines that encourage foot traffic and improve visual amenity.

ix) Detailed capital improvement projects and timetables for construction.

x) Re-alignment or redevelopment of roads, paths, and transit routes to encourage active transportation modes and to improve safety for pedestrians, cyclists and motorists.

xi) Adoption of policies and amended municipal by-laws to realize improvement objectives of Community Improvement Plans.

xii) Outline further studies or review as necessary for community improvement projects.

xiii) Promotion and facilitation of the renewal of contaminated sites or brownfield sites in community improvement planning. (Mod D (pp))

xiv) Other municipal actions, programs or investments for the purpose of strengthening and enhancing neighbourhood stability, health and safety, stimulating production of a variety of housing types, facilitating local economic growth, improving social and environmental conditions or promotion of cultural development.

3.6.2.5 PREPARATION OF COMMUNITY IMPROVEMENT PLANS

(a) The City will solicit the input of the business community, affected residents, ratepayers and property owners, tenants, public bodies and agencies, the Province and other interested parties in the preparation of Community Improvement Plans or amendments to Community Improvement Plans. (Mod D (qq))
(b) The City must be satisfied that any community improvements or financial incentives are within the financial capability of the City.

(c) The City will determine the priorities, sequence and timing of designation of Community Improvement Project Areas and the preparation of individual Community Improvement Plans within those areas.

3.6.2.6 FACADE AND STREETSCAPE DESIGN

(a) The City may adopt facade and streetscape design guidelines which shall serve as a statement of the community's design intentions for an area or areas.
3.7 ENERGY CONSERVATION AND RENEWABLE ENERGY SYSTEMS

3.7.1 GOALS

(a) To ensure land use and development patterns support energy efficiency and improved air quality. (Mod D (rr)(i))

(b) To encourage conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources. (Mod D (rr)(ii))

(c) To promote the use of alternative energy systems where appropriate and in accordance with the goals and policies of this Plan and in accordance with Federal and Provincial requirements. (Mod D (rr)(iii))

(d) To facilitate development of renewable energy systems and to support the establishment of a green economy in accordance with the Green Energy and Green Economy Act (2009). (Mod D (rr)(iv))

3.7.2 POLICIES

3.7.2.1 GENERAL POLICIES – ENERGY CONSERVATION

(a) A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;

(b) Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;

(c) In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials; and

(d) The retention of forests and tree planting will be encouraged to enhance and improve the “urban forest” and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.

3.7.3 ALTERNATIVE ENERGY SYSTEMS

3.7.3.1 DEFINITION

Alternative Energy Systems means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. Alternative Energy Systems undertakings do not include
renewable energy undertakings as defined by the Green Energy and Green Economy Act. (Mod D (ss))

3.7.4 RENEWABLE ENERGY SYSTEMS

3.7.4.1 DEFINITION

Renewable Energy Systems produce electrical power from an energy source that is renewed by natural processes such as wind, water, solar or geothermal energy. These systems have the same meaning as a renewable energy undertaking under the Green Energy and Green Economy Act. (Mod D (tt))

3.7.4.2 GENERAL POLICIES

(a) Renewable energy undertakings are exempted from Planning Act approvals as per Schedule K of the Green Energy and Green Economy Act. These undertakings shall be subject to the Green Energy and Green Economy Act and other provincial approvals.

(b) Proposals for wind turbines in proximity to Highway 400 must comply with Ministry of Transportation setback requirements.

(c) Where required, the City will review and comment on proposed renewable energy projects when consulted by renewable energy project proponents in accordance with the Renewable Energy Approval (REA) process under the Environmental Protection Act. (Mod D (uu))
3.8 BROWNFIELDS (OPA 10, By-law 2013-010)

3.8.1 GOALS

(a) To protect community health and advocate environmental sustainability through the clean-up of contaminated sites.

(b) To encourage urban revitalization by developing vacant, underutilized and degraded properties.

(c) To ensure that the development or redevelopment of contaminated sites or potentially contaminated sites is completed in a manner consistent with provincial standards and regulations and to the satisfaction of the City.

3.8.2 POLICIES

3.8.2.1 DEFINITION

Brownfields are undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

3.8.2.2 GENERAL POLICIES

(a) Where a brownfield site is identified as a contaminated site, the City shall encourage the clean-up of both public and private brownfields to:

i. Protect the general health of the community;
ii. Mitigate potential impacts of brownfields on environmental features;
iii. Promote intensification and infill in areas that have access to existing municipal infrastructure, social and recreational activities;
iv. Revitalize properties to create pride and enjoyment in core neighbourhoods.

(b) The City may facilitate the redevelopment of brownfield sites to encourage the effective use of underutilized lands and further the intensification goals and policies of this plan. The City may establish programs to assist the private sector in the redevelopment of brownfield sites through community improvement plans.

3.8.2.3 CONTAMINATED SITES

(a) Where a change to a sensitive land use (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City shall require the following conditions be met prior to final approval of the development application:

i. A site risk assessment and/or remediation shall be conducted by the owner to the satisfaction of the Ministry of Environment.
ii. A Record of Site Condition and Certificate of Property Use in accordance with the Environmental Protection Act shall be prepared for contaminated sites and filed for public access with the Environmental Site Registry.

(b) Where a change to a sensitive land use (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City may:

i. Where applicable, establish conditions of planning approval for any planning application to ensure satisfactory verification of suitable environmental site condition is received as per Policy 3.8.2.3(a).

ii. Where applicable, impose a holding provision to be removed following the satisfactory verification of suitable environmental site condition is received as per Policy 3.8.2.3(a).

(c) In instances where the City is deeded land for public highways, road widening, parkland, stormwater management, easements, or for any other public use, the City may require evidence as a condition of the transfer that no environmental contamination has occurred on the subject lands, or that the lands have been satisfactorily remediated in accordance with Policy 3.8.2.3(a).
3.9 LAKE SIMCOE PROTECTION PLAN

3.9.1 GOALS

(a) To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions.

(b) To promote environmentally sustainable land and water uses, activities and development practices.

3.9.2 POLICIES

3.9.2.1 GENERAL POLICIES

(a) The policies of the Lake Simcoe Protection Plan (LSPP) are in effect as per the date of release, June 2, 2009 and apply to all lands within the Lake Simcoe watershed identified on Schedule J to this Plan.

3.9.3 LAKE SIMCOE SHORELINE

3.9.3.1 Subject to the other policies in the LSPP, structures shall only be permitted in the minimum 30 metre vegetation protection zone along the Lake Simcoe shoreline if:

(a) there is no alternative but to place the structure in this area and the area occupied by such structures is minimized;
(b) the ecological function of the vegetation protection zone is maintained; and
(c) pervious materials and designs are used to the extent feasible.

3.9.3.2 Significant alteration of the shore of Lake Simcoe or the shore of a fresh water estuary of a stream connected to Lake Simcoe is not permitted unless the significant alteration is for the purpose of stabilizing, protecting, restoring or rehabilitating the shore or the alteration will be undertaken by a public body and the project is consistent with the objectives of this Plan. A significant alteration of the shoreline includes any alteration that has an adverse effect on the ecological functions of the shoreline.

3.9.3.3 No structures, including boathouses, shall be permitted in Lake Simcoe, other lakes or in a permanent or intermittent stream if the structure impedes the natural flow of water along the shoreline or in the stream, if the structure is intended to be used as a dwelling, or if the structure or its construction harmfully alters fish habitat. This policy does not prohibit drainage works such as those permitted under the Drainage Act, those required for infrastructure or those structures required for the purposes of stewardship, conservation, restoration or remediation undertakings.
3.9.3.4 The alteration of the shore of Lake Simcoe, other lakes or any permanent or intermittent stream for the purpose of establishing or altering drainage works such as those works under the Drainage Act, infrastructure, or for stabilization, erosion control, or protection purposes shall only be permitted if it is demonstrated that natural shoreline treatments (e.g. planting of natural vegetation, bioengineering) that maintain the natural contour of the shoreline will be used where practical, and a vegetative riparian area will be established to the extent feasible. In relation to such works, lands used for agricultural purposes do not require the establishment of a vegetative riparian area if the land is, and will continue to be, used for agricultural purposes.

3.9.3.5 No new on-site sewage systems or subsurface sewage works are permitted within 100 metres of the Lake Simcoe shoreline, other lakes, or any permanent streams except in the following circumstances:

(a) a proposal for an on-site sewage system or subsurface sewage works that would serve an agricultural use, an agricultural–related use or a public open space;
(b) it would replace or expand the capacity of an existing on-site sewage system or subsurface sewage works servicing a use permitted by the zoning by-law as of June 2, 2009; or
(c) it relates to a development proposal for only one dwelling permitted under the zoning by-law as of June 2, 2009.

3.9.3.6 When approving a development along the Lake Simcoe shoreline, the City shall ensure that public access to the Lake is maintained.

3.9.3.7 Where, in accordance with the policies of LSPP, development and site alteration is permitted within 120 metres of the Lake Simcoe shoreline or a permanent or intermittent stream or a wetland, the development or site alteration will be integrated with existing or proposed parks and trails to the extent feasible.

3.9.4 DEVELOPMENT AND SITE ALTERATION

3.9.4.1 Where, in accordance with the policies of LSPP, development and site alteration is permitted within 120 metres of the Lake Simcoe shoreline, other lakes in the Lake Simcoe watershed, or any permanent or intermittent stream or a wetland, the development or site alteration should be integrated with and should not constrain ongoing or planned stewardship and remediation efforts.

3.9.4.2 An application for development or site alteration shall, where applicable:

(a) increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;
Lake Simcoe Protection Plan

Section 3.0
General Policies

3.9.4.3 Where, through an application for development or site alteration, a buffer is required to be established by the implementation of an environmental impact study or natural heritage evaluation, the buffer shall be composed of and maintained as natural self-sustaining vegetation.

3.9.4.4 Where development or site alteration is permitted in relation to existing uses, the following policies apply:

(a) all existing uses lawfully used for such purposes on the day before the LSPP comes into force are permitted;

(b) the construction of a building on an existing lot of record is permitted, provided it was zoned for such as of the date LSPP comes into effect, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior the date this Plan comes into effect;

(c) the development permitted in (b), expansion to existing buildings or structures, accessory structures and uses, and conversions of legally existing uses which bring the use more into conformity with this Plan are permitted subject to a demonstration that the use does not expand into a key natural heritage feature, a key hydrologic feature and any minimum vegetation protection zone associated with a feature or the Lake Simcoe shoreline, unless there is no alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;

(d) the expansion to existing agricultural buildings and structures, residential dwellings and accessory uses to both, may be considered within a key natural heritage feature, a key hydrologic feature, and any minimum vegetation protection zone associated with these features or the Lake Simcoe shoreline, if it is demonstrated that:

i) there is no alternative to the expansion or alteration and the expansion or alteration is directed away from the feature and vegetation protection zone to the maximum extent possible;

(b) include landscaping and habitat restoration that increase the ability of native plants and animals to use valley lands or riparian areas as wildlife habitat and movement corridors;

(c) seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and

(d) establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.
ii) the impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible; and,

iii) expansion, maintenance, or replacement of existing infrastructure is permitted. (Mod D (ww))
SECTION 4.0: LAND USE POLICIES
4.0 LAND USE POLICIES

4.1 FUTURE URBAN

4.1.1 GOALS

(a) To establish the overall land use and municipal infrastructure for an area including goals and policies to guide development for the area.

4.1.2 POLICIES

4.1.2.1 PERMITTED USES

(a) Lands designated Future Urban are intended for residential use and complementary land uses such as commercial, institutional, environmental protection and open space but not for industrial uses.

(b) Existing uses and other uses such as non-intensive agriculture, reforestation, and public utilities, are permitted within the Future Urban designation provided that such uses do not jeopardize plans for urban development.

(c) Development within Future Urban areas will be phased to be consistent with the intensification and density targets of this Plan. (Mod E (b))

4.1.2.2 GENERAL POLICIES

(a) Areas designated as "Future Urban" on Schedule A may require special studies to be undertaken to address such matters as the market feasibility of commercial centres, the determination of environmental protection areas, stormwater management, cultural heritage features, master parks plans, hydrogeology, transportation and financial impact in the context of the City's growth management as outlined in Policy 6.11. (Mod E (c))

(b) Future Urban areas shall develop on the basis of full urban services. Exceptions to full standards include existing single detached homes on private sewage systems with the understanding that these units will connect to full urban services when available.

4.1.2.3 RESIDENTIAL PLANNING AREAS

(a) The integration of new development with existing residential areas must be accomplished in a compatible manner. Land uses, road patterns, pedestrian linkages, architecture, landscaping and streetscaping of new subdivision proposals, shall be compatible with adjacent uses. (Mod E (d))

(b) Residential planning areas will be designed and planned for connectivity to allow convenient and safe road, pathway, and transit access to schools, local parks, recreational and institutional facilities, and to
Convenience commercial centres. Non-residential land uses located in a planning area will be designed to serve the needs of the surrounding neighbourhood, including several neighbourhoods relative to the provision of community centre uses.

(c) Convenience commercial centres should be located within each residential area to provide for the day-to-day commercial needs of its residents and foster complete communities. A broad range of complementary uses such as medium density housing, senior citizen housing, special needs housing and other community/recreational facilities should be located in the same area. (Mod E (e))

(d) Each residential planning area shall be designed to contain a range of housing and tenure types suitable for different age levels, household income levels life styles and family structures. Housing styles and densities should be distributed throughout the planning area in accordance with accepted planning principles as outlined in Section 4.2 of this Plan.

(e) Open space, schools, places of worship and recreational facilities should be closely integrated to serve as a focus for the neighbourhood.

4.1.2.4 ARDAUGH SECONDARY PLANNING AREA

(a) Development on the lands designated Future Urban north of Ardagh Road, west of Ferndale Drive, east of Townline Road and south of the southerly boundary of the Bear Creek Provincially Significant Wetland (PSW) must proceed by way of an Official Plan amendment which will require the preparation of individual or “scoped” Environmental Impact Studies.

(b) These studies must:

i) Provide further details for the individual properties on diversity of vegetation communities on uplands within 120m of the PSW and a re-evaluation of the width of the wildlife corridor through the Secondary Plan area, subject to direction/guidelines from the Nottawasaga Valley Conservation Authority and City staff in consultation with the Ministry of Natural Resources.

ii) Determine and rationalize natural buffers from the surveyed boundary of the Bear Creek Swamp PSW during the preparation of individual or scoped EIS for each development proposal to determine the merits of their being designated as an Environmental Protection Area.

(c) Notwithstanding Section 2.5.1.4 (of the Ardagh Secondary Plan) part of the North half of Lots 4 & 5, Concession 14, former Innisfil, shall be permitted medium density residential uses as four storey walk up apartments to a maximum of 70 units per hectare. (OPA 19, By-law 2014-001)
4.2 RESIDENTIAL

4.2.1 GOALS

(a) To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.

(b) To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.

(c) To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. (Mod E (g)(i))

(d) To develop high quality, well-linked public open spaces in residential areas.

(e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.

(f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.

(g) To plan for new development in the medium and high density categories which encourage mixed use and high quality urban design for medium and high density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods. (Mod E (g)(ii))

4.2.2 POLICIES

4.2.2.1 PERMITTED USES

(a) Where lands are designated Residential on Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes. (Mod E (h))

(b) Uses compatible with the basic residential use such as open space, day care facilities, places of worship and home occupations may be permitted within the Residential designation provided such uses are in keeping with the general scale, appearance and character of the surrounding neighbourhood.

(c) Places of worship and associated facilities located in residential areas on sites greater than 0.6 hectares (1.5 acres) in size shall be designated Institutional.
(d) Other non-residential land uses may be permitted to locate within residential planning areas, provided they are considered compatible with residential uses. These uses may be permitted only where their locations are shown on Schedule A or by amendment to this Plan and may include such uses as commercial, institutional and environmental protection.

(e) Notwithstanding (d) above, local convenience commercial facilities providing for the sale of convenience goods and services to meet the daily living needs of residents in a residential area may be permitted on sites less than 0.6 hectares (1.5 acres) in size in a Residential Designation subject to a site specific zoning by-law.

(f) Notwithstanding (d) above, within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted, on the ground floor area of the building. (OPA 2, By-law 2015-136, OMB Decision PL111099 dated October, 9, 2015)

4.2.2.2 RESIDENTIAL DENSITIES

(a) For low density residential development, net residential hectare shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area and the local residential streets, but excluding Open Space and Environmental Protection Areas. For medium and high density residential development, net residential hectare shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area but excluding local residential streets, Open Space and Environmental Protection Areas. In designated greenfield areas, the Growth Plan density target of 50 residents and jobs combined per hectare shall be calculated in accordance with Section 2.2.7.3 of the Growth Plan. (Mod E (i)) (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(b) In areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to this Plan unless these proposals fall within the Intensification areas identified on Schedule I of this Plan. In areas identified in a Secondary Plan for medium or high density residential areas, any proposal to convert these areas to low density must proceed by way of an amendment to this Plan. In areas where a secondary plan is not in effect, the location criteria outlined in Sections 4.2.2.3 and 4.2.2.6 shall apply.

(c) Low density residential development shall consist of single detached, duplexes, or semi-detached dwellings with frontage on a public street.
Section 4.0

Land Use Policies

Residential

i) Average densities in low density residential development shall range between 12 and 25 units per net residential hectare unless otherwise specified in this Plan. (Mod E (k)(i))

ii) The average density within this range shall generally be achieved by combining a mix of housing/built form and densities within these ranges. (Mod E (k)(ii))

(d) Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments, and street, stacked and cluster townhouses.

i) Medium density residential development relating to triplexes and fourplexes shall range between 26 and 35 units per net residential hectare. (Mod E (k)(iii))

ii) Medium density residential development relating to a “walk-up” apartment shall range between 26 and 53 units per net hectare. (Mod E (k)(iv))

iii) Medium density residential development relating to street townhousing shall range between 45 and 53 units per net hectare. (Mod E (k)(v))

iv) Cluster and/or block townhousing shall be no more than 53 units per net hectare. (Mod E (l))

(e) High density residential development shall consist of developments which are in excess of 54 units per net hectare. (Mod E (m))

4.2.2.3 LOCATIONAL CRITERIA

(a) In areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to this Plan. In areas where a secondary plan is not in effect, the locational criteria outlined in the remainder of this section shall apply.

(b) Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

i) adjacent to arterial and collector roads;

ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E (n))

(c) High density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved.

(d) In addition to other residential policies of this Plan, senior citizen housing or special needs housing should be encouraged to locate in close proximity to shopping facilities, open space areas and transit routes. (Mod E (o))

(e) Convenience Commercial uses may be permitted in suitable locations generally at the intersection of collector roads and local roads in a location central or easily accessible to the neighbourhood trade area.

4.2.2.4 DESIGN POLICIES

(a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.

(b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.

(c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

(d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

(e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

4.2.2.5 GENERAL POLICIES

(a) Development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. Spot rezoning of residential lands should not be approved when
they would have a negative impact on an existing neighbourhood. *(Mod E (p))*

(b) Uses in the Residential designation require the provision of full municipal sewer and water services. Creation of residential lots on private septic systems will be discouraged *and only permitted* on a limited infill basis through consent *on condition* that these lots shall be required to connect to full municipal services when available at the owner’s expense. *(Mod E (q))*

  i) Prior to the creation of a lot for development on private septic systems, the necessary soil, hydrogeological, grading and tree preservation plans must meet the approval of the City and the appropriate public agencies.

(c) The City will require the incorporation of larger lot sizes in wooded areas or the protection of woodlands (in whole or in part), and/or additional planting as determined by the City prior to approval of any development proposals in areas adjacent to or including woodlands.

4.2.2.6 INTENSIFICATION POLICIES

(a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.

(b) Residential intensification is encouraged *in* a number of general locations in the City *and shall be focused in* the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan. *(Mod E (s))*

(c) *Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.* *(Mod E (t))*

(d) *Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:*

  i) *that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*
Section 4.0
Land Use Policies

Residential

ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;

iii) that public transit is available and accessible;

iv) that the development will not detract from the City’s ability to achieve increased densities in areas where intensification is being focused;

v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and

vi) that consideration is given to the preservation of heritage resources.

Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan. Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of ‘intensification’ and contribute towards the City achieving its intensification and density targets. (Mod E (u))

(e) The City may, in the process of reviewing development applications for residential intensification, require studies related to the improvement of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:

i) Programs for the rehabilitation of properties consistent with the character and role of the particular area within the City;

ii) Acquisition and clearance of land for community services;

iii) The protection, enhancement and restoration of the natural heritage system;

iv) Improvement of municipal services including streets, sidewalks, public utilities, sewer and water mains, street lighting, parking and landscaping;

v) Enhancing access to public transit and the pedestrian environment;

vi) Promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;

vii) Accessibility for persons with disabilities; and

viii) Protection of cultural heritage resources. (Mod E (u))

(f) In the event that additional population generated in an approved Secondary Plan which encompasses Intensification Nodes or Corridors identified on Schedule I of this Plan exceeds the population projections anticipated in the Secondary Plan, the policies of this section will take precedence and the combined populations will be acceptable.
(g) To achieve the goals of this section of the Plan, the following target densities shall be applied to the Urban Growth Centre, Intensification Nodes and Corridors and Major Transit Node identified on Schedule I of this Plan;

i) Urban Growth Centre – 150 persons and jobs combined per hectare (it is anticipated that this additional density will occur in the high density categories averaging between 150 – 200 units per net hectare) (Mod E (v))

ii) Intensification Node – 50 - 120 units per hectare (Mod E (w))

iii) Intensification Corridor – 50 units per hectare

iv) Major Transit Node – 50 - 120 units per hectare (Mod E (x))

(h) The City will undertake special studies for established residential areas where additional pressures are felt for intensification and redevelopment or other significant issues.

4.2.2.7 SECONDARY PLANNING AREAS

(a) There are fourteen Secondary Planning Areas within the City which have to a large extent been developed in accordance with the approved Secondary Plans, the Secondary Plans which provide detailed policies and land use guidelines for development within these areas are listed as follows:

1. Ardagh Secondary Plan
2. Bayshore Secondary Plan
3. Cundles East Secondary Plan
4. East Bayfield Secondary Plan
5. Edgehill Drive Secondary Plan
6. Georgian Drive Secondary Plan
7. Holly Secondary Plan
8. Innis-Shore Secondary Plan
9. Little Lake Secondary Plan
10. Northwest Secondary Plan
11. Painswick South Secondary Plan
12. West Bayfield Secondary Plan
13. Salem Secondary Plan (See Section 8 of the Plan)
14. Hewitt’s Secondary Plan (See Section 9 of the Plan)

(OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(b) New development proposed within these areas shall be in accordance with the Secondary Plan policies for the applicable Secondary Plan as amended from time to time, subject to the policies applying to intensification nodes and corridors. New Secondary Plans may be developed from time to time as required for the growth and development of the City.
(c) Development on the lands designated Future Urban in the Ardagh Secondary Planning Areas must proceed in accordance with the policies of Section 4.1.2.4 of this Plan.

(d) Development in the Salem and Hewitt’s Secondary Plan Areas, as identified on Schedule A, shall proceed in accordance with the Salem and Hewitt’s Secondary Plans in Sections 8 and 9 respectively of this Plan. \textit{(OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)}

(e) \textit{The PPS and the Growth Plan take precedence over the policies of Section 4.2.2.7 in the event of a conflict. (Mod E (y))}
4.3 COMMERCIAL

4.3.1 GOALS

(a) To maintain, enhance and support the City’s role as the primary commercial/service centre of the region.

(b) To encourage the maintenance and expansion of commercial/service sector activity through the adoption of land use designations and policies which will complement and enhance the efforts of the private sector in the provision of goods, services and employment opportunities.

(c) To promote a distribution of commercial facilities that provide a high level of convenience and accessibility for residents and limit the need for travelling extensive distances for minor purchases and local service facilities.

(d) To minimize the impacts of retail and other service development on adjacent land uses and on the traffic carrying capacity of area roads.

4.3.2 POLICIES

4.3.2.1 GENERAL POLICIES

(a) There are five categories of commercial land uses established by this Plan as shown on Schedule A – Land Use: (Mod E (aa))

1. City Centre;
2. Regional Centre;
3. Community Centre;
4. General Commercial; and
5. Convenience Commercial.

(b) The design, appearance and scale of new commercial development shall be in harmony with adjacent land uses and adequate screening, buffering and noise protection for adjoining residential uses shall be provided. Pedestrian accessibility, including barrier-free access, shall be considered in the design of new commercial development.

(c) Where new commercial development or redevelopment occurs, adequate off-street parking and off street loading facilities shall be provided except within the City Centre designation where the provision of these facilities shall be encouraged wherever feasible. In addition, commercial uses shall provide adequate parking which is accessible for persons with disabilities within close proximity to the access door. (Mod E (bb))
(d) The impact of commercial development on the safe and efficient movement of traffic, both vehicular and pedestrian, shall be minimized by encouraging shared access points including the use of cross access easements, for and between commercial developments as well as the provision of barrier-free pedestrian linkages between residential and commercial areas.

(e) The City may require the proponents of any application for commercial development not provided for in this Plan and the Zoning By-law to submit detailed impact studies. Impact studies may, among other matters, include an analysis of the impact of new development on existing shopping areas, the downtown core, traffic and public transportation. In reviewing an application, Council shall place greater emphasis on the merits of the application based on sound land use planning principles including location criteria, compatibility with surrounding uses and compatibility with the goals and policies of this Plan.

(f) Retail warehouse uses shall only be permitted on commercially designated lands. In recognition of their regional trade area, these uses will be encouraged to locate along County roads and major arterial roads.

(g) Regional scale shopping may occur in different forms including a Regional Centre and freestanding developments.

(h) The zoning of individual sites may not allow for a full range of commercial uses or the full extent of development intensity at every location based on site specific factors that may include traffic, land use compatibility, environmental and other factors.

(i) Approval of development within commercial areas will be subject to the availability of required urban services including municipal sewer and water, sidewalks, access to public transit, adequate vehicular access, accessible and off-street parking and loading facilities.

4.3.2.2 THE CITY CENTRE

(a) Lands designated City Centre are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area. Retail stores, offices, hotels, institutional, and entertainment uses shall be integrated, where possible, with residential uses, community facilities, and open space. The City Centre includes the Downtown Barrie UGC which is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Area. (Mod E (cc))

(b) The following uses may be permitted within the City Centre designation: commercial activities ranging from local service and retail use to business and administration uses; residential development, including the residential use of upper storeys of commercial buildings; cultural and
institutional uses; leisure and recreational uses; major office uses, and all levels of government and special purpose public agencies. (Mod E (dd))

Commercial uses shall be located so as to avoid an undue concentration of uses that reduce the quality of the pedestrian environment or have the potential to negatively impact the City’s downtown revitalization efforts. (OPA 007, By-law 2011-084)

(c) Residential uses including a variety of housing types at medium and high densities are encouraged in the City Centre in order to increase the resident population, provide live/work opportunities, ensure the Downtown is used after business hours and create a local market for convenience and service goods. The goals and policies of Section 4.2 shall guide residential development and redevelopment within this area.

(d) All types of new residential development, including modifying existing single detached homes to accommodate multiple units while retaining the existing character of the area, shall be encouraged.

(e) Existing front yards are encouraged to be preserved as landscaped open space rather than parking spaces in those areas being redeveloped or converted through a change of use.

(f) Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner. (Mod E (ee))

(g) Municipal parking lots and structures in the City Centre shall be provided in locations that are convenient and accessible to the Downtown and waterfront. New parking spaces shall be constructed when needed and when economically feasible.

(h) The provision of public open space, in the form of active and passive parks, is recognized as an essential component within the City Centre for the enjoyment of workers, residents and visitors to the City. Visual and pedestrian linkages between commercial and related uses in the City Centre and the public open space system along the waterfront shall be encouraged.

(i) All new development in the City Centre shall respect the physical scale and characteristics of the existing structures. Any redevelopment of properties shall be in keeping with the existing character of the area and, where possible, the existing heritage structures shall be retained.

(j) Major office and appropriate major institutional development should be located in the Downtown Barrie UGC and major transit station areas within existing frequent transit service or existing or planned higher order transit service. (Mod E (ff))
4.3.2.3 REGIONAL CENTRE

(a) Lands designated Regional Centre are intended to provide a broad range of retail and service commercial uses and community facilities. Office and residential uses may also be permitted.

(b) The following uses may be permitted within a Regional Centre designation: all types of retail uses, supermarkets and food stores; service commercial and personal service uses; retail warehouse stores; financial institutions and services; business, professional and medical offices; entertainment, recreation and other community facilities such as libraries and day care centres; and medium and high density residential uses.

(c) Development in a Regional Centre designation shall be a shopping centre where a group of retail, service commercial or other uses function as a unit within an enclosed building, with common parking and loading facilities, and egress and ingress. Freestanding buildings shall be permitted on the site.

(d) Residential uses shall be located within a shopping centre complex or in freestanding buildings. Office uses shall be located in freestanding buildings or within a shopping centre building.

(e) Regional Centres shall have a total minimum retail building area of 45,000m².

(f) The planned size and function of Regional Centres is designed to serve the trade area of Barrie and may extend beyond the boundaries of Barrie.

(g) Regional Centres shall be located on at least two arterial roads or an arterial road and a Provincial highway and shall be fully served by public transit services.

4.3.2.4 COMMUNITY CENTRE

(a) Lands designated Community Centre are intended to provide a broad range of retail and service commercial uses and community facilities. Office and residential uses may also be permitted. These shopping areas are smaller in size and function than a Regional Centre.

(b) The following uses may be permitted within the Community Centre designation: all types of retail uses; supermarkets and food stores; service commercial and personal service uses; financial institutions and services; business, professional and medical offices; entertainment, recreation and other community facilities such as libraries and day care centres; and medium and high density residential uses.
(c) Development in a Community Centre designation shall be a planned shopping centre as outlined in Section 4.3.2.3(c) and/or a grouping of separate buildings. Freestanding buildings shall be permitted.

(d) Residential uses shall be located within a shopping centre complex or in freestanding buildings. Office uses shall be located in freestanding buildings or within a shopping centre building.

(e) Community Centres shall have a maximum retail building area of 45,000m².

(f) The planned size and function of Community Centres is designed to serve one or more residential planning areas.

(g) Community Centre Areas shall be located on arterial roads and shall be fully served by public transit services.

4.3.2.5 GENERAL COMMERCIAL

(a) Lands designated General Commercial are intended to provide a range of retail and service commercial uses and should be easily accessible to the traveling public and connected to points within the city and beyond through a variety of modes of transportation including public transit, and active transportation infrastructure. Such uses may require large sites and may have significant on-site storage and parking needs. (Mod E (ii))

(b) The following uses may be permitted within a General Commercial designation: large scale retail and service commercial uses such as retail warehouse stores, automotive commercial, furniture and home furnishing uses, garden centres, supermarkets and food stores as well as smaller scale retail, service commercial and personal service uses; financial institutions and services; business, professional and medical offices; restaurants, recreation, entertainment and other community facilities such as libraries and day care centres, and medium density residential uses. (Mod E (jj))

(c) Development in a General Commercial designation shall be in separate buildings and/or a grouping of separate buildings.

(d) Residential uses shall be located within or above commercial or office uses at grade. (Mod E (kk))

(e) The planned size and function of General Commercial areas is designed to serve one or more residential planning areas.

(f) General Commercial areas will be permitted in suitable locations primarily at the intersection of arterial and collector roads and will be encouraged to establish in nodal fashion.
4.3.2.6  CONVENIENCE COMMERCIAL

(a) Lands designated Convenience Commercial are intended to provide a limited range of retail and service commercial uses and community facilities that serve the daily and weekly needs of the immediate neighbourhood and adjacent residential areas. These lands shall be designated General Commercial by this Plan but will be zoned in a separate zoning category by the Zoning By-law.

(b) Convenience Commercial designations will be permitted in suitable locations generally at the intersection of collector roads and local roads in a location central or easily accessible to the neighbourhood trade area.

(c) Individual Convenience Commercial sites will have a maximum area of 0.8 ha.
4.4 INDUSTRIAL

4.4.1 GOALS

(a) To ensure that the policies and standards pertaining to the development of industrial land are sufficiently flexible to accommodate the changing and diverse needs of industry while ensuring that industrial development occurs in an environmentally sensitive manner.

(b) To participate in the provision of industrial land by suitable designation of both private and public land and by the servicing of publicly owned land in advance of specific need.

4.4.2 POLICIES

4.4.2.1 GENERAL POLICIES

(a) There are five categories of industrial land use established by this Plan as shown on Schedule A – Land Use:

1. General Industrial;
2. Business Park;
3. Highway 400 Industrial;
4. Restricted Industrial; and
5. Extractive Industrial.

For the purpose of this section, the above designations are considered to be employment areas excluding Extractive Industrial. (Mod E (nn))

(b) Major office and appropriate major institutional development should be located in the Downtown Barrie UGC and major transit station areas with existing frequent transit service or existing or planned higher order transit service.

(c) Lands within the vicinity of existing major highway interchanges and rail yards will be designated and preserved for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate. (Mod E (nn))

(d) Approval of development within industrial areas will be subject to the availability of required urban services including municipal sewer and water, adequate vehicular access, off-street parking and loading facilities.

(e) Commercial uses such as retail stores not directly related to the function of industrial areas, or which are more appropriate in designated commercial areas are not permitted.

(f) Non-industrial ancillary uses will only be permitted where they will not interfere with or detract from the primary industrial function of the area.
Section 4.0
Land Use Policies

4.4.2.2 GENERAL INDUSTRIAL

(a) Where lands are designated as General Industrial on Schedule A, the predominant use shall be for manufacturing, processing, servicing, storage of goods and raw materials, industrial warehousing and similar such uses.

(b) Commercial uses which serve the industrial area, such as a restaurant as part of a multi-tenant building, may be permitted. Uses which are ancillary and/or accessory to other permitted uses, such as accessory retail and accessory employee uses, may also be permitted as long as they are ancillary or accessory to the primary use in function and floor space occupancy (OPA 006). Uses which are ancillary and/or accessory to other permitted uses, such as accessory employee uses, may also be permitted as long as they are ancillary or accessory to the primary use in function and floor space occupancy. (OMB Order December 19, 2012 PL100512) Automotive sales establishments may be permitted but development of these uses must proceed by way of a site specific by-law which may address setbacks, parking, lot coverage, site plan control matters or any other matters deemed appropriate. Automotive sales establishments shall not be located on lands serviced by rail and shall generally be located adjacent to arterial and/or collector roads and generally 120 metres away from an existing industrial use.

(c) Industrial areas adjacent to residential lands shall be placed in a separate category in the Zoning By-law and will permit a greater range of non-industrial, service based uses such as recreational uses, sports facilities and other service-based industrial uses. Open storage activities shall be permitted subject to the appropriate landscaping and screening. (OPA 47 By-law 2015-066)
(d) Notwithstanding any other provisions of this Plan, the Comprehensive Zoning By-law 2009-141, as amended as it applies to 95-105 Mapievew Drive West and 133-147 Mapievew Drive West may be amended to permit to be constructed and used on either or both of the aforesaid properties, the uses listed in the Table of permitted uses in the C4 zoning, with the exception of Retail Store/Shopping Centre and dwelling units in conjunction with permitted commercial uses, excepting defined automotive uses, provided that the other provisions of the said By-law applicable to lands zoned C4 are complied with. (OMB Order December 19, 2012 PL00512)

4.4.2.3 BUSINESS PARK

(a) Where lands are designated as Business Park on Schedule A the predominant use shall be for prestige industrial and office based uses in a landscaped "campus-like" setting. These uses shall include corporate administration offices, business and professional uses, research and development facilities, and high technology manufacturing or assembling operations.

(b) Uses which are considered complementary, ancillary, or accessory to the primary business park use or adjacent industrial areas will also be permitted. These uses will include office and business service establishments, day care facilities, convenience stores, banks, restaurants and hotels/motels. (Mod E (qq))

(c) These complementary and ancillary uses are intended to be located in buildings designed for multiple occupancy and will not be established as free-standing buildings nor on small land parcels.

(d) The designation of new areas for Business Park development shall proceed by way of an Official Plan Amendment and will be assessed on the basis of the following criteria:

  i) high visibility areas having frontage on arterial roads or provincial highways;

  ii) locations where natural features will reinforce the development of a campus-like setting for the permitted uses;

  iii) sites located on the periphery of industrial areas and adjacent to non-industrial areas; and

  iv) sites of sufficient size to accommodate multiple or individual occupancy.

(e) Business Park uses will be subject to high development standards including extensive and well designed landscaping treatment. Business Park uses will be subject to site plan control and will be built to a full urban standard.
(f) Approval of development within Business Park areas will be subject to the policies of Section 4.4.2.1 of this Plan.

4.4.2.4 HIGHWAY 400 INDUSTRIAL

(a) Where lands are designated as Highway 400 Industrial on Schedule A the predominant use shall be for prestige industrial and office based uses. These uses shall include corporate administration offices; business and professional uses; research and development facilities; and high technology manufacturing or assembling operations.

(b) Commercial uses such as restaurants as part of multi-tenant buildings, accessory retail, and accessory employee uses may be permitted on the same lot as the manufacturing, research or office establishment provided the commercial use is ancillary or accessory to the primary use in function and floor space occupancy. (Mod E (qq))

(c) In recognition of the importance of the Highway 400 corridor as the visual gateway into the City, the industrial areas adjacent to the highway shall be placed in a separate category in the Zoning By-law and have a more restricted range of permitted Industrial uses. This zoning category will allow for open storage activities subject to the appropriate screening and landscaping, which will be addressed through Site Plan Control. Any new development or redevelopment within the area be subject to higher development standards with the intention of screening the industrial functions of the site from the Highway. (OPA 47, By-law 2015-066)

(d) The City shall require adequate setbacks and landscaping of all industrial developments which abut open space, institutional and residential areas. (Mod E (rr))

4.4.2.5 RESTRICTED INDUSTRIAL

(a) Where lands are designated Restricted Industrial on Schedule A, uses shall only be permitted on a site specific basis by amendment to this Plan. Restricted Industrial uses include those uses which are generally considered noxious or offensive. These uses are defined in the City's Zoning By-law.

(b) Special Industrial uses shall not be permitted within 300 metres of a Future Urban Area or a sensitive land use, such as: residential areas, schools, hospitals, places of worship, and environmentally protected areas. An ethanol production facility shall not be permitted within 1,000 metres of a sensitive land use or any other ethanol production facility.

(c) Approval of development within Restricted Industrial areas will be subject to the policies of Section 4.4.2.1 of this Plan.
4.4.2.6 **EXTRACTIVE INDUSTRIAL**

(a) Any new extractive operation, except wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts, must proceed by way of an Official Plan amendment to ensure its land use suitability and may be required to provide a study which addresses the impact of the pit or quarry on the following:

i) *quality and quantity* of ground and surface water; *(Mod E (ss))*
ii) natural vegetation;
iii) potential conflicts, including dust and noise, with adjacent use; and
iv) any other matters deemed necessary.

(b) No new mineral aggregate operations and no wayside pits and quarries, or any ancillary or accessory use thereto shall be permitted in the following key natural heritage features and key hydrologic features:

i) significant wetlands;
ii) significant habitat of endangered species and threatened species; and,
iii) significant woodlands unless the woodland is occupied by young plantation or early successional habitat.

(c) An application for a new mineral aggregate operation or a new wayside pit or quarry may only be permitted in a key natural heritage feature, a key hydrologic feature or its related vegetation protection zone, other than a feature mentioned in policy 4.4.2.6 (b) where the application demonstrates the following:

i) the health, diversity and size of these key natural heritage features will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health; and
ii) any permitted extraction of mineral aggregates that occurs in a feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation.

(d) Every application for a new mineral aggregate operation must demonstrate:

i) how the connectivity between key natural heritage features or key hydrologic features will be maintained before, during and after the extraction of mineral aggregates; and
ii) how the operator could immediately replace or restore any habitat that would be lost from the site with equivalent habitat or another part of the site or on adjacent lands. *(Mod E (tt))*

(e) Wayside pits and quarries must conform to the Aggregate Resources Act, 1990. All rehabilitation schemes must also satisfy the requirements of the City of Barrie. *(Mod E (uui))*
(f) Separation distances between new extractive operations and sensitive land uses will be determined in accordance with Provincial policy.
4.5 INSTITUTIONAL

4.5.1 GOALS

(a) To ensure that civic, educational, health and social facilities are planned and designed in such a manner as to serve the needs of the City and the region.

(b) To strengthen the regional role of Barrie through the support and development of major government facilities and major health care facilities.

(c) To encourage the shared use of public buildings, open space areas and school grounds to promote functional and cost efficiencies.

4.5.2 POLICIES

4.5.2.1 PERMITTED USES

The primary use of lands designated Institutional on Schedule A shall be for various forms of public and/or private educational, health, cultural, recreational, religious or charitable institutions or uses providing a public service.

4.5.2.2 LOCATIONAL CRITERIA

(a) Institutional uses serving the entire City such as City Hall, the main library, cultural facilities and public auditoria, should be encouraged to locate in the City Centre Planning Area to contribute to the long term role of the City Centre as the community focus for the City.

(b) All institutional uses should be located close to public transit and pedestrian links.

(c) Some institutional uses are permitted within other land use designations as indicated and implemented through the City’s Zoning By-law.

(d) *Major office and appropriate major institutional development should be located in the Urban Growth Centre and major transit station areas with existing frequent transit service or existing or planned higher order transit service. (Mod E (ww))*

4.5.2.3 GENERAL POLICIES

(a) Institutional uses will be located to minimize any potential conflict between these uses and adjacent land uses, particularly residential areas. Appropriate visual screening, planting and/or fencing measures shall be provided between the institutional use and the nearby residential area.

(b) Approval of development within Institutional areas will be subject to the availability of required urban services including municipal sewer and
water and of adequate vehicular access and off-street parking and loading facilities, except for those areas exempted from parking and loading through the implementing zoning by-law or where the alternative of providing cash in lieu of parking is available in specified zones, such as the City Centre zone.

(c) Where mutually beneficial, joint planning for and the joint use of facilities provided by different public agencies may be considered with particular emphasis on community and educational facilities.

(d) Proposed institutional development which is sensitive to noise impacts such as hospitals and nursing homes may be subject to a noise study and any remedial or mitigation measures.

4.5.2.4 MAJOR INSTITUTIONAL USES

(a) Major institutional uses include arenas, hospitals, cemeteries or any other similar use that serves the entire City or region. *Major institutional uses are identified on Schedule A – Land Use.* *(Mod E (xx))*

(b) Major institutional uses will be located to minimize any adverse effects on nearby residential areas. Appropriate visual screening, planting and/or fencing measures shall be provided between the institutional use and the residential area.

(c) New major institutional uses should be located on an arterial or a collector roadway.

(d) Residential facilities associated with the major institutional use may be permitted.

(e) Georgian College and the Royal Victoria Hospital shall be permitted a broad range of uses intended to complement the activities of these two facilities and strengthen their role as regional level institutions.

(f) Tree removal, re-grading and development of the Georgian College/Royal Victoria Hospital wetland shall not occur until a master stormwater management plan has been prepared and approved by the City of Barrie and the Nottawasaga Valley Conservation Authority. The Plan shall incorporate best management practices and it shall include a tree preservation plan. The Plan shall also include a strategy for managing the current and proposed flows of stormwater, from a quantity and quality perspective.

The development of a parking lot for Royal Victoria Hospital on the wetland shall not be subject to the requirement to prepare a master stormwater management plan, but the plan for the development shall incorporate best management practices including a tree preservation plan, and a strategy for managing current and proposed flows of stormwater from both a quantity and quality perspective.
The implementation of the master stormwater management plan and/or strategy will occur over time, via completion of development in accordance with a series of site plans. Georgian College and Royal Victoria Hospital will endeavour to maintain the lands in their natural state, for as long as feasible, with the exception of removing trees that are considered hazardous. (OPA No. 74)

4.5.2.5 EDUCATION FACILITIES

(a) Where mutually beneficial, elementary and secondary schools may be located adjacent to public parks but central to the neighbourhood populations they serve. Their location should reinforce their role as a vital part of the community and minimize the hazards associated with children crossing major roads or rail lines, to encourage walking and cycling. *Education facilities are permitted on lands designated ‘Educational Institutional’ and ‘City Centre’ on Schedule A – Land Use.* (Mod E (yy))

(b) In order to ensure the adequacy of school sites, future locations will be identified during the preparation of secondary plans and plans of subdivision in consultation with the appropriate School Board. School sites will be zoned in a separate zoning category in the City’s Zoning By-law.

(c) Private school facilities as defined by the Zoning By-law shall be considered as institutional uses and shall be subject to all the appropriate policies of this Plan.

(d) In order to ensure that adequate recreational facilities are maintained, each school site shall maintain a minimum percentage of landscaped open space as required under the Zoning By-law.

(e) All new lands to be designated ‘Educational Institutional’ will be correspondingly zoned such that residential uses will also be permitted if a secondary school or elementary school is not developed on all or a portion of a particular site. *(OPA No. 45, By-law 2015-001)*

(f) As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that these blocks are configured in a manner which will permit future development for residential uses, and shall be provided as part of the Agreement of Purchase and Sale for properties within the subdivision. *(OPA No. 45, By-law 2015-001)*

4.5.2.6 COMMUNITY FACILITIES

Community facilities such as places of worship, day nurseries, libraries, police stations, recreational facilities including swimming pools, rinks and gymnasia, and community meeting places should preferably locate close to other community activities where they will complement each other. *Community facilities are permitted on lands designated ‘Institutional’ on Schedule A – Land Use.* (Mod E (zz))
4.6 OPEN SPACE

4.6.1 GOALS

(a) To provide all residents of the City with a full range and equitable distribution of recreational areas, facilities and activities. (Mod E (aaa)(i))

(b) To acquire additional lands in order to develop a continuous public open space system encircling Kempenfelt Bay. This system shall include both developed parkland and natural areas, hazard lands and floodways and will provide for the increased demand for access to this important and traditional resource.

(c) To provide recreational and educational opportunities and opportunities for appreciation and enjoyment of nature in the form of a linked open space network which incorporates environmental lands and locally significant natural heritage resources.

(d) To maintain and enhance Kempenfelt Bay, Little Lake, the natural river valleys, vistas, and other aesthetic qualities of the environment. (Mod E (aaa)(ii))

(e) To identify and protect locally significant natural heritage resources.

4.6.2 POLICIES

4.6.2.1 DEFINITION

For the purposes of this Plan, Open Space shall mean those lands within the City intended to be used for passive or active recreational uses and shall include city parks with public community centres which are developed and maintained for the purposes of active recreational uses such as, playing fields, ball diamonds, bicycle paths, and those lands which are preserved in their natural state for the passive recreational use. Open Space is identified on Schedule A – Land Use. (Mod E (bbb))

4.6.2.2 PERMITTED USES

(a) Lands designated Open Space shall be used for conservation and active and passive recreational purposes such as those listed in Section 4.6.2.1. Such uses as managed forests, natural areas, golf courses, and similar compatible uses shall also be permitted.

(b) Commercial uses incidental to the primary use of open space such as snack bars or concession stands may be permitted in this designation, provided that the general intent and spirit of the Open Space designation is maintained.
4.6.2.3 **GENERAL POLICIES**

(a) The provision of municipal parks and park facilities shall be guided by the park classification system outlined in the Leisure and Recreation Master Plan for the City as amended from time to time.

(b) The current standard of parkland available in the City is 4.7 hectares per 1,000 population in accordance with the following:

   i) 3ha/1,000 population for Regional Parks;
   ii) 1ha/1,000 population for Community Parks;
   iii) 0.7 ha/1,000 population for Neighbourhood Parks.

   In order to ensure that this standard is maintained, the City shall endeavour to acquire additional parkland through parkland dedications in accordance with the *Planning Act* as outlined in Section 6.4 the use of funds when determined by the City.

(c) The sharing of recreational lands, facilities and programs among public and private organizations such as the School Boards, the Library Board, Georgian College or large employers will be considered.

(d) Wherever possible, valley and stream corridors shall provide for suitable maintenance access and may be utilized for pedestrian walkways and ski and hiking trails.

(e) The City shall protect and enhance open space within the municipal boundary and identify locally significant natural areas for restoration and enhancement through a Natural Heritage Strategy. The City shall also encourage protection and planting of native vegetation within City owned open space areas where appropriate.

4.6.2.4 **LINKED OPEN SPACE NETWORK**

(a) The City shall develop a long term plan to create an inter-connected system of open space throughout the City that will utilize wherever feasible, open space areas including natural resource areas, parks, watercourses, cemeteries, landfill sites, gas line corridors, hydro corridors and transportation corridors, unopened road allowances, and abandoned railways as effective recreational corridors.

(b) The City will encourage private landowners to provide open space and amenity areas for public use as part of a linked open space network.

(c) The City shall develop and maintain a safe, well-linked and fully integrated active transportation network in the interest of healthy lifestyle promotion, fiscal responsibility, energy conservation, recreation, environmental protection, tourism and cultural development. This network will include trails, urban trails, cycling lanes and street features, such as furniture, lighting, signage and tree/man-made shade structures that are conducive to creating and sustaining pedestrians and cyclists.
4.6.2.5 THE WATERFRONT

(a) Where lands are designated Open Space along the waterfront within the Lakeshore, South Shore, Bayshore, Innis-Shell and Little Lake Planning Areas, permitted uses may incorporate public and private recreational uses and ancillary uses, which include but are not restricted to public and private boat docking, public picnicking, trails and bikeways and ancillary commercial uses provided such uses clearly serve the major recreational function.

(b) The City shall promote the development of the waterfront lands along Kempenfelt Bay and Little Lake as a continuous major public open space system. No City owned land will be disposed of or leased in these areas and Council will endeavour to acquire privately owned lands.

(c) Development applications may be permitted on waterfront lands by an amendment to this Plan. Where such amendments are being considered, the City will assess the merits based on criteria including the following:

i) the impact of such development on the environment and primary recreational function of the waterfront;
ii) the impact of such development on the commercial and cultural vitality of the City Centre and;
iii) the parking and access requirements of such a development;
iv) the deeding of waterfront lands or water lots to the City; and
v) the impact on water quality;
v) *the location of shoreline hazards;*
vi) *green initiatives and sustainable strategies; and*
viii) *the policies of Section 3.9 of this Plan as applicable. (Mod E (ccc))*

(d) The tourist potential of the waterfront area should be further enhanced by the development of water related recreational and entertainment facilities. The development and design of facilities along the waterfront shall take into account, as a primary focus, safe non-vehicular access and enjoyment.

4.6.2.6 PRIVATE OPEN SPACE AREAS

(a) Where lands are designated Open Space and are under private ownership, this Plan does not indicate that the lands will necessarily remain as open space indefinitely, nor shall it be construed as implying that open space areas are free and open to the general public or will be purchased by the municipality.

(b) Council may require an Environmental Study prior to the approval of utilities, golf courses, or other uses in an open space designation where environmentally sensitive lands may be affected.
4.6.2.7 MAJOR RECREATIONAL USE

(a) Major recreational use means recreational uses that require large-scale modification of terrain, vegetation, or both and usually also require large-scale buildings or structures, including but not limited to the following:

i) golf courses;
ii) serviced playing fields;
iii) serviced campgrounds; and
iv) ski hills.

(b) An application to establish or expand a major recreational use shall be accompanied by a recreation water use plan that demonstrates:

i) water use for maintenance or snow-making or both are kept to a minimum;
ii) grassed, watered and manicured areas are limited to sports fields surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures; grass mixtures that require minimal watering and upkeep will be used for sports fields and golf fairways where applicable;
iii) crossings of intermittent and permanent streams are kept to a minimum;
iv) water-conserving technologies (such as low-flow toilets and shower heads) are used in clubhouses and restaurants where applicable;
v) water-conserving technologies (such as timed irrigation systems designed to reduce evaporation losses, and recycling of water from under greens) are used in the irrigation and watering of sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures, where applicable;
vi) other water conservation technologies (such as rainwater harvesting or reuse of stormwater) will be used to reduce water use; and
vii) stormwater treatment facilities are used to capture and treat runoff from areas with impervious surfaces. (Mod E (eee))
4.7 ENVIRONMENTAL PROTECTION AREAS

4.7.1 GOALS

(a) To protect, conserve and manage the Environmental Protection Area lands as a permanent and long term public resource.

(b) To ensure the health and safety of area residents, and prevent the loss of life and minimize property damage due to flooding, erosion, steep slopes and unstable soils.

(c) To protect, preserve and enhance land with environmentally significant natural features and ecological functions and to maintain and improve where possible, the diversity of natural features or ecological functions for which an area is identified.

(d) To maintain Environmental Protection Areas as viable and natural ecosystems through the protection of the wildlife and aquatic habitats, the maintenance of the flood control and storage capacities of the flood plain, and the enhancement of the water quality and the natural water filtration capability of the system.

(e) To identify significant natural features and their associated ecological functions in the City as part of an overall Natural Heritage Strategy and identify natural connections between the features which shall be maintained and improved as environmental corridors and ecological linkages where possible.

4.7.2 POLICIES

4.7.2.1 DEFINITION

Lands designated as Environmental Protection Areas on Schedule A include, but are not limited to:

(a) Provincially or locally significant features or functions such as those areas containing the following:

i) aquifer recharges, headwaters;
ii) wetlands;
iii) rare species including unique plants;
iv) important ecological functions;
v) significant habitat of threatened and endangered species;
vi) *areas of natural and scientific interest life science and earth science*; (Mod E (ggg)(i))
vii) significant woodlands;
viii) *significant valleylands*;
ix) *significant wildlife habitat*; (Mod E (ggg)(ii))
x) surface water features, valley and stream corridors; and
xi) fish habitats.

(b) The City currently contains within its boundaries portions of three Provincially Significant Wetlands. These are the Willow Creek/Little Lake Wetland, the Lovers Creek Wetland and the Bear Creek Wetland identified on Schedule H. (Mod E (hhh))

The area known as the Allandale Lake Algonquin Bluffs Area of Natural and Scientific Interest located in the southern portion of the Ardagh Planning Area is of Provincial significance and is also to be protected from uses that would detract from its environmental value.

(c) Natural hazard lands and sites including areas of flood plain, erosion, steep slopes and unstable soils.

(d) Abandoned waste disposal sites are also designated Environmental Protection Area and an area around them has been identified as a Waste Disposal Assessment Area on Schedule A to indicate that such areas may have effects on future uses and on adjacent lands.

4.7.2.2 PERMITTED USES

(a) Environmental Protection Areas are intended primarily for preservation and conservation in their natural state. Such uses as passive outdoor recreation, forestry, and wildlife management may be permitted where appropriate.

(b) No buildings or structures shall be permitted in Environmental Protection Areas other than those necessary for flood or erosion control or for conservation purposes as approved by the City in consultation with the applicable agencies. (Mod E (iii)) Ancillary or accessory uses to permitted uses shall be located on adjacent lands outside of Environmental Protection Areas, unless their location within the Environmental Protection designation is efficient, cost effective and in the public interest, and consistent with protection of the environment; in all cases ancillary and accessory uses shall be developed in accordance with Provincial Policy.

4.7.2.3 GENERAL POLICIES

(a) Development and site alteration in Provincially Significant Wetlands and the significant habitat of threatened and endangered species is contrary to the Provincial Policy Statement and will not be considered with the exception of public works/utilities subject to Section 5.1.2.1 of this Plan. (Mod E (jjj))
Section 4.0 Land Use Policies

4.7.2.4 ADJACENT LANDS

(a) Development and/or site alteration may be permitted on lands adjacent to Environmental Protection Areas if it has been demonstrated through an Environmental Impact Study (EIS) that it will not negatively impact the natural features or ecological functions for which the area is identified. The diversity of natural features in the area and the natural connections between them should be maintained and improved where possible.

(b) Adjacent lands are defined by the MNR Natural Heritage Reference Manual as being located 120 metres from a provincially significant...
wetland and endangered and threatened species habitat, 50 metres from significant woodlands, significant valleylands, significant wildlife habitat, and areas of natural and scientific interest and 30 metres from fish habitat. (Mod E (nnn))

(c) Where the Conservation Authorities have undertaken mapping and regulations are in place, approval for any development must be obtained from the relevant Authority. (Mod E (ooo))

(d) The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlots, mature trees and other natural areas and features which are not identified within the Environmental Protection Area designation.

(e) Where additional buffer areas or connecting links required to maintain ecological function outside of lands designated Environmental Protection are recommended to protect the natural features and functions within lands designated Environmental Protection, these lands shall be designated and zoned Environmental Protection.

4.7.2.5 SURFACE WATER FEATURES, WATERCOURSES AND VALLEY LANDS

(a) Development and site alteration shall be restricted in or near sensitive surface water features and their related hydrological functions will be protected, improved, or restored.

(b) Mitigating measures and/or site alternative development approaches may be required in order to protect, improve, or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

(c) Valley and stream corridors shall be protected from development and integrated as part of the natural heritage system network accommodating wildlife and pedestrian movement and passive areas.

(d) In reviewing any development proposal adjacent to a valley and stream corridor, the City will require the protection and/or enhancement of the feature and its functions to facilitate a natural, open space corridor. The feasibility of rehabilitating watercourses to a natural state will be considered at the time of such review.

(e) Development limits shall be established by the limit of the valley or stream corridor which shall include the watercourse, and associated riparian vegetation, floodplain or erosion hazard lands, top of bank and any additional lands, such as buffers deemed necessary to protect ecological functions. All lands associated with the valley and stream corridor shall be zoned Environmental Protection and shall not form part of the development.
(f) Where a watercourse supports warm or cold water fish habitat, an appropriate riparian vegetation zone shall be required. Land uses within the vegetation zone shall be restricted to those which maintain or enhance the natural features and ecological functions of the area.

(g) Emphasis shall be placed on the potential development of Lover's, Bear, Hewitt's, Sophia, Kidd's, Bunker's, Dyment's, Hotchkiss and Whiskey Creeks, as linear open space corridors. As part of the municipal approvals process, the City shall seek to acquire these areas.

(h) Development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated by the proponent, to the satisfaction of the City, that there will be no negative impacts on their natural features and ecological functions. (Mod E (ppp))

4.7.2.6 WOODLANDS AND HEDGEROWS

(a) Development and site alteration shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features and ecological functions.

(b) Woodlands shall generally be defined as a contiguous wooded area, of no less than 0.2 ha, irrespective of ownership, maturity, composition, and density in accordance with the City's Tree Preservation By-law.

(c) Where an Environmental Protection Area consists of a woodland, the City will control development adjacent to this area to prevent destruction of trees.

4.7.2.7 WILDLIFE HABITAT

(a) Development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated by the proponent, to the satisfaction of the City, that there will be no negative impacts on their natural features and ecological functions. (Mod E (rrr))

4.7.2.8 WASTE DISPOSAL ASSESSMENT AREAS (Non-decision J(a))

(a) The developer of any development proposal in proximity to an abandoned waste disposal site shall be required to demonstrate, to the satisfaction of the City and the Ministry of the Environment that migration of methane, gas leachate, and other forms of pollution have not or will not occur.

(b) Where an application is made to redesignate Environmental Protection lands which include a closed waste disposal site that has been closed for less than 25 years, the approval of the Minister of Environment is required pursuant to Section 46 of the Environmental Protection Act.
(c) In the Waste Disposal Assessment Areas shown on Schedule A, uses may be permitted in accordance with the land use designation subject to the following policies:

i) An amended Certificate of Approval has been received from the Ministry of the Environment that the development satisfies the provisions of the Environmental Protection Act.

ii) Studies have been carried out to the satisfaction of the municipality and the Ministry of the Environment that show that development is compatible and can safely take place.

iii) The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies.

iv) Studies of gas, leachate, and hydrogeology, shall be carried out by a qualified engineer.

v) The City shall be satisfied with the required studies with respect to any matter regarding structural stability, safety, and integrity of any and all structures.
4.8 **DEFINED POLICY AREAS (Mod E (sss))**

Lands identified as a Defined Policy Area on Schedule C shall be subject to the specific provisions noted in the corresponding numbered defined policy area as follows:

4.8.1 **DEFINED POLICY AREA [D]**

(a) Lands shown on Schedule C and located along both sides of Yonge Street from Minet's Point Road to Big Bay Point Road are designated General Commercial and Residential on Schedule A and shall develop in accordance with the policies of the Yonge Street Corridor Study.

(b) Medium density housing is considered appropriate and planned for the lands along Yonge Street which are designated Residential.

(c) Notwithstanding the Residential designation, associated policies and in addition to the permitted residential uses outlined in this Plan, a medical clinic, pharmacy, veterinary clinic, business and professional office, private/public art gallery, commercial school, training and rehabilitation centre, medical and dental laboratory, restaurant and bank or financial institution shall be permitted at property known municipally as 495, 499 and 505 Yonge Street.

(d) Notwithstanding the Residential designation, associated policies and in addition to the permitted residential uses outlined in the Plan, a business or professional office, a clinic, and a day nursery shall be permitted at property known municipally as 370 Little Avenue.

(e) Notwithstanding the General Commercial designation, associated policies and permitted uses outlined in the Plan, a Retirement Home shall be permitted at property known municipally as 357 Yonge Street.

(OMA 58, By-law 2017-046)

4.8.2 **DEFINED POLICY AREA [E]**

(a) Lands shown on Schedule C, located on the southwest corner of Big Bay Point Road and Yonge Street and designated Community Centre, shall consist of approximately 16 ha. and shall be developed as a community level shopping centre of up to 23,225m² of gross leasable retail area and in accordance with the policies of the Painswick South Secondary Plan.

(b) This defined policy area shall permit community shopping centre uses which include junior discount department stores, food shops including a supermarket, other shopping centre general merchandise shops, personal services, financial services, clothing stores, restaurants, and entertainment facilities. Adult entertainment parlours are not permitted in any phase of development.
In addition to the uses permitted in the community shopping centre component, lands designated as “Community Centre” shall also permit uses traditionally found in the heart of a residential community such as the Southeast Barrie urban area, or a Town Centre. These would include the following:

i) offices and personal and financial services;

ii) institutional uses;

iii) hotels;

iv) a community recreation and education campus;

v) farmers market;

vi) cultural and social uses (e.g. theatre, day care centre, and town square including a focal point such as a reflective pond/skating rink);

vii) public transportation node;

viii) up to 2 ha (5 ac.) of medium density residential and 2 ha (5 ac.) of high density residential development subject to the density and height restrictions for this type of development in the Painswick South Secondary Plan as approved by the Ontario Municipal Board in its decision of February 4, 1991; and

ix) a minimum of 20,235m² (5 ac.) be reserved and/or used for community focus uses as listed in ii), iii), iv), v), vi), vii) and viii) listed above.

4.8.3 **DEFINED POLICY AREA [H]**

Lands shown on Schedule C located on the south side of Codrington Street, east of Mulcaster Street and designated City Centre shall be developed for no other purposes than office commercial and related uses such as restaurants, coffee shops and news-stands but not retail commercial uses.

4.8.4 **DEFINED POLICY AREA [J] (OPA No. 10)**

Lands shown on Schedule C located on the north side of Lakeshore Drive, east of Minet’s Point Road in the South Shore Planning Area, known municipally as 241 Minet’s Point Road and consisting of approximately 0.42 ha, shall be an Office use with the existing residential designation notwithstanding the list of permitted uses under 4.2.2.1 of this Plan and shall be subject to site plan control.
4.8.5 **DEFINED POLICY AREA [K]** (OPA No. 13)

Lands shown on Schedule C located on the North side of Dunlop Street between Anne Street and Eccles Street may include Office uses as a permitted use within the residential designation in conjunction with all other residential uses currently permitted.

4.8.6 **DEFINED POLICY AREA [L]** (OPA No. 37)

Lands shown on Schedule C located on the City’s landfill site shall only permit a waste receiving facility including the receiving, weighing and processing of waste but not including landfill.

4.8.7 **DEFINED POLICY AREA [N]** (OPA No. 50)

Lands shown on Schedule C and located in the Vicinity of Ross Street and Wellington Street may include, in addition to the permitted Institutional uses, residential, senior citizen and nursing home uses together with ancillary retail, service commercial and office uses.

4.8.8 **DEFINED POLICY AREA [P]** (OPA No. 67)

Lands shown on Schedule C located on the north side of McDonald Street in the Wellington Planning Area, known municipally as 38 McDonald Street and consisting of approximately 702 square metres shall permit an office use providing support services for children by a registered charitable organisation with the existing residential designation notwithstanding the list of permitted uses under Section 5.2 Defined Policy Areas.

4.8.9 **DEFINED POLICY AREA [R]** (OPA No. 22, By-law 2013-022)

4.8.9.1 LANDS DESIGNATED GENERAL COMMERCIAL

The lands identified as Defined Policy Area [R] on Schedule “C” and designated as “General Commercial” on Schedule “A” shall be subject to the following provisions:

(a) **Uses**: The subject lands are intended to accommodate a wide range of uses generating employment including retail, office, hotel, entertainment and service commercial uses. The lands designated to “General Commercial”, located west of Bayview Drive and south of the Open Space area shall be zoned General Commercial (C4) (SP304). The lands designated as General Commercial south west of the intersection of Big Bay Point Road and Bayview Drive shall be zoned General Commercial (C4) (SP304) (H) to permit an Automotive Service Station, Car Wash and Convenience Retail Store.
A Retirement Home shall be permitted on lands located on the north side of Concert Way, west of Bayview Drive, municipally known as 3 Concert Way. (OPA 60, By-law 2017-018)

Within the area to be zoned General Commercial (C4) (SP304), will be located the Retail Village, with location, scale, and performance measures designed to require the construction of the central Retail Village as opposed to simply permitting it to occur. Certain uses which are clearly not intended to form part of the Retail Village component of the proposed development such as automobile service stations, the sale and leasing of automobiles and auto repair and taverns are not permitted as part of the Retail Village. Certain of these uses, for example, automotive sales and leasing, automotive service centres, and automotive repair uses in conjunction with automotive sales and leasing establishments or department stores shall be permitted on other lands designated and zoned General Commercial (C4) (SP304) outside of, and/or adjacent to, the Retail Village.

Large format stores, such as but not limited to a food store, a bookstore, a music store, or a home furnishing store may be located within the Retail Village, subject to a maximum size restriction and the gross floor areas of such stores shall be included in the overall gross floor area of the Retail Village. Office space and non-retail hotel space are permitted within the Retail Village but the gross floor area of the non-retail hotel space shall not be part of the calculation of the gross floor area of the Retail Village.

Department stores and/or cinemas shall be permitted outside of, and/or adjacent to, the Retail Village and the gross floor area thereof shall not be part of the calculation of gross floor area for the Retail Village. Adult entertainment parlours shall not be permitted on any of the subject lands.

Parking standards have been varied from the typical General Commercial (C4) provisions to reflect the needs of the project as identified in a parking report to the satisfaction of the City.

(b) **Master Site Plan Agreement:** The subject lands shall be developed in accordance with high standards of urban design and shall be subject to site plan control. The general location of buildings, design criteria, servicing and landscaping shall be identified through a Master Site Plan and Servicing Agreement, including road infrastructure and one or more site plan agreements. The Master Site Plan Agreement shall include the provisions related to the establishment of the Retail Village, and shall include drawings showing the massing, conceptual design, and conceptual elevations of the proposed buildings, demonstrating the general intent and built form of the Retail Village, and shall be executed by the owner prior to the issuance of a building permit for all or a part of the lands designated “General Commercial”.

(c) **Urban Design Guidelines:** The subject lands shall be developed in accordance with high standards of urban design as contained in the Urban
Design Guidelines demonstrating the general intent and built form of the Retail Village and shall be approved as an Appendix to this Amendment. The Urban Design Guidelines shall include the architectural and landscaping treatment of the rear elevations/loading spaces of the buildings with exposure to Highway 400.

(d) Retail Village: Within the lands to be zoned General Commercial (C4) (SP304) the zoning by-law shall set out requirements for the Retail Village requiring that the main entrance and entry feature for the Retail Village shall be off of Mapleview Drive. The Retail Village shall be comprised of a central pedestrian scale street and shall require that all buildings within the Retail Village face each other, except for corner buildings. Buildings are to front on not more than one internal street designed for the safe movement of a single lane in one way traffic, associated turning movements for angle and/or parallel parking, and fire and emergency vehicle access, separated by a landscaped median.

A conceptual plan showing the general location, layout and intent of the Retail Village is included in the Urban Design Guidelines. A minimum of one central feature, such as a fountain with a public square, will be required as a design element along the main street of the Retail Village. Alterations to specific aspects of the general location, scale and design elements of the Retail Village area shall not be permitted without further amendment to this Plan unless, in the opinion of Council at the time of execution of the applicable site plan agreement, the general intent and built form of the Retail Village are maintained.

(e) Pedestrian Scale of Retail Village: The built form and design of the Retail Village will promote a strong pedestrian-related character, with cohesion between buildings, from block to block. The Retail Village is intended to create an identity and continuity of the built form environment and be pedestrian friendly in terms of scale and streetscape amenities. Such amenities shall include trees and other high quality landscaping, street furniture and lighting fixtures, temporary and permanent kiosks and suitable sidewalks and patios. Vehicular access and on-street parking facilities shall be permitted on the central street separated by the landscaped area to avoid separating the retail stores facing one another with a vehicle dominated street and parking area, and also to provide for the safe movement of pedestrians.

(f) At least one public transit facility shall be provided on the lands to be zoned General Commercial (C4) (SP304), which may include a bus layaway lane(s) and a public transit shelter.

Development of all the lands that are the subject of this Amendment shall be phased to ensure that existing or planned road and intersection capacities are adequate.
4.8.9.2 LANDS DESIGNATED GENERAL INDUSTRIAL

The lands identified as Defined Policy Area [R] on Schedule “C” and designated as “General Industrial” on Schedule “A” shall be subject to the following provisions:

The lands designated as “General Industrial” immediately east of Bayview Drive shall be zoned Service Industrial (EM3) (SP408) (H) and may be used for purposes in accordance with the Service Industrial (EM3) zone plus automobile sales and no more than two freestanding restaurants along the frontage of Bayview Drive.

4.8.9.3 LANDS DESIGNATED BUSINESS PARK

The lands identified as Defined Policy Area [R] on Schedule “C” and designated as “Business Park” on Schedule “A” shall be subject to the following provisions:

The lands designated as “Business Park” shall be zoned Business Park EM 1 (SP) (H) to accommodate Business Park type land uses in a campus-like setting in accordance with Section 4.4.2.3 of this Plan. It is the policy of this Plan that these Business Park lands be used for such purposes and as such, it is the policy of this Plan that the Business Park land use, for these lands, shall not be reviewed for at least a 10 year period after this Special Policy Area comes into full force and effect.

4.8.9.4 STAGING POLICIES

A (H) Holding provision shall be used to ensure for specified stages, the provision of appropriate physical servicing in accordance with a functional report, traffic infrastructure improvements and the staging of the proposed commercial development, and to ensure that site plan agreement(s) and, if necessary, other agreements, are provided to the satisfaction of the Council of the City of Barrie prior to the removal of the (H) and the issuance of any occupancy for each appropriate stage. The relevant (H) shall be removed by Council in accordance with the requirements of the implementing zoning by-law.

4.8.10 DEFINED POLICY AREA [S] (OPA No. 83)

The land shown on Schedule C, located on the northwest corner of St. Vincent Street and Livingstone Street, consisting of approximately 0.4 ha (1 acre), municipally known as 544 St. Vincent Street, shall permit a Clinic to a maximum size of 415m$^2$ with the existing Residential designation, notwithstanding the list of permitted uses under Section 5.2. The property will be developed under site plan control.

4.8.11 DEFINED POLICY AREA [T] (OPA No. 114)

The following policies shall apply to the lands shown on Schedule C and municipally known as 51-53, 55 and 75 Bradford Street and additional lands to the east which front on both Checkley Street and Lakeshore Drive.
(a) In addition to the Site Plan Control Goals in Section 6.3.1 (a) of this Plan, the lands are subject to a revised first goal as follows:

i) To ensure that the massing, appearance, scale and exterior architectural design of development is aesthetically pleasing and generally compatible with adjacent uses and the natural environment.

(b) In addition to the Site Plan Control General Policies in Section 6.3.2.2 of this Plan, the lands are subject to the following policies:

i) The City's support of an historic maximum height limit for the residential high rise development of the subject lands is based on the utilization of the site for a substantial mixed use (residential/commercial) development with high quality urban, architectural and sustainable design as represented by the developer/builder in their application for site plan control under the Planning Act. These matters will be further established in the implementing zoning bylaw in terms of both requirements and provisions.

   Site plan approval includes the review of exterior design elements of buildings including, but not limited to character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, sustainable exterior design of buildings, sustainable design elements on any adjoining boulevards/municipal right-of-ways and the design of facilities designed to have regard for accessibility for persons with disabilities. (Mod E (www))

4.8.12 **DEFINED POLICY AREA [U]** (OPA No. 111)

Lands shown on Schedule C located on the west side of Penetanguishene Road south of Cheltenham Road in the Georgian Drive Planning Area and known municipally as 268 Penetanguishene Road shall be permitted a maximum density of 66 units per net hectare notwithstanding the provisions of Subsection 4.2.2.2 of this Plan and Subsection 2.5.1.3 (b) of the Georgian Drive Secondary Plan.

4.8.13 **DEFINED POLICY AREA [V]** (OPA No. 9, By-law 2012-012)

Lands shown on Schedule C, located on the north side of Ardagh Road and known municipally as 76-84 Ardagh Road shall have a minimum density of 53 units per net residential hectare and a maximum density of 69 units per net residential hectare.
4.8.14 **DEFINED POLICY AREA [W]** (OPA No. 11, By-law 2012-075)

Lands shown on Schedule C located on the south side of Little Lake Drive and on the east side of Duckworth Street north of Highway 400 within the Little Lake Planning Area and known municipally as 13, 35 and 57 Little Lake Drive and 503 Duckworth Street in addition to the uses permitted in the Commercial General designation, shall also permit a Senior Citizen Home and Retirement Home. Also notwithstanding Section 4.3.2.5, a Senior Citizen Home and Retirement Home with a density in excess of 54 units per net hectare is permitted on the subject lands.

4.8.15 **DEFINED POLICY AREA [X]** (OPA No. 18, 2012-117)

The lands shown on Schedule C, known municipally as 20 Mills Road and located on the north side of Mills Road, west of Bryne Drive and north of Commerce Park Drive in the 400 West Planning Area, and having an area of approximately 1.5 hectares, shall permit a Place of Worship in addition to the uses currently permitted in the Service Industrial (EM3) Zone. The Place of Worship is permitted in accordance with the criteria listed under Section 4.8.15 of the Official Plan which are as follows:

1. That the property on which the use is to be located shall be zoned Service Industrial (EM3).
2. That the use is compatible with surrounding planned and existing uses.
3. That the use shall not be located on lands directly serviced by rail.
4. The property subject to an application shall be located 400 metres away from an existing major industrial use unless a lesser distance can be supported by an analysis in accordance with MOE D1 and D6 Guidelines.
5. That the size of the parcel of land or building to be used is appropriate for the proposed use and in no case shall the use be located on a site larger than 2.0 hectares.
6. Any buildings constructed to accommodate the use shall be consistent with the built form and design of the industrial area in which it is located.
7. That services such as water, sewage disposal, and roads are sufficient.
8. That items such as noise, fumes, smoke, dust, odours, lighting and traffic generating capacity be considered to ensure that the presence of the proposed use will not be detrimental in regard to neighbouring uses within the industrial area or the wider community.
9. That the owner enter into a Agreement with the City of Barrie, that they and/or their tenants will not make or file any complaints, deputations and/or appeals with the City and/or property/business owners as they relate to the noise, emissions, lighting and/or traffic that are generated by the surrounding industrial and/or commercial uses.

10. That the owner enter into Development Agreement with the City, if required, to establish suitable site design requirements in regard to items including but not limited to setbacks, lot coverage, parking, access, landscaping, screening and buffering for those areas that are not subject to Site Plan Control or addressed through the Zoning By-law.

4.8.16 DEFINED POLICY AREA (Y) (OPA NO. 20, By-law 2012-171)

Lands shown on Schedule C located on the west side of Ferndale Drive North in the Sandy Hollow Planning Area and known municipally as 430 and 434 Ferndale Drive North in addition to the uses permitted in the Environmental Protection Area designation, shall also permit a Disc Golf Course.

4.8.17 DEFINED POLICY AREA (Z) (OPA NO. 12, By-law 2013-087)

Lands shown on Schedule C, located at the northwest corner of Big Bay Point Road and Hurst Drive, shall permit single detached residential units on a private road once the Holding (H) symbol has been lifted from the Site Specific Zoning By-law for the subject lands.

4.8.18 DEFINED POLICY AREA (AA) (OPA No. 28, By-law 2015-028 OMB PL 131397)

Lands shown on Schedule C, located on Rawson Road, north of Lockhart Road, legally described as Lots 81, 82, and 83 on Plan 51M-379, shall only permit a Concrete Ready Mix Plant.

4.8.19 DEFINED POLICY AREA (BB) (OPA NO. 19, By-law 2014-001)

Part of North Half of Lots 4 & 5, Concession 14, Former Innisfil, shall be permitted medium density residential uses as four storey walk-up apartments to a maximum density of 70 units per net hectare.

4.8.20 DEFINED POLICY AREA (CC) (OPA No. 2 By-law 2015-136, OMB Decision PL111099 issued October 9, 2015)

Lands shown on Schedule C located at Part of the South Half of Lot 16, Concession 12 former Innisfil identified as within 500m of the intersection of Mapleview Drive East and Yonge Street, shall be permissive a maximum of 818 units. A minimum of 750m² of convenience commercial uses shall
be provided on the ground floor of one of the apartment buildings in a location that is clearly visible and in the vicinity of the intersection of street A with Mapleview Drive East. Furthermore, additional convenience commercial uses are permitted in addition to the minimum requirement of 750m$^2$ can be located in various apartment buildings throughout the Defined Policy Area.

4.8.21 DEFINED POLICY AREA (FF) (OPA NO. 003, By-law 2014-042)

Lands shown on schedule C located in the southeast corner of Yonge Street and Madelaine Drive within the Painswick South Planning Area and known municipally as 39 and 49 Madelaine Drive and 100 Dean Avenue, shall permit block/cluster town housing and 3 to 4-storey walk up apartment buildings with a minimum density of 53 units per hectare and a maximum density of 70 units per hectare notwithstanding the provisions of Section 2.4.2(b) (iii) of the Painswick South Secondary Plan.

4.8.22 DEFINED POLICY AREA (GG) (OPA NO. 006, OMB Decision PL100512 issued January 8, 2014)

Notwithstanding any other provision of this Plan, Zoning By-law No. 2009-141 as it applies to the lands shown on Schedule C, municipally known as 99-105 Mapleview Drive West and 133-147 Mapleview Drive West may be amended to permit to be constructed and used on either or both of the aforesaid Properties, the uses listed in the Table contained in section 6.2.1 of the aforesaid By-law under the heading, "Permitted Uses General Commercial (C4)" with the exception of shopping centre and dwelling units in conjunction with permitted commercial uses.

4.8.23 DEFINED POLICY AREA (HH) (OPA NO. 32, By-law 2014-143)

Lands shown on Schedule C known municipally as 76 Edgehill Drive and is located on the north side of Edgehill Drive, east of Anne Street North, within the Sunnidale Planning Area, shall permit a twelve-storey residential apartment building with a maximum density of 255 units per hectare, notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan.

4.8.24 HISTORIC NEIGHBOURHOOD DEFINED POLICY AREA: (OPA 54 By-law 2016-058)

4.8.24.1 DEFINITION:

The Defined Historic Neighbourhood Policy area includes a number of older low density residential neighbourhoods in and around the original settlement areas of the City. These areas display an identifiable cultural landscape and historical layering of the built form reflective of the City’s past. The Urban Growth Centre is not included in the Historic Neighbourhood Defined Policy Area, as this is a key intensification area identified in the Places to Grow Growth Plan. The focus of this defined
The policy area is the existing low density residential areas around the Urban Growth Centre, with the exception of Allandale, where there is some overlap with low density residential areas and the Urban Growth Centre. The low density residential area within the Urban Growth Centre is identified as the “Allandale Neighbourhood” typology area in the Intensification Area Urban Design Guidelines, and for purposes of this section, is considered to be within the Historic Neighbourhood Defined Policy area.

The Historic Neighbourhood Defined Policy Area includes neighbourhoods identified in the Historic Neighbourhood Strategy as areas with cultural heritage character by virtue of the groupings of historic buildings and streetscapes which are recognized as valuable cultural heritage resources that merit some protection however they have not been individually evaluated or considered appropriate for designation under the Heritage Act.

4.8.24.2 POLICIES

(a) Areas with Cultural Heritage Character may be subject to further secondary plans, block plans or zoning by-law provisions.

(b) Development Guidelines may be prepared for each area, with zoning provisions and detailed Urban Design Guidelines to protect heritage characteristics of the areas.

(c) Site Plan Control may be applied to low density residential development of less than 25 units and any applicable drawings and information as may be required to assess in relation to Heritage Urban Design Guidelines may be required.

(d) A Neighbourhood Heritage Character Impact Evaluation may be required for development, redevelopment, alteration or works proposed within a Historic Neighbourhood area.
4.9  MIXED USE (Pending OPA 44 decision)
4.10 SPECIAL RURAL AREA

The policies for this designation are found in Section 8, Salem Secondary Plan and Section 9, Hewitt’s Secondary Plan. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)
SECTION 5.0: SERVICING AND TRANSPORTATION
5.0 SERVICING AND TRANSPORTATION

5.1 SERVICING

5.1.1 GOALS

(a) To ensure that adequate water supply, sewage collection, sewage treatment, electrical supply and stormwater management systems are provided to the residents of the City. (Mod F (a)(i))

(b) To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.

(c) To ensure existing infrastructure and public service facilities are utilized wherever feasible, as part of considering development of new infrastructure and public service facilities. (Mod F (a)(ii))

(d) To ensure that the expansion of urban services and development extends in a contiguous pattern from the established service system.

(e) To ensure that servicing of development shall employ best management practices to ensure sensitivity to the natural environment and efficiency of City services and operations.

(f) To minimize any negative impact that a public utility may have on human health, the natural environment and cultural heritage resources.

(g) To ensure infrastructure is provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. (Mod F (a)(iii))

(h) To ensure planning for infrastructure is integrated with planning for growth. (Mod F (a)(iv))

5.1.2 POLICIES

5.1.2.1 GENERAL POLICIES

(a) Public Utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, the electrical power utility, the TransCanada Pipeline, telecommunications/communications infrastructure, or any other utilities shall be permitted within any land use designation of this Plan. (Mod F (b)) Wherever possible, public utilities/facilities shall not be located on lands designated Environmental Protection or Open Space. Where the location of public utilities on lands designated Environmental Protection or Open Space is efficient, cost effective and in the public interest, an EIS shall be undertaken in accordance with the policies of Section 6 of this Plan.

(b) New sewage treatment facilities, waste disposal sites, wastewater treatment or stormwater management facilities shall not be permitted in
vulnerable areas where the activity would be a significant drinking water threat. (OPA 24 By-law 2013-185)

(c) Expansions or retrofitting of existing facilities that are located in vulnerable areas where they are or would be a significant threat, may be permitted where no feasible alternative is available and the risk is not increased, or where the risk is reduced as result of the expansion or retrofit. (OPA 24 By-law 2013-185)

(d) If the availability of any urban service is to be restricted, industrial/commercial/institutional development shall take precedence over other land uses to receive the available capacity.

(e) The City will encourage, and work in co-operation with the County and neighbouring municipalities for overall co-ordination of the transportation system including any active transportation and public transit initiatives.

(f) Development occurring adjacent to the TransCanada Pipeline easement shall be required to maintain an appropriate setback for all permanent structures and excavations. Specific standards will be included in the City’s Zoning By-law.

(g) Where municipal sewage services and municipal water services are not provided, no new development shall be permitted on individual on-site sewage services with the exception of a limited amount of residential infill where infill is defined by 6.2.1.1 of this Plan. Expansions or additions to existing development on individual on-site sewage services may be permitted only when they do not exceed the capacity of the existing system and where they do not constitute a significant drinking water threat. (Mod F (c)) (OPA 24-By-law 2013-185)

(h) The provision and expansion of services, taking into account the utilization of existing services, whenever feasible, shall be co-ordinated with planned future development to ensure that growth and redevelopment take place in an efficient, cost effective and environmentally sound manner. (Mod F (d))

(i) The provision and expansion of services shall be planned to minimize conflicts with other land uses through their location, design and buffering.

(j) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations. (Mod F (e))

(k) Draft approval of a plan of subdivision does not in itself constitute a commitment by the City, its electrical power utility, or the Ministry of the Environment to provide access to the City's Water Pollution Control Centre or the Water Supply Plant. Draft plans may proceed to registration provided there is sufficient plant capacity and capability to serve the
development. Plant capacity will be allocated for new development on a priority basis at the time of payment of development charges. The provisions of Section 3 will be used to assist in determining the priority of individual development proposals.

(l) Expansions to the existing serviced area shall progress logically from the extremities of the existing system outwards to the City boundaries subject to the provisions of Section 5.1.2.1 (e) and (f) above.

(m) All sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.

(n) No stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment.

(o) The design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.

(p) The City will encourage the development of TransCanada’s right-of-way for passive parkland or open space purposes subject to TransCanada’s easement rights.
5.2 WATER AND WASTEWATER

5.2.1 GOALS

(a) To work cooperatively with the Conservation Authorities to prepare watershed plans to guide development decisions and water and wastewater servicing decisions. (Mod F (f)(i))

(b) To ensure long term protection of drinking water resources. (OPA 24, By-law 2013-185)

(c) To maintain a high standard of water quality in Kempenfelt Bay and in the numerous watercourses within the City.

(d) To provide safe, sanitary, environmentally sound and efficient methods of water treatment and distribution and sanitary sewage collection and treatment for residents, businesses, institutions and industries.

(e) To encourage measures which promote the efficient and sustainable use of water resources and the conservation of water through appropriate engineering and building requirements. (Mod F (f)(ii))

5.2.2 POLICIES

5.2.2.1 GENERAL POLICIES

(a) The goals and policies of this section will apply to the lands designated Water Treatment Centre on Schedule A – Land Use of this Plan.

(b) In addition to sanitary sewage treatment facilities, water treatment and storage facilities and accessory structures, this designation shall permit minor installations associated with the City of Barrie, its electrical power utility, and other utilities. (OPA 24, By-law 2013-185)

(c) The City shall endeavour to use modern and cost effective water pollution abatement measures in order to provide safe, sanitary and efficient methods of water treatment and waste water disposal.

(d) The City may augment its water supply system as required by means of the construction of surface water treatment plants.

(e) Lands designated Water Treatment Centre shall be zoned in a separate category in the implementing Zoning By-law.

(f) Sufficient revenue shall be generated to recover the full cost of maintaining the provision of full municipal water and wastewater services to properties in the City. (Mod F (g))
(g) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification and density targets of this Plan. (Mod F (h))

(h) The City shall develop a water conservation strategy in order to most efficiently utilize its water supply infrastructure and water resources.

5.2.2.2 NEW AND EXPANDED SEWAGE TREATMENT FACILITIES

(a) For a proposed settlement area expansion, establishment of a new settlement area or a development proposal outside of a settlement area that requires an increase in the existing rated capacity of a sewage treatment facility or the establishment of a new sewage treatment facility, an environmental assessment of the undertaking shall be completed or approved prior to giving any approvals for the proposal under the Planning Act or the Condominium Act, 1998.

(b) No new municipal sewage treatment facility shall be established in the Lake Simcoe watershed unless:

i) the new facility is intended to replace an existing municipal sewage treatment facility; or

ii) the new sewage treatment facility will provide sewage services to a development that is on partial services or a development where one or more subsurface works or on-site sewage systems are failing.

iii) new sewage treatment facilities are located outside of vulnerable areas where they would be a significant drinking water threat. (OPA 24 By-law 2013-185)

iv) expansions to existing sewage treatment facilities would not increase the risk to drinking water. (OPA 24, By-law 2013-185)

(c) No new non-municipal sewage treatment facility shall be established in the Lake Simcoe watershed unless the person applying to establish the facility can demonstrate that:

i) the facility will result in a net reduction of phosphorous loadings to the watershed from the baseline conditions for the property that would be serviced by the new facility; or

ii) the undertaking that the facility will not add phosphorus loadings to the Lake Simcoe watershed. (Mod F (i))
5.3 STORMWATER MANAGEMENT

5.3.1 GOALS

(a) To protect and enhance the water quality and environmental, aesthetic and recreational potential of the City’s watercourses, Little Lake, Kempenfelt Bay and Lake Simcoe.

(b) To encourage effective stormwater management in order to control flooding, erosion, sedimentation and maintain and enhance water quality in the receiving watercourses and water bodies.

(c) To promote the incorporation of natural waterways, valleys, and ponds into continuous green corridors for wildlife habitat, open space, and parkland.

(d) To ensure stormwater management practices minimize stormwater peak flows, contaminant loads including phosphorous, and maintain or increase the extent of vegetative and pervious surfaces.

5.3.2 POLICIES

5.3.2.1 DEFINITION

Watercourse shall mean any route natural or enhanced including streams, creeks and channels in which a flow of stormwater, groundwater, runoff and precipitation flow is either intermittent or continuous; encompassing that area occupied by the Regulatory Storm floodlines established by the most current municipal "Storm Drainage and Stormwater Management Design Guidelines" or appropriate setbacks as determined through detailed review at the time of a development application, whichever is greater. (Mod F (k))

5.3.2.2 GENERAL POLICIES

(a) An application for major development shall be accompanied by a stormwater management plan that demonstrates:

i) an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;

ii) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and

iii) through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized.

(b) Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:
i) encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;
ii) encouraging the implementation of innovative stormwater management measures;
iii) allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;
iv) supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and
v) support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls. *(Mod F (l))*

(c) In order to facilitate effective stormwater management, the City may pass by-laws, acquire lands, undertake public works or impose appropriate conditions for the preparation of a stormwater management plan for development proposals and draft plans of subdivision.

(d) The channelization of natural water courses is not encouraged and will be considered only in cases where this provides flood relief, erosion control, protects fisheries or constitutes environmental enhancement, as approved by the City in consultation with the Conservation Authorities.

(e) Stormwater management facilities for development proposals shall not be located on lands designated Environmental Protection or Open Space unless in accordance with provincial policy. Existing stormwater management facilities that are located on lands designated Environmental Protection or Open Space may be recognized in the implementing Zoning By-law.

(f) Where lands are under private ownership, reasonable access shall be provided to watercourses for maintenance purposes. The City shall seek to acquire lands through which a watercourse flows as a condition of development approval. *(Mod F (m))*

(g) The City shall endeavour to control flooding in all hazard lands and areas where erosion or bank instability is evident and shall seek to acquire such lands by dedication.

(h) The City shall continue to control watercourse areas to allow for maintenance operations and will require the dedication of such areas as a condition of development approval. *(Mod F (n))*

(i) Where, deemed necessary, existing stormwater ponds shall be retrofitted for quality and quantity controls in order to meet City standards and the requirements of provincial and watershed policy. *(Mod F (o))**
5.3.2.3 **DESIGN CRITERIA**

(a) New development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm.

(b) Stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and floodwater by incorporating best management practices in accordance with the City’s stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the Ministry of the Environment Planning and Design Manual and the policies of the Conservation Authorities.

i) This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment. *(Mod F (p))*

(c) Temporary ponding on flat roofs and the creation of green roofs will be encouraged in higher density residential, institutional, commercial and industrial developments. Parking lot detention storage areas may be considered in these types of developments.

(c) Development upon aquifers or lands having capacity for groundwater recharge will incorporate best management practices and be designed to:

i) minimize the reduction of groundwater recharge;

ii) maintain groundwater quality; and

iii) promote aquifer recharge by among other things means of runoff retention or detention ponds.
5.4 TRANSPORTATION

5.4.1 GOALS

(a) To provide a sustainable transportation system for the safe, efficient, and convenient, movement of people and goods including linkages to the overall Provincial and County transportation system. (Mod F (q)(i))

(b) To provide a transportation system that supports the maximum economic development of the City with minimum social, health and environmental impacts.

(c) To promote healthy communities, active living and energy efficiency; public transit, carpooling, all forms of active transportation, safe integration and connectivity between these various modes of transportation will be encouraged. Public transit would be a first priority for transportation infrastructure planning and major transportation investments where financially feasible. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

(d) To develop the Intensification Areas identified on Schedule I – Intensification Areas of this Plan at densities that are transit supportive and provide linkages to major transportation hubs and routes such as the major transit stations. (Mod F (q)(ii))

5.4.2 POLICIES

5.4.2.1 GENERAL POLICIES

(a) The road network existing and proposed is shown on Schedule D - Roads Plan and Schedule E – Road Widening Plan. (Mod F (r)) These maps, together with the following policies, will be the basis for the provision of roads and right-of-way widths within the City. Development proposals may be subject to conditions related to transportation improvement as outlined in the City’s Transportation Study, updates thereto and the Development Charges By-law.

(b) It is intended that the street system servicing the City will be developed in accordance with the pattern shown on Schedule D. As a condition of approval of applications for development under the Planning Act, the City will acquire road widenings in accordance with Schedule E.

(c) Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered. (Mod F (s))

(d) Due to the potential impact of road and utilities crossings on watercourses, such crossings will be avoided whenever possible. However, when necessary, every effort will be made to construct these
crossings at right angles to the watercourse and in such a manner as to accommodate Design Flood Frequencies recommended in the Master Drainage Plans or, in the absence of which, the recommendation of the latest City Drainage Policies; and minimize the impact on natural heritage features and functions.

(e) New development adjacent to rail corridors may, where feasible, be permitted subject to conditions relating to safety, visual and/or physical separation including noise attenuation, vibration reduction, berms, landscape buffers, fencing, and building setbacks. Developers shall consult with appropriate railway operators in determining these requirements in accordance with this Section and Section 4.2.2.4 (c).

(f) Any development in any land use designation located within the Ministry of Transportation Highway 400 permit control area will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry Guidelines.

(g) Approval of new industrial, commercial and institutional development; including new educational facilities, community facilities or new development within Industrial, Regional Centre, Community Centre and Institutional designations and other new high activity uses shall be subject to the provision of adequate transportation service for all modes of transportation including public transit, active transportation and vehicular modes. Such transportation services shall be designed for safe accessible routes and shall provide connectivity to existing and planned infrastructure for all modes of transportation.

5.4.2.2 ROAD CLASSIFICATION

(a) Provincial Highways fall under the jurisdiction of the Ministry of Transportation and include Highway 400. Any development adjacent to this highway shall require approval from the Ministry of Transportation.

(b) County Roads fall under the jurisdiction of the County of Simcoe and include County Roads 4, 27, 30, 40, 54, 90 and 93. Any development adjacent to a County Road may be subject to conditions imposed by the County of Simcoe.

(c) Arterial Roads are primarily traffic carrying facilities, providing through routes across and within the City. Development of property adjacent to Arterial Roads should be encouraged to design access onto the site which would minimize the impact on the adjacent Arterial Road. Such designs may include shared access points, controlled directional access and the use of access points onto Collector or Local Roads. Where driveways are provided on Arterial Roads six lanes or greater, access shall be restricted to right in and right out.
(d) Parkways are major facilities which can carry significant volumes of traffic but they have restricted access and special design considerations.

(e) Collector Roads carry traffic between the Arterial Roads and the Local Roads. Collector Roads, however, may also be used to service property. Collector Roads are designated as Major Collector and Minor Collector on Schedule D.

(f) Local Roads provide access to abutting lands and shall be designed to restrict major volumes of through traffic.

(g) Service Roads shall be located adjacent to and running parallel to Highways and Arterial Roads and shall be designed to function as Local Roads. Direct access to the abutting Highway or Arterial Roads shall be restricted. A landscaped boulevard shall be provided, where possible, between the Service Road and abutting major road. Reverse frontage control may be considered as an alternate means of development. (Mod F (t))

5.4.2.3 PUBLIC TRANSIT

(a) The City shall promote the use of existing and the development of new public transit routes, wherever possible to link communities in the interests of fiscal responsibility, energy conservation and environmental protection. (Mod F (u))

(b) High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.

(c) New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.

(d) Facilities that generate extensive use of public transit such as Major Institutional uses, senior citizen residences and Regional and Community Commercial Centres may be required to enhance public transit interface in the design of these facilities.

(e) The City recognizes that its public transit service must be accessible to people with disabilities pursuant to the Accessibility for Ontarians with Disabilities Act and will consider means to enhance such access in land use planning decisions. (Mod F (v))

(f) The City will provide for the efficient connection between the local transit system and the inter-regional transit systems such as GO Transit.

(g) Public transit services shall be expanded to support new development in the Downtown Barrie UGC and in designated Intensification Areas and in
doing so, assist in the creation of pedestrian friendly urban spaces. (Mod F (w))

5.4.2.4 ACTIVE TRANSPORTATION

(a) The City shall promote the use of bicycles, pedestrian movement and other modes of active transportation by developing a linked open space network as identified in Section 4.6 of this Plan. (Mod F (x))

(b) Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.

(c) An Active Transportation Plan shall be developed for the City and shall include the following elements:

i) Identification of an Active Transportation System on a map showing existing and proposed sidewalks, multi-use trails and connectivity to primary activity nodes outside of and within neighbourhoods and secondary plan areas.

ii) Policies, criteria and standards for new development to provide sidewalks and multi-use trails, dedication requirements to complete trail areas.

iii) Policies to provide safe, comfortable travel for pedestrians and cyclists within existing communities and new development areas. (Mod F (y))

iv) Design standards for and safety measures for new trails walkways; parking areas; and interfaces with public transit modes that reflect Ontario Provincial Standards and Accessibility Act requirements.

v) Requirements for new developments to plan for Active Transportation and transit accessibility at the time of development application.

vi) An implementation and phasing strategy.

5.4.2.5 FREIGHT RAIL

(a) The City shall protect the use of existing and the development of new freight rail corridors wherever possible to link industry in the interests of fiscal responsibility, economic development, public safety, and environmental protection.

(b) Industrial development shall be encouraged to locate adjacent to freight rail corridors in the interest of economic development and environmental protection.
(c) The City recognizes the need to maintain freight rail corridors and service to support local and regional national and international movement of goods and economic development.
5.5 WASTE MANAGEMENT FACILITY

5.5.1 GOALS

(a) To provide facilities for the clean, safe, economic and efficient disposal and/or recycling of waste.

(b) To provide for the safe and compatible development of lands adjacent to the Waste Management Facility.

(c) To ensure that the City is continually provided with landfill facilities for its residents by developing a comprehensive plan with integrated approaches to waste management, including reduction, reuse, recycling, composting, diversion and the disposal of residual waste. (Mod F (z))

5.5.2 POLICIES

5.5.2.1 GENERAL POLICIES

(a) In order to provide for a sensible, cost efficient method of managing local waste, the City shall pursue expanded waste reduction, re-use, compost and re-cycling programs. (Mod F (aa))

(b) A buffer strip of trees shall be maintained where possible around the perimeter of the site.

(c) The City shall endeavour to employ modern and cost effective methods of waste disposal to minimize odour, provide for proper venting, and control leachate.

(d) Proposed land uses adjacent to and in proximity to the Waste Management Facility should be assessed as to their compatibility with a landfill operation.

(e) Rehabilitation should occur shortly after completion of the landfill site to minimize erosion, odour and wind-borne litter and dust.

(f) Upon full rehabilitation of the landfill site, public open space, recreational or environmental protection uses will be permitted without amendment to this Plan. No other uses will be permitted.

(g) To recognize the need to take a fiscally responsible strategy to protect landfill sites as a valuable resource which require protection from encroachment of surrounding lands and buffering of adjacent lands.

(h) To locate and design waste management facilities in accordance with provincial legislation and standards. (Mod F (bb))
SECTION 6.0: IMPLEMENTATION
6.0 IMPLEMENTATION

6.1 GENERAL POLICIES

6.1.1 INTRODUCTION

(a) The goals and policies of this Plan and any amendments thereto shall be implemented through the powers conferred on the City by the Planning Act, the Municipal Act, and any other applicable Provincial statutes.

(b) Following the adoption of this Plan, a new Zoning By-law shall be enacted to establish land use zones and development standards that are consistent with the intent of this Plan.

(c) It is intended that the City will prepare a Capital Works Program in conformity with the policies of this Plan, in order to assess its immediate and long term requirements and plan its major expenditures within its financial resources and in accordance with the phasing policies of this Plan.

6.1.2 AMENDMENTS TO THE PLAN

(a) Amendments may be made to this Plan at any time in accordance with the Planning Act to revise it and/or incorporate new objectives, policies and specific designations. The City shall, not less frequently than every five years, revise the official plan as required to ensure that it conforms with provincial plans or does not conflict with them; has regard to matters of provincial interest; and is consistent with provincial policy statements. The City shall also revise the official plan if it contains policies dealing with areas of employment and the removal of land from areas of employment to ensure that those policies are confirmed or amended. (Mod G (a))

(b) In preparing and adopting all amendments to this Plan and any Secondary Plan, notice of all public meetings shall be given in accordance with the Planning Act and will include at least one of the following: by publication in local newspaper(s) and/or personal service or prepaid first class mail to every owner of land within 120 metres of the proposed amendment and, in addition thereto, through the posting of a notice sign on the property subject to the amendment in order to inform the public of the amendment.

(c) In addition to specific studies as referred to in Section 6.11 of this Plan, the City may specify requirements for special studies to be undertaken for Official Plan amendment applications, which shall be carried out at the applicant’s expense and such application shall include a fee to provide for peer review of the study by a suitably qualified expert. (Mod G (b))

(d) Upon completion of the shoreline management strategy as outlined in the LSPP, this Plan shall be amended to ensure it is consistent with the recommendations of the strategy.
(e) This Plan will be amended to ensure that it is consistent with the recommendations of the sub watershed evaluations prepared as a requirement of the LSPP. (Mod G (c))

6.1.3 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

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 determined 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 phrase 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. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

6.1.3.2 DEVELOPMENT COORDINATION

The city will plan the provision of municipal services in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City’s LRFP and Infrastructure Master Plan, to ensure services are available prior to occupancy. In particular, final development approvals shall only be 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. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

6.1.3.3 DEVELOPMENT AGREEMENTS (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

The City and/or the Committee of Adjustment may require, as a condition of approval that applicants enter into agreements as considered appropriate. Such agreements may be registered against the title of the subject lands and may take the form of a subdivision agreement, a site plan agreement or a development agreement. Items in an Agreement could include but are not limited to the following:
6.1.3.4 REQUIRED STUDIES (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

As a condition of any approval, a developer may be required to prepare studies relating to the proposed development. These studies shall include, but are not restricted to those identified in Section 6.11.

6.1.4 NON-CONFORMING USES

(a) Nothing in this Plan shall interfere with the continuation of a land use which is legally existing at the time of the passing of this Plan. In some instances, it may be desirable to permit the extension or enlargement of such a nonconforming use in order to avoid unnecessary hardship provided other aspects of the Plan can be satisfied, such as safe access, parking requirements and protection of the natural environment. However, any existing land use that does not conform to this Official Plan should cease to exist in the long term.

(b) Non-conforming uses located within Environmental Protection Areas, hazard lands, or environmentally sensitive areas shall be discouraged from extensions and expansions unless otherwise permitted by this Plan.

6.1.5 DENSITY CALCULATIONS

Density calculations relating to proposed development within the City shall not include lands designated as Environmental Protection Areas in this Plan. In designated Greenfield areas, the Growth Plan density target of 50 residents and jobs combined per hectare shall be calculated in accordance with Section 2.2.7.3 of the Growth Plan. (Mod G (e)) (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

6.1.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The following Crime Prevention through Environmental Design (CPTED) principles should be incorporated into building and site plan designs to enhance community safety:

(a) Natural Surveillance - is a design strategy that is directed at keeping intruders under observation through the placement of physical features, activities, and people in a way that maximizes visibility and fosters positive
social interactions amongst legitimate users of private and public spaces. Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. The proper placement and design of windows, lighting, and landscaping increase the visibility of a property and building. They include creating clear sightlines, through the combination of proper placement of low-lying shrubs and lighting designs.

(b) Natural Access Control - is a design strategy that is directed at decreasing crime opportunities by denying access to a crime target and creating a perception of risk of apprehension in offenders. Through the design strategies, clear boundaries are defined between public, semi-public, and private areas. These boundaries can also be established via signs, walls, fences, landscaping, and pavement treatments. Careful consideration should be given to the strategic placement of physical attributes so not to hinder the mobility of potential victims.

(c) Territorial Reinforcement - promotes definition of space and improved proprietary concern. Owners have vested interest and are more likely to challenge intruders or report them to the police. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. These tools create an increased sense of ownership and territory which would deter offenders from intruding properties. (OPA 53 By-law 2015-117)
6.2 LOT CREATION

6.2.1 CONSENT POLICIES

The intent and specific policies of this Official Plan and the implementing Zoning By-law shall guide the Committee of Adjustment when considering applications for the conveyance of land and granting of minor variances.

6.2.1.1 INFILL

(a) Infill shall be considered to be lot creation occurring between two existing residential lots on the same side of the road. The distance between the existing lot lines shall be approximately 150 metres or less.

(b) Severances, other than for infill purposes, shall be discouraged particularly in those areas of the City designated for Future Urban use.

(c) Notwithstanding the policies of Section 4.2.2.6 relating to Intensification, in order to maintain the integrity of established residential planning areas, the lot size, frontage, and configuration of both the parcel(s) to be severed and the parcel to be retained should be in keeping with existing, proposed and anticipated development in the area.

6.2.1.2 GENERAL CRITERIA

(a) Consents to sever may be granted for public uses or public utilities as permitted in accordance with the relevant policies of this Plan.

(b) The Committee of Adjustment may include, where necessary, as a condition of severance or minor variance, conditions deemed appropriate and in keeping with the intent of the Official Plan.

(c) Consents to sever may be granted on residential lots dependant on individual septic systems subject to a condition that connection will be made to the municipal sanitary system when available at the expense of the property owner. When such consents are granted, approval will be required from the City. In this instance the provisions of Section 4.2.2.4 (b) and 5.1.2.1 (e) shall also apply. (Mod G (f))

(d) Consents shall not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.

(e) Consents shall not be granted for land which is subject to flooding, erosion or other physical hazards when the intended use of the parcel is for the erection of a permanent building or structure. This policy does not apply in the case of buildings or structures used for the purposes of erosion or flood control.
(f) Severances in urbanized areas may be permitted, however development is encouraged to take place by registered plans of subdivision, particularly if one of the following apply:

i) where more than 10 building lots, including the retained parcel, would be created;

ii) where the extension of a public road or a new road allowance would be required; and

iii) where the extension of municipal water or sewer is required.

(g) Consents shall be discouraged in favour of development by means of a plan of subdivision if it is apparent that an application for a severance could be one of several similar applications from the original holding.

(h) The Committee of Adjustment shall require, where necessary, as a condition of severance, full road widening dedications from both the parcel to be severed and the parcel to be retained (note Schedule E).

(i) As a condition of consent, the Committee of Adjustment may require a development agreement pursuant to Section 6.1.3 of this Plan.

(j) The Committee of Adjustment shall require, where necessary, as a condition of severance, an application for a Tree Removal Permit for the parcel to be severed and the parcel to be retained.

6.2.2 PLANS OF SUBDIVISION

6.2.2.1 CRITERIA

(a) New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, sewage disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other community facilities.

(b) New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing complete communities while minimizing impacts on the City’s existing property tax base.

(c) New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that they do not adversely impact on the transportation system, the natural environment, or adjacent land uses. (Mod G (g))

(d) New plans of subdivision must be integrated with adjacent lands, subdivisions, and roads.
The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency (e.g., solar). (Mod G (h))

6.2.2.2 GENERAL POLICIES

(a) New plans of subdivision must indicate the proposed use for all lots, blocks and parcels within the subdivision.

(b) The City may require a subdivider of land to enter into one or more agreements to ensure the provision of the required works and facilities as well as maintenance thereof. Subdivision agreements shall be registered against the title of land to which they apply.

(c) Approval of draft plans of subdivision may include provisions which require a subdivider to satisfy certain conditions prior to final approval and registration of the plan of subdivision. The developer will be required to satisfy these conditions within a specified time period, following which the draft plan approval will lapse if the conditions are not satisfied.

(d) Developers may be required to prepare studies relating to the proposed plan of subdivision in accordance with Section 6.11.

(e) The City shall ensure that the following measures are incorporated into subdivision agreements:

   i) keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;
   ii) removal of vegetation shall not occur more than 30 days prior to grading or construction;
   iii) put in place structures to control and convey runoff;
   iv) minimize sediment that is eroded offsite during construction;
   v) seed exposed soils once construction is complete and seasonal conditions permit; and
   vi) ensure erosion and sediment controls are implemented effectively. (Mod G (i))
6.3 SITE PLAN CONTROL

6.3.1 GOALS

Site Plan Control shall be employed to achieve the following objectives:

(a) To ensure that the massing, location, and exterior design of development is of high quality and generally compatible with adjacent uses and the natural environment;

(b) To ensure an efficient pedestrian and vehicular flow;

(c) To ensure the provision of sustainable, transit-supportive and pedestrian-oriented design elements; (Mod G (j)(i))

(d) To ensure the appropriate grading or alteration in elevation or contour of the land and provision for the disposal of storm or surface water;

(e) To ensure storage facilities, loading facilities, garbage disposal areas, parking areas and driveways are provided in an appropriate manner so as not to impede traffic flow, endanger pedestrians and to facilitate a positive visual effect; (Mod G (j)(ii))

(f) To ensure the appropriate use of lighting, walls, fences, hedges, trees, shrubs or other ground cover or facilities for the landscaping of areas to enhance land use compatibility and facilitate a safe and visually pleasing environment;

(g) To ensure the conveyance of road widenings and easements required by the City or a public utility;

(h) To ensure the provision and appropriate design of servicing;

(i) To achieve an aesthetically pleasing urban environment through the implementation of Urban Design Guidelines;

(j) To address exterior design elements of buildings including, but not limited to character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, sustainable exterior design of buildings, sustainable design elements on any adjoining boulevards/municipal right-of-ways;

(k) To address the provision of interior walkways, stairs, elevators, and escalators to which members of the public have access from streets, open spaces, and interior walkways in adjacent buildings, and to do so in a barrier free manner;

(l) To ensure development of sustainable design elements on any adjoining highway under the City's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover,
permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities; and

(m) To ensure that facilities are designed to have regard for persons with disabilities.

6.3.2 POLICIES

6.3.2.1 CRITERIA

(a) All lands within the City of Barrie are designated as potential site plan control areas.

(b) The City may, by by-law, designate any or all areas within any land use designation as a site plan control area.

(c) In general, minor additions, alterations or renovations to existing buildings or structures may not be subject to site plan control.

(d) Properties subject to Site Plan Control shall be reviewed by the City in accordance with the City’s Site Plan Application and Urban Design Manuals and any other applicable design guidelines.

6.3.2.2 GENERAL POLICIES

(a) The City may require, as a condition of site plan control, road widenings, day-lighting triangles and Environmental Protection Area (EP) dedications. (Mod G (k)) The location and extent of such widenings are described on Schedule E.

(b) As a prerequisite or as a condition of approval of site plans, the City may require developers to provide sufficient information pertaining to any or all the items relating to the development of a site including but not limited to traffic, noise, pedestrian accessibility, functional servicing and environmental, tree preservation and shadow studies, and exterior design elements including but not limited to character, scale, appearance, massing, design features, roof pitch design, building materials, and screening of mechanical and electrical equipment.

(c) The City may require a developer of land subject to site plan control to enter into one or more agreements to ensure the provision of the required works and facilities as well as maintenance thereof. Site plan agreements shall be registered against the title of land to which they apply.

(d) Where a site plan control by-law is in effect, approval of site plans shall be required in accordance with City Policy prior to the issuance of a building permit.
(e) The City shall ensure that the following measures are incorporated into site plan agreements:

i) keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;

ii) removal of vegetation shall not occur more than 30 days prior to grading or construction;

iii) put in place structures to control and convey runoff;

iv) minimize sediment that is eroded offsite during construction;

v) seed exposed soils once construction is complete and seasonal conditions permit; and

vi) ensure erosion and sediment controls are implemented effectively.

(Mod G (I))
6.4 PARKLAND DEDICATION REQUIREMENTS

(a) As a condition of development of land for residential or institutional purposes, the City may require the conveyance of land for park purposes or the equivalent cash-in-lieu in accordance with the provisions of the Planning Act and the following criteria or combination thereof:

i) development of densities of less than fifteen units per net hectare will require up to a five percent land dedication.

ii) development of densities greater than fifteen units per net hectare will require a dedication of up to one hectare per 300 units.

(b) As a condition of development in the Industrial or Commercial land use designations, the City may require up to two percent land dedication for park purposes or the equivalent cash-in-lieu in accordance with the provisions of the Planning Act.

(c) Parkland dedications as required under the Planning Act shall not include hazard lands, conservation areas or environmentally significant or sensitive areas, or requisite environmental buffer areas. Lands utilized for drainage purposes or stormwater management are not acceptable as part of the parkland dedication.

(d) Hazard lands, conservation areas or environmentally sensitive areas may be deeded to the City and may be considered as part of the additional parkland referred to in Section 4.6.2.3(b) required beyond the standard parkland dedication under the Planning Act.

(e) In calculating a parkland requirement where the Owner is prepared to dedicate Environmental Protection lands to the City, only lands considered suitable for development shall be included in calculating the amount of parkland on the basis of the City’s parkland formula.

(f) Parkland dedication requirements pursuant to the Planning Act will be utilized wherever necessary and feasible for the conservation of significant cultural heritage resources.
6.5 URBAN DESIGN GUIDELINES

6.5.1 GOALS

(a) To provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.

(b) To initiate an overall visual improvement program for the Planning Areas with emphasis on the Defined Policy Areas and major entrances to the City through public works programs incorporating such matters as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development. (Mod G (m))

(c) To provide guidelines for environmentally sensitive development or redevelopment proposals that minimize disruption to significant natural heritage features and utilize existing vegetation where possible.

6.5.2 POLICIES

6.5.2.1 GENERAL POLICIES

(a) Specific Urban Design policies may be established through the secondary planning process or Community Improvement Plans. In addition, the City may establish Defined Policy Areas that contain policies relating to Urban Design. The location of Defined Policy Areas is shown on Schedule C. (Mod G (n))

(b) It is intended that the urban design objectives of the City will be achieved through co-operation with developers, landowners and residents.

6.5.2.2 GENERAL DESIGN GUIDELINES

(a) BUILDING AND SITING

i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

ii) The design of a building’s roof should screen mechanical equipment from public view and contribute to an attractive streetscape.

iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

iv) Cultural heritage resources and cultural facilities shall be conserved pursuant to the City’s Heritage Strategy. (Mod G (o))
v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.

vii) Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.

(b) PARKING AREAS

i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.

ii) Adequate disability parking spaces will be provided where required.

iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.

iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

(c) LANDSCAPING

i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

ii) Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.

iii) No Environmental Protection Area should be included in the minimum landscaping standard.

iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.
(d) ENVIRONMENTAL FEATURES

i) Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.

ii) All contiguous woodlands greater than 0.2 hectares are protected by the City’s Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.

iii) The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system. (Mod G (r)(i))

iv) Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.

v) Development adjacent to an Environmental Protection Area should be designed to incorporate the Area’s natural features and provide for their long term protection, subject to the results of an Environmental Impact Study that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development. (Mod G (r)(ii))

vi) The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.

vii) Where existing trees have been substantially removed and land stripping and/or the removal of topsoil has occurred prior to an application for development or during the process of obtaining approval for any development of a site, Council may impose conditions of such approval in accordance with the intent of the City’s tree cutting by-law.

(e) SIGNAGE

i) Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.
(f) UTILITIES

i) Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

(g) ENERGY EFFICIENT URBAN DESIGN

i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, “green” roofs, and other methods.

ii) In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.

iii) The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.

iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

6.5.2.3 CITY CENTRE GUIDELINES

(a) In addition to the General Design Guidelines of Section 6.5.2.2, development and redevelopment within the City Centre will be guided by recommendations of the Next Wave Revitalization Plan, the Downtown Commercial Master Plan, the applicable sections of the Waterfront Open Space Master Plan and Urban Design Studies to be prepared for the Downtown.

(b) New development shall be of high quality design to maintain and enhance the Downtown’s image as an enjoyable, safe, accessible, pedestrian-oriented place, and designed and built to complement pedestrian activity and historical attributes.

(c) Buildings and public areas shall be designed to consider pedestrian scale, comfort, safety and access.

(d) Development proposals shall take into consideration protection of view sheds to the lake from prominent landmarks, gateways and public
spaces within the City Centre and similarly shall consider protecting views of the City skyline and views to important landmarks and public spaces in the City Centre, so as to enhance visual connectivity to the City Centre when viewed from the bay and waterfront open space area.

(e) New development shall connect the Downtown to the waterfront and create an attractive urban presence along the waterfront.

(f) The construction of new buildings compatible with heritage structures shall be encouraged to blend new development with existing streetscapes and add to the area’s character.

(g) Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the Downtown and the waterfront in a consistent manner.

(h) The City will promote pedestrian orientation through the development of open space systems that incorporate bicycle and barrier-free walking paths linking the downtown to the waterfront.

(i) The City will attempt to enhance streetscape aesthetics by addressing sign size, lighting, lettering and placement.

(j) New development shall be encouraged to locate all utilities underground, where feasible, or in locations that do not visually detract from the Downtown.

(k) Site-specific urban design studies may be required as part of a development proposal to investigate and recommend a design for compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.
6.6 TALL BUILDINGS AND HEIGHT CONTROL
(OPA No. 35, By-law 2013-175)

6.6.1 CRITERIA

The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height.

6.6.2 LOCATION

Policies found within Section 6.6 are applicable across the entire City, but it is anticipated that the majority of this type of development will occur within the Urban Growth Centre and in the Intensification Nodes & Corridors as identified on Schedule I. As such, a number of the following policies have greater applicability in the Urban Growth Centre or Intensification Areas than in other parts of the City. However, all policies will be considered when reviewing applications to increase height or site plan applications proposing buildings in excess of three (3) storeys.

6.6.3 GENERAL POLICIES

(a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.

(b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

(c) Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.

(d) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.
(e) Tall buildings directly contribute to the look and feel of the City’s architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

6.6.4 POLICIES

(a) BUILDING SHADOWING

i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.

ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.

(b) VIEWS AND ACCESS TO KEMPENFELT BAY

i) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.

ii) Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.

iii) Buildings adjacent to Kempenfelt Bay will also be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails, and may include the requirement for pedestrian access through development proposals.
(c) MICROCLIMATIC IMPACTS

i) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.

ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

(d) STREET LEVEL ACTIVITY

i) The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.

ii) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.

iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.

(e) LOCAL AREA COMPATIBILITY

i) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of
surrounding areas, particularly in areas of transition such as the intensification corridors.

(f) **VIEWS OF THE ALGONQUIN RIDGE LINE, LANDMARKS, AND LOOKOUTS**

i) All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.

ii) For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.

6.6.5 **HEIGHT CONTROL**

Those areas which are designated as areas subject to height control on Schedule C of this Plan will be governed by the height provisions of the Zoning By-law.

6.6.6 **TALL BUILDING APPLICATION SUBMISSION REQUIREMENTS**

   (a) The City may require the following to accompany any Zoning By-law Amendment or Site Plan applications for tall buildings: *(Mod G (w))*

   i) A **BLOCK PLAN** defined as the block on which the proposed development is to be built. The Block Plan shall have regard for: servicing, grading and drainage; land use; building form and massing (including shadow, and noise analysis and may have regard for wind analysis); traffic circulation; parking/loading; ingress/egress; through-block pedestrian connections at grade and above grade; public spaces with facilities; visual enhancement of existing views, and street and internal landscaping (including lighting, planting, furniture and surface treatments).

   ii) A **CONTEXT PLAN** defined as including all adjacent blocks to the site such that the plan can have sufficient regard to traffic circulation, pedestrian connections, open space linkages, view corridors, shadow/wind/noise impacts, and land use compatibility.

   iii) A **SHADOW IMPACT STUDY** demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.

   iv) A **MICROCLIMATIC IMPACT REPORT** may be required wherever there is potential for adverse microclimatic impacts on the local
pedestrian environment. The report will determine the severity of these micoclimatic impacts, and will identify measures to be taken to mitigate them.
6.7 HOLDING PROVISIONS

6.7.1 PURPOSE

(a) The City may utilize the Holding Provisions of this Plan in accordance with the Planning Act where the specific use of land has been identified but where the details of the development of such lands have not yet been fully resolved. The Holding symbol, H, may be utilized in conjunction with any land use designation, to specify the use to which lands, buildings or structures may be put at such time as the Holding symbol is removed by by-law.

(b) Until such time as the Holding symbol is removed, the by-law may permit an interim use. The interim use may include an existing use or another use which will not jeopardize the ultimate intended use. Any regulations applying to the lands during the period of the Holding Provision is in place may also be set out in the by-law.

6.7.2 CRITERIA

(a) Any land within the City, whether developed or undeveloped, may be subject to Holding Provisions.

(b) A Holding Provision may be applied when the City has determined the specific land use for an area or parcel of land, but has determined that development of the lands for the intended use is premature until certain appropriate requirements and/or conditions are fulfilled. Such requirements and conditions may include, but shall not be limited to, the following:

i) Provision of adequate water, sewer and other services as required for the proposed development.

ii) Appropriate phasing of the development.

iii) Completion of specific studies related to traffic, drainage and/or environmental issues, urban design, or an archaeological study.

iv) Entering into a Subdivider’s or Site Plan Agreement or Cost Sharing Agreement.

(c) A by-law to remove the Holding Provisions may be passed only when the City is satisfied that the reasons for the use of the Holding symbol no longer apply and/or have been met.

(d) Notwithstanding the generality of the foregoing, in an area intended to be developed by means of plans of subdivision, the Holding symbol may be removed only after the owner has entered into a subdivision agreement with the City.
(e) When lot creation occurs through the consent procedures of this Plan, the Holding Provisions may be removed when the developer has satisfied all of the conditions of approval including any requirements to enter into development agreements.
6.8 HEIGHT AND DENSITY BONUSING (OPA No. 043, By-law 2015-051)

(a) Upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the Planning Act provided that:

i) The development constitutes good planning and is consistent with the goals, objectives and policies of this Plan;

ii) The community benefit provided bears a reasonable planning relationship to the increase in the height and/or density of the proposed development including having an appropriate geographic relationship to the development; and

iii) Adequate infrastructure exists or will be provided by the developer to support the proposed development.

(b) Without limiting the authority of the foregoing, the City will seek to secure any of the following community benefits above and beyond those that would otherwise be provided under the provisions of the Planning Act (including parkland dedication and cash-in-lieu of parking) or the Development Charges Act or any other statute.

The community benefits that may be secured include, but are not limited to, the following:

- Provision of affordable housing units;
- Community facilities/services;
- Arts and cultural facilities;
- Public art;
- Parks facilities and equipment;
- Protection of cultural heritage resources;
- Public access to facilities;
- Streetscape improvements on the public boulevard not abutting the site;
- Local improvements to transit facilities including pedestrian connections to transit facilities;
- Amenities for active transportation such as pedestrian or cycling facilities;
- Land for other municipal purposes;
- Preservation and enhancement of the Natural Heritage System;
- Enhanced on-site tree planting or landscaping;
- Public parking facilities (at-grade and/or structures);
- Local improvements identified through Community Improvement Plans;
- Sustainable energy works and facilities; and
• Any public work, initiative or matter in compliance with this Plan.

(c) Development proposals in the R1, R2, R3, R4 and RM1 zones are not subject to this section of the Plan. Non-Profit housing proposals are also not subject to this requirement.

(d) Where community benefits are to be provided in return for increased height and/or density pursuant to Section 37 of the Act, these benefits will be set out in the zoning by-law amendments along with the increased height and/or density.

(e) Where community benefits are to be provided, they may be secured by letter of credit and/or in one or more agreements, which may be registered on title to the lands.
6.9  TEMPORARY USE POLICIES

6.9.1  PURPOSE

The City shall authorize the temporary use of land, buildings or structures where it is considered to be positive in nature and of minimal impact to the surrounding area.

6.9.2  CRITERIA

(a) The City may pass a by-law to authorize the temporary use of land, buildings or structures for any purpose set out in the by-law that might otherwise be prohibited. Such a by-law must describe the area affected and set an expiry date for the by-law of no more than three years after the passing thereof.

(b) The City may pass subsequent by-laws granting extensions of up to three years, however, once the by-law has lapsed, the use permitted by the by-law must cease and any use which continues will be viewed as an illegal use in regard to the City's Comprehensive Zoning By-law.

(c) Notwithstanding the other policies contained in this Plan, temporary use by-laws may be passed provided the following requirements which are relevant to the specific application are fulfilled:

i) That the proposed development must be consistent with the temporary nature of the proposal;

ii) That the proposed use will be compatible with adjacent uses;

iii) That the size of the parcel of land or building to be used is appropriate for the proposed use;

iv) That services such as water, sewage disposal, roads are sufficient;

v) That items such as noise, fumes, smoke, dust, odours, lighting and traffic generating capacity be considered to ensure that the impact of any such use will not be detrimental in regard to adjacent uses or the wider community;

vi) Where necessary, neighbouring uses will be protected by the provision of areas for landscaping, buffering or screening; appropriate setbacks for buildings, structures or uses; devices and measures to reduce nuisances; regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs; and

vii) That the by-law establish suitable regulations in regard to setbacks, lot coverage, parking and other such matters as may be required either through the text of the by-law or by reference to the Zoning By-law.
6.10 INTERIM CONTROL BY-LAWS

(a) By-laws may be passed by the City to direct the conduct of a review or study in respect of land use planning policies in the municipality or in any defined area or areas thereof in accordance with the Interim control by-law provisions of the Planning Act.

(b) The duration of such by-laws shall not exceed one year; however, the by-law may be amended to increase the time up to one additional year. (Mod G (x))
6.11 REQUIRED STUDIES IN SUPPORT OF DEVELOPMENT APPLICATIONS

In order for a development application to be considered complete in accordance with Sections 22, 34, 41, 51 or 53 of the Planning Act, the City of Barrie may require the following reports or studies be prepared to the City’s satisfaction:

(a) Needs/planning justification report except for applications for new aggregate operations
(b) Functional servicing report
(c) Stormwater management report
(d) Environmental evaluation study
(e) Environmental impact study
(f) Environmental assessment study
(g) Traffic impact study
(h) Hydrogeological/hydrology study
(i) Agricultural assessment
(j) Fisheries impact study
(k) Archaeological study
(l) Heritage reports
   - Architectural/Cultural Heritage Report
   - Neighbourhood Heritage Character Impact Evaluation
(m) Affordable housing report
(n) Urban design report
(o) Aggregate potential assessment and/or Aggregate license compatibility assessment
(p) Wellhead protection area – risk assessment report
(q) Hazards lands/slope and soil stability report
(r) Tree preservation plan/inventory
(s) Noise/vibration impact analysis
(t) Odour/dust/nuisance impact analysis
(u) Illumination study
(v) Shadow/shading study
(w) Wind study
(x) Market study
(y) Fiscal evaluation and staging of development, including analysis of municipal revenues and expenditures
(z) Digital plan according to City specifications
(aa) Energy conservation and efficiency evaluation
(bb) Coastal engineering studies along the Lake Simcoe shoreline
(cc) Heritage impact assessment
(dd) Marine archaeological assessment
(ee) Source Water Information Form (OPA24 By-law 2014-046)
(ff) Threats and Issues Assessment – Water Quality Study (OPA24 By-law 2014-046)
The requirement to prepare studies in accordance with this policy shall be satisfied when the relevant studies are submitted to the City, addressing all matter 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. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)

The need for any or all of the studies listed from (a) to (ff) shall be determined by the City of Barrie following consultation between the City and the applicant. (Mod G (y))

Studies, reports, and plans in support of an application are to be submitted in digital and paper formats in quantities determined by the City.

6.11.1 OTHER IMPLEMENTATION MEASURES

The City may pass other by-laws from time to time to implement and supplement the goals and objectives of this Plan. Such by-laws may include but are not limited to tree-preservation by-laws, pesticide use by-laws, animal control by-laws, fencing by-laws, drainage by-laws, emissions by-laws, change of use by-laws, sewer use by-laws, or by-laws, to control the application, handling, storage or use of pathogens, chemicals and dense non-aqueous phase liquids that may constitute a threat to municipal drinking water. (OPA 24, By-law 2013-185)
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. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)
SECTION 7.0: INTERPRETATION
7.0 INTERPRETATION

(a) This document has been prepared as a policy guide for the long range planning of the City. The text represents broad concepts and the land use designations shown on the Schedules of this Plan represent relationships rather than strict and absolute conditions. Accordingly, unless specifically provided for in the text of the Plan, and so long as the overall intent is maintained;

i) land use designations shall be considered as representing predominant land uses and shall not preclude small pockets of other land uses consistent with the pertinent policies of this Plan;

ii) boundary lines unless coinciding with specific major features such as roads, watercourses or railways, shall be construed as representing relationships between land uses, not exact geographic locations;

iii) where new information becomes available through floodplain mapping, Natural Heritage mapping, or as a result of more detailed Environmental Evaluation Study (EES) or Environmental Impact Study (EIS), the most up to date Environmental Protection Area mapping shall take precedence in considering development applications. Under these circumstances, mapping or development limits may be amended without amendment to the Official Plan;

iv) numbers and quantities, with the exception of population and employment growth targets, and intensification and density targets set by the Growth Plan, shall generally be considered as approximate rather than absolute. (Mod H (a)(i)) However, consideration shall be given to the intent of the policy in which the number or quantity is quoted and it shall be determined that the intent is not compromised before any variance is granted from the number or quantity; and,

v) uses quoted under definitions in each of the land use categories should not be considered all inclusive. They are intended to illustrate the general intent of the policy.

(b) Indication of municipal services or facilities in this Plan shall not be construed as a commitment by the City to construct or provide such services within a certain time frame. Rather such commitments shall be subject to the decisions of Council in its annual capital budget considerations.

(c) All references to Provincial statutes are based on the most current R.S.O. and include all applicable Regulations.

(d) If a term is not defined in the text of this Plan then the definition found in the PPS, Growth Plan and LSPP shall apply. Unless otherwise stated,
for the purposes of this Plan, the term “development” shall be construed to include “re-development”. (Mod H (b))
SECTION 8.0: SALEM SECONDARY PLAN
(2010 Annexed Lands West)
8.0 SALEM SECONDARY PLAN

8.1 INTRODUCTION

8.1.1 PURPOSE OF THE SECONDARY PLAN

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

8.1.2 LOCATION

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

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

8.1.3 FORMAT OF THE SECONDARY PLAN

The Secondary Plan text consists of the following sections:

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

The Plan also includes the following schedules:

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

8.2.1 PURPOSE

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

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

8.2.2 VISION

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

8.2.3 PLANNING PRINCIPLES

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

(a) That the City of Barrie continues to apply the principle that growth pays for growth to the greatest extent possible within the law.

(b) That municipal services, like parks, fire services, streets, water, and wastewater, be built at the same time or in advance of the issuance of occupancy permits.

(c) That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling, and sustainable community planning.
(d) That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including “corner stores” and/or local commercial areas.

(e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, and pedestrian-friendly street design (buildings close to street, tree-lined streets, on-street parking, hidden parking lots, garages in rear lane, narrow, and slow speed streets).

(f) That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.

(g) That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.

(h) That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.

(i) That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.

(j) That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents, and minimizes out-commuting.

8.2.4 COMMUNITY STRUCTURE

8.2.4.1 COMMUNITY STRUCTURE PLAN

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

8.2.4.2 NATURAL HERITAGE SYSTEM

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

8.2.4.3 INDUSTRIAL/BUSINESS PARK AREA

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

8.2.4.4 MIXED USE NODES AND CORRIDORS

The Mixed Use Nodes and Corridors are the most urban component of the Salem Secondary Plan Area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses. Mixed use development is encouraged, but development may also occur in single purpose buildings. The primary focus of this form of development is along Essa Road. Two other areas are identified on McKay Road. These act as focal points for several residential neighbourhoods. They will be predominately medium and high density residential in character, however, a range of other uses will also be permitted including retail and service commercial use, live-work and institutional uses. Provision for retail and service commercial uses shall be encouraged on the ground floor of residential, office or institutional buildings.

8.2.4.5 RESIDENTIAL AREA

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

8.2.4.6 SPECIAL RURAL AREA AND OPEN SPACE AREA

The Special Rural Area and Open Space Area include lands outside the lands planned for development to 2031 and the natural heritage system. The Special Rural Area will continue to be used for rural land uses as permitted by the Zoning By-law including agriculture, existing aggregate operations and other existing land uses, until such time as urban expansion is justified as part of a municipal comprehensive review in accordance with the policies of Section 3.1.2.4 of the Official Plan. The Open Space Area will continue to be used as a golf course in
accordance with the policies of Section 8.5.16 of this Secondary Plan. (OMB PL140770–772 Minutes of Settlement, May 27, 2016, Schedule A).

8.2.4.7 TRANSPORTATION SYSTEM

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

8.2.5 PLANNING PERIOD

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

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

8.2.6 POPULATION

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

8.2.7 EMPLOYMENT

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

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

8.2.9  HOUSING

8.2.9.1 HOUSING MIX TARGET

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

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

8.2.9.2 AFFORDABLE/SPECIAL NEEDS HOUSING

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

8.3.1 PURPOSE

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

8.3.2 NATURAL HERITAGE SYSTEM COMPONENTS

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

8.3.2.1 Natural Core Area

(a) The Natural Core Area designation on Schedule 8B includes important natural heritage, hydrological and hydrogeological features or groupings of such features, including key natural heritage features and key hydrologic features, together with required buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within an urban context. The key natural heritage features in the Natural Core Areas include significant habitat of endangered species, threatened species, and special concern species, fish habitat, wetlands, significant valleylands, significant woodlands, significant wildlife habitat, sand barrens, and savannahs. The key hydrologic features included in the Natural Core Areas include permanent and intermittent streams, seepage areas, springs, and wetlands.

(b) A core area approach focuses on protecting not only the features, but their ecological functions as well. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site specific factors. The factors are based on both features and functions and the boundaries include a 30 metre buffer from the edge of the wetlands and watercourses within the Natural Core Areas, a 30 metre buffer from the dripline of significant woodland features in the Lake Simcoe watershed, a 10 metre buffer from the dripline of woodland features in the
Nottawasaga River watershed, and a 5 metre buffer where the boundary of the Natural Core Area is an existing meadow or thicket.

(c) The general ecological principles considered included:

i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species;

ii) Size – Sufficient size to protect interior habitat;

iii) Contiguity – Designed to create contiguous units;

iv) Connectivity – The unit can be linked to other units;

v) Significance – The areas support significant species or habitats; and,

vi) Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

8.3.2.2 Natural Linkage Area

(a) The primary function of the Natural Linkage Area designation on Schedule 8B is to connect two or more Natural Core Areas, or to connect a Natural Core Area to habitats outside the Salem Secondary Plan Area. Linkages are important for a variety of plants and wildlife, facilitating daily and seasonal movements, as well as gene flow. In most cases, the Natural Linkage Areas also provide available habitat.

(b) The Natural Linkage Areas are primarily associated with stream corridors that connect two or more Natural Core Areas. In order to sustain potential movement between the Natural Core Areas, a minimum linkage width of 100 metres was established. In addition, a number of linkage-specific criteria reflecting site-specific characteristics formed the basis for the establishment of the Natural Linkage Area designation which is generally 100 metres in width or greater as designated on Schedule 8B.

8.3.2.3 High Constraint Stream Corridor Area

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

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

(b) Where a Medium Constraint Stream Corridor Area in a Natural Linkage Area designation is relocated, the land use designation on the abutting lands on Schedule 8C, Land Use Plan, shall apply to the lands from which the Corridor and Natural Linkage Area designation is relocated.

8.3.2.5 Low Constraint Stream Corridor Area

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

(b) Where a Low Constraint Stream Corridor Area in a Natural Linkage Area designation is relocated or removed, the land use designation on the abutting lands on Schedule 8C, Land Use Plan, shall apply to the lands from which the Corridor and Natural Linkage Area designation is relocated.
8.3.3 NATURAL HERITAGE SYSTEM BOUNDARIES

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

(a) The boundaries of the Natural Core Area, Natural Linkage Area and High Constraint Stream Corridor Area designations on Schedule 8B, Natural Heritage System shall be maintained generally in accordance with the designations on Schedule 8B.

(b) Minor modifications may be considered to the boundaries of these designations when the boundary is surveyed as part of the development review process to reflect differences in scale and level of detail. However, such minor modifications shall not negatively impact the Natural Heritage System as determined by the City, in consultation with the applicable Conservation Authority, nor shall such minor modifications result in any significant decrease or increase in the size of the Natural Heritage System. Further, any minor modification which might result in a change to the boundary of a Provincially Significant Wetland shall require approval of the Ministry of Natural Resources based on the submission of studies required by that Ministry.

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

(a) The location and boundaries of the Medium Constraint Stream Corridor Area designations in Natural Core Areas shall be maintained generally in accordance with the designations on Schedule 8B. Minor modifications may be considered in accordance with the provisions of Section 8.3.3.1 (b).

(b) The location and boundaries of the High (S), Medium and Low Constraint Stream Corridor Area designations outside of Natural Cores on Schedule 8B shall be determined in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations during the preparation of a Subwatershed Impact Study required by Section 8.7.2 of this Plan. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

8.3.4 Permitted Uses, Buildings, and Structures

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

(a) forest, fish and wildlife management;
Section 8.3.5  Infrastructure

(a) Streets and related utilities, with the exception of any provincial infrastructure facilities, located in the Natural Heritage System shall:
i) use non-standard cross-sections designed to minimize impacts on the natural environment and be kept to the minimum width possible;

ii) generally only cross the Natural Heritage System in the general areas of the street designations on Schedules 8C and 8D1 and 8D2 or, as defined through an Environmental Assessment, including a Class Environmental Assessment, using low impact construction methods such as tunneling/directional drilling for underground services;

iii) be designed to minimize grading;

iv) be located outside key natural heritage and key hydrologic features to the maximum extent possible;

v) provide for the safe movement of wildlife in the design and construction of the street as much as feasible; and,

vi) be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area to the maximum extent possible, or as defined through an Environmental Assessment, including a Class Environmental Assessment, and shall use low impact construction methods such as tunneling/directional drilling for underground services.

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

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

8.3.6.1 Location

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

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

(b) outside any High or Medium Constraint Stream Corridor Areas with the exception of any related buffer; and,

(c) in Natural Linkage Areas as designated conceptually on Schedule 20B, provided that the facility does not occupy more than 50 percent of the width of the Natural Linkage Area. Notwithstanding the foregoing, facilities are to be located outside the floodline, meanderbelt allowance, erosion/access allowance and any confined valley and there shall be no loss of flood storage or conveyance.

Further, retrofits of existing stormwater management works (i.e. improving the provision of stormwater services to existing development in the watershed where no feasible alternative exists) shall be permitted, but notwithstanding the foregoing, no new stormwater management facility shall be permitted in the Lake Simcoe Watershed in any key natural heritage feature, key natural hydrologic feature or related vegetation protection zone.

8.3.6.2 Design

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

(a) be naturalized and unfenced, except where the facility abuts private property;

(b) be as small as feasible;

(c) have the minimum required access for maintenance; and,

(d) incorporate natural self-sustaining vegetation.
8.3.7  **LAKE SIMCOE WATERSHED**

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

(a) Development in or adjacent to a permanent or intermittent streams shall be subject to the LSPP policies 6.8-DP to 6.11-DP inclusive;

(b) the Natural Heritage System incorporates the key natural heritage features and key hydrologic features which shall be protected in accordance with the applicable policies of this Plan, in particular Section 8.3.2; and,

(c) an application for major development as defined by the LSPP within a significant groundwater recharge area subject to LSPP policies 6.36-DP and 6.4-DP.

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

8.3.8  **NATURAL HERITAGE SYSTEM SECUREMENT**

8.3.8.1  **Ownership**

The designation of lands as part of the Natural Heritage System does not imply that the lands will be purchased by the City or a public agency or that they are free or open to the public. Notwithstanding the foregoing, the City recognizes that public securement of the lands in the Natural Heritage System will provide opportunities for enhanced management of the System. The City shall investigate all options for the securement of the lands in the Natural Heritage System. Once lands are in public ownership, the City will maintain the lands in public ownership to protect the System.

8.3.8.2  **Parkland Dedication**

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

(a) The lands can be used without impact on the environmental quality and function for some passive open space/recreational use such as a trail use or interpretative display; and,

(b) The City is satisfied that sufficient land has been dedicated, or cash-in-lieu provided, to satisfy the City’s requirements for active parkland for development.
8.3.9 FLOODPLAIN MANAGEMENT, EROSION, HAZARDOUS SITES AND FILL CONTROL

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

8.3.10 SURFACE WATER AND GROUND WATER PROTECTION

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

8.4.1 PURPOSE

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

8.4.2 COMMUNITY FORM

(a) The Salem Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a complete community and sustainable development through the efficient use of land and infrastructure including such features as the Natural Heritage System; the land use arrangement including mixed use nodes and corridors, provision of live-work opportunities and a mix of housing and employment opportunities; a modified grid street system which enhances the opportunity to provide transit and active transportation facilities; neighbourhoods with parks and schools as their focal points within a five minute walk of most residents; and measures designed to maintain the natural hydrologic cycle and function of the watersheds and protect ground and surface water quantity and quality. Schedule 8A, Community Structure illustrates this conceptual design, together with Schedule 8C, Land Use Plan and Schedule 8D1, Transportation Plan.

(b) The Salem Master Plan in Appendix 8B is intended to illustrate graphically the design of the Salem Secondary Plan Area and how the policies and Schedules of the Plan are to be implemented.

(c) Prior to the commencement of any phase of development in accordance with the phasing policies of Section 8.7.3.2, or a specific neighbourhood within a phase, or a sub-area of a General Industrial or Highway 400 Industrial/Business Park Area, the City shall determine, after consultation with all affected landowners in the general area to which the Application or Applications apply, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 8B. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

(d) The City shall require the preparation of an area design plan for one or more of the areas identified in subsection (c), to the satisfaction of the City, prior to draft plan approval or approval of other development plans in a specific area identified in subsection (c), where:
i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 8B; and/or,

ii) the City, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between the landowner’s plans.

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

i) modifications to, or relocations of, portions of the street or trail pattern;

ii) modifications to Medium and Low Constraint Stream Corridors;

iii) relocation of public facilities and parks;

iv) relocation, deletion or other modifications to stormwater management facilities; or,

v) reconfiguration of land use categories and lot depths provided the overall minimum density of development and population and/or employment forecasts are maintained.

(e) Where required, an area design plan shall be prepared in conformity with the policies and schedules of the Salem Secondary Plan and will provide detailed direction with respect to, but not limited to the following:

i) a street and pathway pattern, including local streets and a pedestrian and cycling system and transit routes;

ii) specific boundaries of land use categories and designations, including the density and distribution of housing types where applicable;

iii) the location, size and general configuration of public facilities including parks, Village Squares, and schools;

iv) the location, size, and general configuration of stormwater management facilities;

v) the surveyed boundary of the Natural Heritage System in accordance with Section 8.3.3.1;
vi) the location, alignment, and boundaries of Medium and Low Constraint Stream Corridor Areas;

vii) the location and distribution of ancillary commercial and service facilities in Industrial Areas;

viii) provision for potential commercial facilities in neighbourhood mixed use nodes;

ix) co-ordination, including provision for street and pathway connections, with adjacent existing and proposed development.

(f) Such area design plans shall be prepared in accordance with terms of reference approved by the City and the applicant(s), by the City or a consultant retained by the City at the applicant’s cost. The approval of an area design plan by the City shall not require an amendment to this Plan.

8.4.3 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT GUIDELINES

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

8.4.4 DESIGN AND SUSTAINABLE DEVELOPMENT POLICIES

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

8.4.4.1 Official Plan General Design Guidelines

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

8.4.4.2 Community Design

(a) All development, particularly in the Mixed Use Nodes and Corridors identified on Schedule 8A, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.

(b) Each residential neighbourhood will have distinctive characteristics, but also a number of common features including:

i) a central focal point including a Neighbourhood Park, and where required an elementary school or schools, and related facilities such
as day care and central mail pickup facilities, within a five minute walk of most residents;

ii) a character which is primarily residential, but which will also include a range of uses including live-work, institutional and open space uses;

iii) a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population; and,

iv) a variety of open space including parks, Village Squares, and private open space in accessible locations which can act as “meeting places” for residents.

(c) A hierarchy of institutional, commercial and open space uses shall be established with:

i) major facilities in locations which form part of, or in the case of institutional uses, are adjacent to Mixed Use Nodes and Corridors, to allow them to serve as focal points for the Salem Plan Area and its neighbourhoods and employment areas;

ii) elementary schools and neighbourhood parks, and other uses which are primarily designed to serve neighbourhoods including day care facilities and recreation clubs located to serve as focal points for neighbourhoods within a five minute walk of most dwelling units;

iii) Village Squares located to serve subneighbourhoods, which are generally more than a five minute walk from a neighbourhood park, while urban squares are located in mixed use areas to contribute to a vibrant streetscape and provide a meeting place for residents and visitors.

(d) The Salem Secondary Plan Area has a number of barriers to connectivity and accessibility, both internally and externally, including Highway 400, limited street connections to surrounding areas, the Trans Canada Pipeline corridor, the width of arterial streets, and the Natural Heritage System. To address this issue, development shall be based on:

i) a modified grid street system generally as identified on Schedule 8D1, with an interconnected networks of streets which is also designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service, as well as supporting walking and cycling. In addition, a pathway system will be provided for walking and cycling;

ii) a local street system which will also be designed as a modified grid system including regular access points to the arterial and collector streets.
street system and recognition of topography and the Natural Heritage System. Culs-de-sac will generally only be permitted when warranted by site conditions;

iii) street and pathway crossings of the Natural Heritage System, Highway 400, and the railway and utilities and connections to adjacent areas generally as identified on Schedule 8D1;

iv) street cross sections for all streets, and access and parking provisions which reflect the abutting land uses (e.g. context sensitive design) and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle and transit friendly environment; and,

v) connections will be made to other parts of the City whenever possible through street, pedestrian, and bicycle links to ensure the community functions in an integrated manner.

(e) The Natural Heritage System is a central feature of the Planning Area and the development form should reflect this fact including:

i) a system of trails/pathways which are designed to require very little terrain or vegetation modification and few, if any, buildings or structures, and which are located to maximize protection of features such as wetlands, streams and wooded areas, and are limited to non-motorized use and located generally in accordance with the pathway system on Schedule 8D1; and,

ii) provision for views and accessibility, both physically and visually to the System through a range of approaches including, but not limited to, single loaded streets, crescent streets, and locating public open space and other public facilities and/ or high density residential and employment uses adjacent to the System generally as shown on the Master Plan.

(f) Views and accessibility to other public facilities, particularly recreation centres, schools, and parks which will serve as “meeting places” for residents, are also important with the total linear perimeter distance around recreation centres, schools and parks being in the order of 50 percent of the perimeter bounded by streets and open space as generally identified in the Master Plan.

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

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

8.4.4.4 Streetscape Design

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

(a) General Street Design Objectives

Five types of streets are established, although variations may be considered by the City based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage System, open space uses, and achievement of other design objectives:

i) arterial streets are high capacity streets which serve as major gateways to the City. A balance must be achieved between their transportation function, including the accommodation of transit and cycling, and their ability to provide access to flanking land uses and to provide a socially vibrant public space. It will also be important to minimize their barrier effect. To assist in achieving this balance, these streets will have the highest standard of design including features such as wide sidewalks, centre medians, special tree and feature planting, street furniture, paving, lighting and signage particularly in Mixed Use Nodes and Corridors. Consideration may be given to permitting on-street parking in Mixed Use Nodes and Corridors, particularly at off-peak periods and parking bays may also be provided;

ii) major and minor collector streets connect neighbourhoods to each other and to other parts of the community. These streets will have a high standard of design which will be achieved through tree planting, lighting and signage and will permit on-street parking particularly in off-peak periods. The design will complement the
planned abutting land uses, including wider sidewalks and street furniture such as benches, in Mixed Use Nodes and Corridors.

iii) local streets support local transportation needs, as well as providing an attractive environment for pedestrians and cyclists through the provision of sidewalks and appropriate tree planting.

iv) lanes/service streets will be considered where direct driveway access from a street is not appropriate, or in response to special design features such as development fronting directly onto open space. Window streets may also be considered in limited circumstances. Such streets shall be designed to provide access for public maintenance and emergency vehicles; and to maximize safety and security.

(b) Pedestrian/Cyclist Comfort

Pedestrian/cyclist comfort and safety will be a priority in streetscape design:

i) In Mixed Use Nodes and Corridors in particular, an enhanced streetscape and sidewalk environment will be provided; in addition more frequent signalization may be considered;

ii) sidewalks shall generally be provided on both sides of all streets with the exception of the following where sidewalks shall only be required on one side of the street:
   • Local streets in industrial areas;
   • Residential streets with less than ten dwelling units or culs-de-sac;
   • Window streets; and,
   • A street flanking the Natural Heritage System or a public park.

iii) The City may also give consideration to permitting one sidewalk on some additional Local Streets where the City is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of-way width of 18 metres. The geographic extent of the pedestrian circulation plan shall be sufficient to demonstrate how the above conditions are met, as well as the relationship of the area to the transit system, community facilities and shopping areas.

iv) The length of a residential or mixed use development block makes a significant difference in creating a pedestrian and transit friendly environment. Blocks should be short and regular, generally a maximum of 250 metres in length, to make walking efficient and allow for variation in routes. Where it is impossible or undesirable
to provide short blocks, a wide public mid-block pathway should be provided to shorten walking distances.

v) Provision for cyclists to travel either on the street or on pathways separated from the street system, which may or may not include a designated lane, shall be recognized in the design of all arterial and collector streets. In addition, bicycle parking standards for other than freehold, ground related housing, shall be prepared and implemented through the zoning by-law.

vi) A system of pathways will be developed primarily in the Natural Heritage System based on the conceptual system on Schedule 8D1. The pathway system shall be subject to further study to the satisfaction of the City, in consultation with the applicable conservation authority and the land owners.

(c) Street Frontage
The following policies relate to the relationship between the street and abutting land uses:

i) Reverse lotting will not be permitted unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. A range of alternatives will be used to ensure a high quality streetscape including lanes, service streets and “window” streets. If there is no alternative to reverse lotting, it will be kept to the minimum and landscaping, as well as site and landscape design, will be used to mitigate the impact on the streetscape.

ii) Noise sensitive properties will be buffered through mechanisms such as restrictions on the type of land use, building design, building location on the lot, location of outdoor living space and through the provision of landscaping such as enhanced planting of street trees. Buffering such as noise fences, berms and rear lotting, with the exception related to rear lotting identified in sub section i) above, and where side yards flank arterial streets, which restrict visual and physical access to the street shall generally not be utilized.

iii) Buildings, structures, and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. The heights of buildings should be related to street widths to create a more comfortable pedestrian environment, so that generally the wider the street, the higher the building height.

iv) Buildings on corner lots on Arterials and Collectors should be sited and massed toward the intersection.

v) In residential areas, garages shall be designed so they are not the dominant feature in the streetscape in particular, attached garages
should not generally project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law.

8.4.4.5 Parking

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

(a) Screening the parking lot at the street and adjacent to residential or mixed use development with a residential component through the use of features such as low fences, walls and/or landscaping, and in a manner which reflects the safe community design policies of Section 8.4.4.7.

(b) Locating the parking lot to the side or rear of the main building and prohibiting parking, or permitting only minimal parking generally occupying not more than 10 percent of the front yard, in front of the main building or buildings in Mixed Use Nodes and Corridors and Residential Areas. However, where large retail stores are proposed, design alternatives will be considered, including the location of large retail stores in the interior of the development with smaller stores located abutting the public street; or lining the frontage of the large store with smaller stores with multiple building entrances while prohibiting parking in front of buildings. However, where ground related housing such as stacked townhouses and townhouses are proposed where there is direct access to the street, front yard parking may be permitted in accordance with zoning requirements for such residential development.

(c) Generally limiting parking areas between the street and buildings in industrial and business park areas to a double row of parking; however, design alternatives will be considered related to the use and size of the site.

(d) Providing pedestrian walkways in parking areas adjacent to buildings, between building clusters and to provide access from the building to transit stops, public sidewalks and other developments. These walkways may be required to cross parking lots, particularly larger lots, to provide required access and to ensure the safety and comfort of pedestrians.

8.4.4.6 Landscaping

The City shall establish specific landscaping requirements in the Urban Design and Sustainable Development Guidelines to ensure:
(a) The provision of landscape features which contribute to the definition of the public realm, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions;

(b) the enhancement of pedestrian comfort and scale of development; and,

(c) water efficient, drought resistant landscaping; including the use of native plants.

**8.4.4.7 Safe Community Design**

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

**8.4.4.8 Sustainable Development**

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

(a) The policies of Section 3.7.1 to 3.7.4 of the Official Plan inclusive with respect to energy conservation and renewable energy systems shall be applicable to the Salem Secondary Plan Area.

(b) Development will be encouraged to be designed in a manner which:

i) promotes green building and site design practices;

ii) maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices;

iii) minimizes the use of material resources and reduces solid and hazardous waste;

iv) controls and, to the extent practical, eliminates water, soil, noise, and air pollution; and,

v) encourages innovative design; which will achieve enhanced sustainability.
c) The City will consider the potential to establish a district energy system within the Salem Secondary Plan for the employment lands in the vicinity of Highway 400 and McKay Road and adjacent areas. Such a system shall be subject to a feasibility assessment and funding partnerships with other public and/or private organizations. The City will also consider the establishment of standardized guidelines and technical standards to encourage the establishment of such a system.

8.4.4.9 Gateways

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

8.4.4.10 Public Utilities

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

8.4.4.11 Accessibility and Visitability

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

8.4.4.12 Public and Community Facilities

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

8.4.5 Mixed Use Nodes and Corridors: Interim and Ultimate Development

Development in Mixed Use Nodes and Corridors identified on Schedule 8A is intended to provide primarily for mixed use development. However, it is recognized that the initial development will not necessarily reflect the
ultimate built form, although the City will work to ensure that the density target of Section 8.2.8 is achieved. To ensure that the ultimate development is not constrained by the interim land uses, the following principles will form the basis for development:

(a) The initial development shall be planned on the basis that intensification will occur, either in future phases of development, or by intensification or redevelopment, or both. Nevertheless, except for minor buildings and structures, buildings and other facilities will be viewed as if they are permanent (i.e. potentially remaining for the long term). Accordingly, buildings shall be located on the site to the urban standards set out in this section and in the Urban Design and Sustainable Development Guidelines, and planned so future phases of intensification are not restricted.

(b) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. However, where large retail stores are proposed, design alternatives will be considered, in accordance with the provisions of Section 8.4.4.5 (b).
8.5 LAND USE STRATEGY

8.5.1 PURPOSE

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

8.5.2 GENERAL

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

(a) Accessory uses to permitted uses;

(b) Replacement of existing uses, as well as additions and other modifications to existing uses in conformity with the policies of Section 6.1.4 of the Official Plan. Such modifications may include the addition of accessory uses, buildings, and structures;

(c) Forest, fish, and wildlife management;

(d) Stewardship, conservation, restoration and remediation undertakings including the deepening, relocation or consolidation of Medium and Low Constraint Stream Corridor Areas in accordance with the policies of Section 8.3.3.2;

(e) Flood or erosion control projects;

(f) Infrastructure including utilities;

(g) Stormwater management facilities in accordance with the directions established in the Drainage and Stormwater Master Plan;

(h) Educational facilities, including public and private elementary and secondary schools, community colleges, universities, day care and day nursery uses subject to the regulations of the zoning by-law, provided that elementary and secondary school uses will not be permitted in the Highway 400 Industrial/Business Park and the General Industrial designations unless they are related to, or supportive of, an employment use, and no educational facilities will be permitted in the Special Rural Area designation other than day care or day nursery uses in existing buildings;

(i) Home occupations in any legally established residential unit, subject to
the regulations of the zoning by-law;

(j) Group homes and emergency housing subject to the regulations of the zoning by-law provided that such uses are located in existing buildings or structures or additions thereto;

(k) Uses owned by the federal, provincial or municipal government or their agencies, excluding elementary and secondary schools, but including fire, ambulance, police, any other emergency service facilities, hospitals or satellite health services facilities, transit terminals, other transit related facilities, works yards, parks, libraries, and recreational facilities provided that the uses are designed and constructed to enhance compatibility with adjacent uses; and with the exception that such uses shall not be permitted in the Special Rural Area designation except those uses regulated by both legislation and

(l) A secondary suite as provided in Section 3.3.2 of the Official Plan;

(m) Alternative energy systems and renewable energy systems in accordance with the policies of Section 3.7 of the Official Plan;

(n) Adaptive reuse of designated or listed heritage sites, buildings and structures that cannot fulfill their existing role provided that the reuse is designed and constructed to enhance compatibility with adjacent uses.

(o) Archaeological activities;

(p) Community mail boxes;

(q) Bed and breakfast and farm vacation uses with the exception of the Highway 400 Industrial/Business Park and the General Industrial designations;

(r) Community gardens; and,

(s) Garden suite as provided in Section 6.9.2 of the Official Plan.

8.5.3 NATURAL HERITAGE SYSTEM

8.5.3.1 Goals

(a) To create, protect, preserve, and where appropriate, enhance, a linked natural heritage system to ensure the long term sustainability of the system within the urban context.

(b) To work with the landowners to achieve public ownership of the natural heritage system.

(c) To design the natural heritage system so that it contributes to the enhancement of air and water resources.
(d) To provide the opportunity for passive recreation uses, including pathways, in the natural heritage system, if such uses occur in a manner which is compatible with the long term sustainability of the system within the urban context.

8.5.3.2 Permitted Uses, Buildings, and Structures

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

8.5.3.3 Land Use Policies

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

8.5.3.4 Defined Policy Area – Natural Heritage System

The Natural Heritage System designation identified as a “Defined Policy Area” on Schedule 8C in the Extractive Industrial designation is an overlay designation. The overlay designation recognizes that the lands which are the subject of the overlay designation are subject to the Extractive Industrial designation and policies until such time as the mineral aggregate operation is no longer licensed under the Aggregate Resources Act. At that time the policies of the Natural Heritage System designation shall be applicable to the lands which are subject to the Defined Policy Area designation.

8.5.4 HIGHWAY 400 INDUSTRIAL/BUSINESS PARK

8.5.4.1 Goals

(a) To ensure that lands in the vicinity of Highway 400, a key gateway to Barrie, are developed as a showcase for the strength of the City’s economy and its commitment to a high quality business environment.

(b) To ensure that the area develops primarily for industrial, research and development and office uses which can maximize the benefits of the proximity to Highway 400 and the planned McKay Road interchange.

8.5.4.2 Permitted Uses, Buildings, and Structures

Permitted uses may include:

(a) Industrial operations in enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling;

(b) Office based uses such as information processing, call centres, computer
based services, design studios and similar uses;

(c) Research and development facilities; and,

(d) Hotel and related convention, conference and banquet facilities.

8.5.4.3 Commercial Uses

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

(a) Accessory retail sales of products produced, assembled, fabricated and/or repaired on the premises as part of an industrial use;

(b) The accessory retail sale of products which are being distributed as part of a distribution use;

(c) Limited commercial uses such as restaurants and service establishments including print shops, financial institutions and personal service establishments subject to the following criteria:

   i) located on the ground floor of an industrial, office or research and development building at a key street intersection; and,

   ii) the commercial use is clearly ancillary to the primary use; and,

(d) Automotive related uses provided such uses shall not be located at the intersections of arterial roads with other arterial roads, with the exception of automobile sales operations, and subject to a detailed design review based on the directions in the Urban Design and Sustainable Development Guidelines and an amendment to the zoning by-law.

8.5.4.4 Places of Worship and Funeral Home Uses

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

8.5.4.5 Land Use Policies

(a) Development abutting Highway 400 or any related service roads shall be designed so that:
i) all elevations facing the Highway or a street present an attractive, articulated elevation and are designed as one of the "main" faces of the building;

ii) trees, berms and landscaping screen elements such as parking, service and loading areas; and,

iii) service, outdoor storage and loading facilities will not generally be permitted in any yard facing Highway 400 and, regardless of location, will be screened from Highway 400.

(b) McKay Road and Veterans Drive represent major access/gateway routes into and through the community. The City will ensure that they are designed with an enhanced and co-ordinated approach to landscaping, street tree planting, sidewalks, lighting, private/public utilities, bike paths and boulevards in accordance with the Urban Design and Sustainable Development Guidelines, and subject to any required Environmental Assessment. Further, the City shall, through the subdivision, zoning by-law, and site plan control processes, control development along these roads to ensure both a high quality of site design and use. In particular:

i) buildings shall be oriented to the street and designed to foster an urban character, with the scale and placement contributing to the pedestrian orientation of the street. Buildings shall have a minimum height of 6 metres and shall be encouraged to exceed one storey in height;

ii) high profile buildings will be encouraged to locate adjacent to the interchange and the intersection of McKay Road and Veterans Drive, and commercial uses such as automotive related uses and restaurants shall be prohibited unless they are located on the ground floor or an office or industrial building;

iii) parking will be at least partially screened by low walls and fences and landscaping;

iv) service and loading facilities will not generally be permitted in any yard facing these streets and, regardless of location, will be screened from these streets shall not be permitted in; and,

v) careful consideration will be given to ensure that safe and functional vehicular and pedestrian access is provided.

(c) Development abutting the Natural Heritage System shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the Natural Heritage System. In particular, careful consideration shall be given to the design of impervious surfaces and other factors that impact on stormwater management and lighting should be designed to minimize impacts on the System.
(d) No minimum or maximum development density or height is established, but the City’s objective with respect to the lands in the Highway 400 Industrial/Business Park designation is to maximize the use of these lands. To achieve this objective, through the development review process and in the Zoning By-law, the City will specify measures such as minimum and maximum building setbacks, innovative stormwater management controls, siting arrangements, minimum and maximum parking requirements and other measures to encourage the most efficient use of these lands.

8.5.5 GENERAL INDUSTRIAL

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

8.5.5.1 Commercial Uses

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

(a) Accessory retail sales of products produced, assembled, fabricated and/or repaired on the premises as part of an industrial use;

(b) The accessory retail sale of products which are being distributed as part of a distribution use;

(c) Limited commercial uses such as restaurants and service establishments including print shops, financial institutions and personal service establishment subject to the following criteria:

i) located on the ground floor of an industrial, office or research and development building at a key street intersection; and,

ii) the commercial use is clearly ancillary to the primary use.

(d) Automotive related uses, provided such uses shall not be located at the intersections of arterial roads with other arterial roads with the exception of automobile sales operations, and subject to a detailed design review based on the directions in the Urban Design and Sustainable Development Guidelines and an amendment to the zoning by-law; and,

(e) Commercial development including automotive service facilities limited to the southwest and southeast corners of Salem Road and Veteran’s Drive, which will not be required to be ancillary or accessory to another use on the site, subject to detailed design considerations including buildings oriented to the street and designed to foster an urban character, with the scale and placement contributing to the pedestrian orientation of the
street. Buildings shall have a minimum height of 6 metres and shall be encouraged to exceed one storey in height. The specific area of the southwest and southeast corners which may be used for commercial development shall be defined in the zoning by-law based on a conceptual site planning exercise for both corners, which may be initiated by either or both owners, to the satisfaction of the City. (OMB PL1404770 Jan 19, 2017) (OMB Settlement PL140770, Oct. 14, 2016, Schedule B)

8.5.5.2 Land Use Policies

(a) Veterans Drive represents a major access/gateway route into and through the community. Development along this street shall be subject to the policies of Section 8.4.4.9.

(b) Development abutting the Natural Heritage System shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the surrounding natural systems. In particular careful consideration shall be given to the design of impervious surfaces and other factors that impact on stormwater management.

8.5.6 EXTRACTIVE INDUSTRIAL

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

(a) Effect on the Natural Heritage System designation within 120 metres of the subject lands through the preparation of an Environmental Impact Study, a hydrogeology study and stormwater management study;

(b) A rehabilitation plan;

(c) A site development plan;

(d) Haulage routes proposed and a traffic impact study;

(e) Evaluation of impacts on adjacent development related to noise, dust and vibration; and,

(f) A Planning Assessment Report.

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

8.5.7 MIXED USE NODES AND CORRIDORS

8.5.7.1 Goals

(a) To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity.

(b) To create a meeting place for residents; which is designed to be pedestrian friendly and maximize the use of public transit.

8.5.7.2 Permitted Uses, Buildings, and Structures

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

(a) High and medium density residential uses such as stacked townhouses, back to back townhouses, street townhouses, and apartments;

(b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;

(c) Live-work developments;

(d) Office uses;

(e) Institutional uses;

(f) Retail and service commercial uses which will be primarily located on the ground floor of mixed use buildings but which may also be located in stand-alone buildings; and,

(g) Automotive related uses subject to a detailed design review based on the directions in the City’s Urban Design Guidelines and an amendment to the zoning by-law.

8.5.7.3 Land Use Policies

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

(a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged. The boundaries of the Nodes and Corridors are conceptual and may be expanded through the
development review process where required to better achieve the City’s goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review;

(b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;

(c) Height – minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;

(d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;

(e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare;

(f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

(g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;

(h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged; and,

(i) Development shall be designed to facilitate access to public transit.

8.5.7.4 Interim Uses

Where the minimum density standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:

(a) The provision of local roads and small blocks;
(b) The means to achieve a pedestrian and transit friendly streetscape with the initial uses;

(c) The siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;

(d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,

(e) The ability to achieve both shorter term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites, and the latter through potential redevelopment of the initial buildings.

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

8.5.8 ESSA/SALEM MIXED USE NODE

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

(a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 4000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless this maximum is proposed to be exceeded by 25 percent or more;

(b) Automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets; and,

(c) A minimum residential density of 45 units per net hectare shall be permitted.

Based on this submission, the City will consider a reduction in the minimum density on specific sites to 0.3 FSI provided the development also generally complies with the design policies of Section 8.4.3.

8.5.9 NEIGHBOURHOOD MIXED USE NODE

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

(a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 3000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless this
maximum is proposed to be exceeded by 25 percent or more;

(b) Automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets; and,

(c) A minimum residential density of 40 units per net hectare shall be permitted.

8.5.10 RESIDENTIAL AREA

8.5.10.1 Goals

(a) To develop a residential community with its own character, while providing for a diverse range of housing options as well as live-work opportunities, and transit-supportive development patterns and densities.

(b) To develop residential districts and neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and Village Squares which are designed as “meeting” points for the immediate area.

8.5.10.2 Permitted Uses, Buildings, and Structures

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

(a) High density and medium density residential uses such as stacked townhouses and apartments at a maximum density of 100 units per net hectare;

(b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;

(c) Live-work developments;

(d) Day-care facilities;

(e) Places of worship; and,

(f) Local convenience commercial facilities.

8.5.10.3 Residential Land Use Policies

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

(a) A mix of housing types shall be permitted at the following densities and
heights:

i) Minimum Density – 20 units per net hectare for low density development and 30 units per net hectare for medium density development;

ii) Maximum Density – 40 units per net hectare for low density and 70 units per net hectare for medium density development;

iii) Maximum Height – 3 storeys for low density development and 6 storeys for medium density development

(b) The City shall require that a variety of residential building types and densities be developed throughout the Residential designation in each residential district, including a mix of low and medium density development designed to achieve a target for the Salem Secondary Plan Area of 20 percent medium density and 80 percent low density development. The City shall be satisfied as to how this target will be achieved for each phase of development prior to the approval of draft plans of subdivision in any phase.

(c) The location of the building types shall be controlled through the Master Plan process referred to in Section 8.4.2, and the zoning by-law. In this context, notwithstanding the minimum density, the City may give consideration to limited areas of housing at a minimum density of 12 units per net hectare in areas abutting the Natural Heritage System, balanced by areas of residential development with a maximum density of 60 units per net hectare elsewhere in the subdivision. However, the City shall be satisfied that the total number of units and population for the subdivision is the same as, or greater than, that would be developed if the minimum density were applied to the entire development.

8.5.10.4 Land Use Policies for other Permitted Uses

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

(a) The location of the individual uses shall be controlled through the development review process including plan of subdivision, zoning by-law and site plan control;

(b) which may include fencing and landscaping; and,

(c) Development will be oriented to the arterial or collector road.
8.5.11 SECONDARY SCHOOL AND RECREATION CENTRE/COMMUNITY PARK

8.5.11.1 Goals

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

8.5.11.2 Permitted Uses, Buildings, and Structures

(a) The permitted uses in the Recreation Centre/Community Park designation on Schedule 8C shall include a recreation centre with the full range of indoor recreation facilities including arenas, swimming pools, gymnasiums and meeting rooms, as well as related facilities such as day care, libraries, and a police substation. In addition, a related Community Park with outdoor active and passive recreation uses shall be permitted ranging from sports fields, splash pads, and tennis courts to play equipment and passive recreation uses including nature viewing. Accessory uses may include illumination related to the specific uses and ancillary commercial uses. An elementary school may also be developed as part of the Recreation Centre/Community Park complex.

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

8.5.11.3 Land Use Policies

(a) The Recreation Centre/Community Park and Secondary School designations on Schedule 8C are conceptual and are intended to identify general potential locations for these facilities. The exact location and configuration of these facilities will be established in conformity with the policies of this Plan through the development review process.

(b) The size and configuration of the secondary school and elementary school locations shall be determined in consultation with the Boards of Education, but shall generally be a maximum of 6 hectares for secondary schools and 2.42 hectares for elementary schools adjacent to parks. Wherever possible elementary schools shall be encouraged adjacent to parks, however, where such a location is not possible, elementary school sites shall be encouraged to be no greater than 2.5 hectares in size. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land.
possible in conformity with Provincial and City policy.

(c) Where a recreation centre, community park, secondary school or elementary school is not developed on all or a portion of a particular site, the uses in the underlying or adjacent land use designation on Schedule 8C shall be permitted. All recreation centres, community parks, and school blocks will be zoned to allow alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that these blocks are configured in a manner which will permit future development for residential uses.

(d) The size and configuration of the recreation centre/community park shall be consistent with the policies of the City’s Leisure and Recreation Master Plan.

(e) A key consideration in the design of both the Recreation Centre/Community Park and the Secondary School designations and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements; use of lay-by facilities for drop-off/pick-up for school buses as well as general use; use of on-street parking for the facilities; requirements for wider sidewalks and bike lanes on key access routes to the Recreation Centre/Community Park and Secondary School sites; and location on transit routes.

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

8.5.12 SCHOOL/NEIGHBOURHOOD PARK AREA

8.5.12.1 Goals

(a) To develop Neighbourhood Parks; which provide a variety of outdoor recreational experiences as a focal point for one or more neighbourhoods.

(b) To locate Neighbourhood Parks within a five minute walk for most residents of a neighbourhood.

(c) To locate elementary schools where required adjacent to Neighbourhood Parks to maximize the use of both facilities and create a neighbourhood hub with a range of facilities and services.
8.5.12.2 Permitted Uses, Buildings, and Structures

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

(a) Neighbourhood Park and the full range of active and passive recreation uses appropriate to such a scale of park ranging from sports fields, splash pads, tennis courts, seating areas to play equipment and passive recreation uses including nature viewing. Accessory uses may include a park building with washrooms, seating areas and illumination related to the specific uses;

(b) Public or privately funded elementary schools;

(c) Day-care facilities; and,

(d) Neighbourhood oriented clubs including meeting and recreation facilities.

8.5.12.3 Land Use Policies

(a) The School/Neighbourhood Park Area designation on Schedule 8C is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan through the development review process.

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

(c) Where an elementary school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.

(d) The size and configuration of each park shall be consistent with the policies of the City’s Leisure and Recreation Master Plan.
(e) A key consideration in the design of the School/Neighbourhood Park Area designation and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements; use of lay-by facilities for drop-off/pick-up by school buses as well as general use; use of on-street parking during the key school pick-up/drop-off time periods; requirements for wider sidewalks and bike lanes on key access routes to the School/Neighbourhood Park Area; and location on transit routes.

(f) To minimize impacts on adjacent residential development, Neighbourhood Parks and schools will be located adjacent to non-residential uses, and designed to minimize light and noise through measures such as separation distances within the parks and school sites, directional lighting, landscaping and fencing.

8.5.13 VILLAGE SQUARE

8.5.13.1 Goals

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

8.5.13.2 Permitted Uses, Buildings, and Structures

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

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

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

8.5.13.3 Land Use Policies

(a) The Village Square designation on Schedule 8C is conceptual and is intended to identify general potential locations for these facilities. It is intended that approximately six Village Squares will be provided in the Salem Secondary Plan Area, with the total number related to the areas requiring service and the ultimate size of the individual facilities. The exact location and configuration of the Village Square will be established in conformity with the policies of this Plan through the development review process.
(b) Where a Village Square is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted.

(c) Village Squares shall generally meet the following criteria:

i) walk to facilities; and,

ii) approximately 0.3 hectares in size but may be larger or smaller depending on the location and facilities accommodated, but will have a maximum area of 0.5 hectares.

8.5.14 SPECIAL RURAL AREA

8.5.14.1 Goals

(a) To recognize and protect lands which are anticipated to remain in agricultural production during the planning period, but which may ultimately be developed for urban uses.

(b) To recognize and protect lands which are currently used or proposed to be used for major open space recreational uses.

8.5.14.2 Permitted Uses, Buildings, and Structures

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

(a) A full range of agricultural uses, agricultural related uses and on-farm diversified uses;

(b) Ancillary agricultural uses including farm gate sales, home businesses and an additional residential structure for farm help; and,

(c) One serviced playing field complex, including limited accessory buildings and structures such as washrooms and equipment storage facilities. Development of the serviced playing field complex must proceed by way of an official plan amendment supported by a recreation water use plan in accordance with Section 4.6.2.7, and which demonstrates:

i) the land does not compromise a specialty crop area;

ii) the proposed use complies with the minimum distance separation formulae;

iii) There is an identified need within the planning horizon of the official plan for additional land to be designated to accommodate the serviced playing field complex;

iv) Alternative locations have been evaluated; and,

1. there is no reasonable alternative locations which avoid prime agricultural areas; and,
2. there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands; and,
v) impacts on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

8.5.14.3 Land Use Policies

(a) Normal farm practices shall be permitted and encouraged. However, new permitted land uses, consents and expanding livestock operations shall comply with the Province’s Minimum Distance Separation Formulae.

(b) Ancillary uses shall be permitted subject the regulations of the zoning by-law, and provided that a consent to sever such uses and related structures is generally prohibited.

(c) The City will discourage the removal of top soil in the Special Rural Area designation and will control filling by enacting appropriate by-laws under the Municipal Act.

(d) Major open space recreational uses shall be permitted subject the regulations of the zoning by-law and the policies of Section 4.6.2.7 of the Official Plan.

8.5.15 WASTE DISPOSAL ASSESSMENT AREA

8.5.15.1 Goals

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

8.5.15.2 Waste Disposal Impact Assessment

(a) Waste Disposal Assessment Areas include former waste disposal sites and a 500 metre surrounding area as designated on Schedule 8C.

(b) No development shall be permitted in a Waste Disposal Assessment Area unless it can be demonstrated to the satisfaction of the appropriate approval authority that there will be no adverse impacts to persons and property from the former waste disposal site. A study of possible impacts and mitigation measures shall be required prior to the approval of any development proposal or the issuance of any building permit affecting lands in the area shown on Schedule 8C. These study(ies) shall be conducted by qualified professionals and shall have regard for the legislation and guidelines of the Ministry of Environment. The detail, extent and study area boundaries shall be scoped through terms of reference established in consultation with the City.

(c) To ensure appropriate consideration is given, lands within a Waste Disposal Assessment Area shall be the subject of a holding zone in the
zoning by-law. The holding zone shall require the study(ies) in Section 8.5.15.2 (b) to be completed before consideration can be given to lifting the holding provision. The holding provision shall not apply to interior alterations or exterior alterations which do not expand the footprint of an existing structure, new structures or alterations to existing structures which are not habitable and where such structures do not prevent the free movement of air into the atmosphere, and any structure which does not require a building permit.

8.5.16 Open Space

The policies of Section 4.6, Open Space, of the Official Plan shall apply to the lands in the Open Space Designation on Schedule 8C.
8.6 COMMUNITY SERVICES STRATEGY

8.6.1 PURPOSE

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

8.6.2 GENERAL

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

(a) Existing development in the Special Rural Area designation, and limited new uses approved by the City through a zoning by-law amendment, shall be permitted on individual on-site services until municipal services are extended, including expansions or additions to existing development; and,

(b) The street classification for City streets shall be in accordance with the policies of this section.

8.6.3 TRANSPORTATION

8.6.3.1 General

(a) City streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City’s streetscaping design policies in Section 8.4.4.4. Such facilities shall generally be designed to conform to the following standards and the other applicable policies of this Plan. Transportation facilities shall also be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (Transportation Master Plan).

i) Arterials
   - Vehicular Travel Lanes – 7 maximum;
   - Right-of-Way – 41 metres maximum;
   - High degree of access control for individual properties with access being via collector or local streets wherever possible;
   - Intersections with arterial, collector and local streets – non-signalized intersections permitted generally no more frequently than every 100 metres;
   - Intersections with arterial, collector and local streets – signalized intersections permitted generally no more frequently than every 350 metres, but closer signal spacing may be

Section 8.0 Salem Secondary Plan

Community Services Strategy
considered in mixed use areas and for transit stops; and,
- On street parking may be permitted in off peak hours particularly in Mixed Use Nodes and Corridors and parking bays may also be provided.

ii) Major Collectors
- Major Collector Vehicular Travel Lanes – 4 maximum;
- Right-of-Way – 27 metres maximum;
- Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control, but access via local and collector streets encouraged wherever possible;
- Local streets – intersections permitted as required, but generally no more frequently than every 100 metres; and,
- On street parking permitted in off peak hours.

iii) Minor Collectors
- Vehicular Travel Lanes – 2 maximum;
- Right-of-Way – 24 metres maximum;
- Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control;
- Local streets – intersections permitted as required; and,
- On street parking permitted.

iv) Local Streets
- Vehicular Travel Lanes – 2 maximum;
- Right-of-Way – 20 metres maximum with the exception of industrial and business park areas where the maximum shall be 23 metres;
- Direct access from individual properties; and,
- On street parking permitted.

v) Window Road
- Vehicular Travel Lanes – 2 maximum;
- Right-of-Way – 16 metres maximum;
- Direct access from individual properties; and,
- On-street parking permitted.

vi) Lane/Service Road
- Vehicular Travel Lanes – 2 maximum;
- Right-of-Way – 7.5 metres maximum with a 0.75 setback for residential properties and 12 metres with a 1 m setback for commercial/industrial properties;
- Direct access for individual properties; and,
- No on street parking.
(b) Major transportation corridors are designated on Schedule 8D1, Transportation Plan. The location of major transportation corridors shall generally conform to the designations on Schedule 8D1, recognizing that development of transportation infrastructure may be subject to an Environmental Assessment, in addition to the Master Transportation Plan which satisfies Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations are conceptual and will only be finally determined upon completion of any required Environmental Assessments which may be completed as a component of the subdivision review process. No amendment shall be required to the Secondary Plan as a result of changes to the road alignments.

(c) Potential street widening to existing streets are identified on Schedule 8D2. The identified widenings represent the maximum potential widening. The City will use its best efforts to reduce or delay required widening. The City shall require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the City to provide the right-of-way width established on Schedule 8D2. For alignment locations on existing roads, where not defined by an Environmental Assessment, the land will generally be conveyed equally on either side of the centre line of the original road allowance, except for boundary roads.

(d) In addition to securing the rights-of-way in accordance with the requirements of Schedule 8D2, the City may require additional lands at intersections to provide for exclusive turning lanes, bus queue jump lanes, and transit stop amenities, and other special treatments including the construction of bridges, overpasses and depressed sections of roadways, as well as lay-by parking zones adjacent to schools. Such additional right-of-way requirements shall be kept to a minimum and shall be determined at the time of the design of the transportation facilities and will become part of the required right-of-way.

(e) The reconstruction of the existing roads to an urban cross section and the construction of the remainder of the transportation facilities will be planned as part of the development review process, recognizing that where applicable, municipal road projects and transit facilities may be subject to Environmental Assessment Approval requirements.

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

(a) The City shall work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services.

(b) The City shall plan transit facilities and service, development and facilities for pedestrians so that the majority of residents and employees are within a 400 metre walking distance of a transit stop. As part of the development review process, consideration will be given to the existing and/or proposed transit network and documentation of walking distances.

8.6.3.3 Pedestrian/Cyclist Facilities

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

8.6.3.4 Travel Demand Management

(a) The City recognizes the potential role that Travel Demand Management can play in promoting the efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The City shall encourage businesses and other organizations to develop transportation demand management strategies including staggered work hours, carpooling, priority parking for car pool vehicles and energy efficient vehicles.

(b) The City will consider reduced minimum parking standards for developments which develop a travel demand management plan, and also for high density mixed use developments.

8.6.3.5 Parking

(a) The City shall require as a condition of development that adequate parking and loading facilities be provided, however, the City may also establish maximum parking standards particularly in mixed use areas to encourage the use of alternative transportation modes. This will generally include parking for bicycles in major non-residential and non-ground related residential development. Such parking may be considered to include on-street parking and municipal parking facilities.

(b) In accordance with the provisions of 8.4.4.5 options to replace at-grade parking areas will be encouraged.

(c) The City may at its discretion enter into an agreement with an owner or occupant of a building, in an area where a municipal parking lot or garage is or will be established to provide payment of cash-in-lieu of parking for all or part of the zoning by-law requirements for off-street parking. In addition, the City at its discretion may exempt heritage properties or other
uses considered of significance to the City from all or a portion of the parking requirements and the payment of cash-in-lieu of parking.

(d) The design of surface parking lots, including municipal parking facilities, shall be in accordance with the provisions of Section 8.4.4.5.

8.6.4 WATER AND WASTEWATER SERVICES

(a) All new urban development in the Salem Secondary Plan Area shall be connected to municipal water and wastewater systems, with the exception of development as noted in Section 8.6.2.

(b) Prior to the approval of new urban development in the Salem Secondary Plan Area the following City-wide plans shall be completed and approved:

i) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);

ii) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);

iii) Water Storage and Distribution Master Plan; and,

iv) Water Supply Master Plan Update Class EA (Phases 1 and 2).

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

8.6.5 STORMWATER MANAGEMENT

(a) All new development shall comply with the recommendations of the Drainage and Stormwater Management Master Plan with respect to stormwater management, including the use of Low Impact Development Design Standards which will be encouraged. No amendments to the Secondary Plan shall be required to implement the directions in the Master Plan, for changes to the number or location of stormwater management facilities or where the Plan supports the realignment or other modifications to streams or changes in the locations of drainage facilities.

(b) Subwatershed Impact Studies for Sub-watershed Impact Areas are a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the City, in consultation with the applicable conservation authority. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The objectives of the studies will be:
i) identification of a final preferred servicing plan (including public/private utilities);

ii) identification of a final preferred road layout;

iii) integration of stormwater management facilities;

iv) exploration of opportunities to integrate recreation opportunities with stormwater management;

v) phasing and cost sharing in areas of multiple ownership;

vi) validation of fisheries mitigation and compensation; and,

vii) the survey of the boundary of Natural Heritage System.

8.6.6 UTILITIES

(a) Prior to approval of development within the Salem Secondary Plan Area, all interested telecommunications providers and required utilities providers shall work with the landowner(s) and the City to confirm their plans for services to support the proposed development. The City shall work with the providers to determine appropriate locations for large equipment or cluster sites.

(b) All telecommunications services and utilities should be located within an initial common trench, whenever possible, to avoid unnecessary digging and disruption on municipal rights of way.

(c) Consideration shall be given to the location of telecommunication facilities and utilities within public rights of way as well as on private property. Utilities and telecommunications facilities shall be grouped/clustered or combined where possible and feasible to maximize the use of land and, where applicable, to minimize visual impact. Utilities and telecommunications facilities shall be placed in such a manner so as to not visually detract from the streetscape. The City shall encourage utility and telecommunications providers to consider innovative methods to make these facilities less noticeable including containing such services on or within streetscape features such as gateways, light standards, bulk water meters and transit shelters where it is feasible.

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

8.6.7.1 Parkland Classification

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

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

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

8.6.7.2 Parkland Standard

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

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

8.6.7.3 Parkland Acquisition

(a) In order to ensure that the City’s parkland standard is maintained the City shall, as a condition of development, require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the Planning Act, specifically:

i) in the case of land proposed for development or redevelopment for commercial or industrial purposes, two percent of the land proposed for development or redevelopment or within a plan of subdivision as the case may be; and,
ii) Five percent of the land in all other cases, provided that in the case of land proposed for development or redevelopment for residential purposes for densities greater than fifteen units per net hectare, the City may require that land be conveyed instead at a rate of up to one hectare for each 300 dwelling units, unless the City has entered into an agreement providing otherwise.

(b) The City may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be expended in accordance with the provisions of the Planning Act. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits or earlier as agreed by the City and development proponent. The City may also exchange lands, or accept lots-in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.

(c) To ensure orderly and timely conveyance of the parkland contemplated by this Plan, the City may enter into a Master Parkland Agreement with the landowners who propose to develop their lands within the Plan. The Master Parkland Agreement would provide for conveyance to the City of the parkland contemplated by this Plan, and would provide for cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan who would otherwise be required to convey parkland or convey cash in lieu of such parkland to the City in the manner set out in Sections 8.6.7.3 (a) and (b) above, and the relevant provisions of the Planning Act, will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed development or redevelopment of their lands. Those landowners who execute the Master Parkland Agreement and comply with its terms will not be required to convey land or pay cash in lieu of such land to the City in the manner set out in Sections 8.6.7.3 (a) and (b) above.

(d) The City shall not accept as part of the parkland conveyance referred to in Section 8.6.7.3 (a), lands required for drainage purposes, stormwater management facilities, connecting walkways, land susceptible to flooding, steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands which form part of the Natural Heritage System with the exception of lands identified in Section 8.3.8.2, or other lands unsuitable for development.

(e) All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City.
8.6.7.4 Joint Facilities

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

8.6.8 RECREATION CENTRES AND OTHER INDOOR RECREATION FACILITIES

(a) In addition to parkland, the City recognizes the need to provide for indoor recreation and meeting facilities. One recreation centre is proposed in the Salem Secondary Plan Area in association with a Community Park. This facility may also include other uses including a library.

(b) The City shall also actively seek to expand the supply of recreation and leisure facilities through partnerships with other groups and agencies, including public/private partnerships.

(c) Lands acquired for a recreation centre or other indoor recreation facilities shall be in accordance with the City’s policies, practices, and guidelines.

8.6.9 LIBRARIES

(a) The City has an active library system. An additional library branch may be considered for the Salem Secondary Plan Area. Such a facility would be located in conjunction with other municipal facilities and/or in a Mixed Use Node Area.

(b) Lands and/or space acquired for library purposes shall be in accordance with the Library’s policies, practices and guidelines.

8.6.10 PUBLICLY FUNDED SCHOOLS

(a) The City will work with the Boards of Education to ensure the reservation of an adequate number and distribution of school sites in the general locations identified on Schedule 8C.

(b) School sites shall generally be developed in accordance with the respective policies, practices and guidelines of the School Boards taking into account Provincial and municipal planning policies which encourage efficient use of land as directed by this Plan including Section 8.4.4.

(c) The City shall encourage the reservation and ultimate location of sites for publicly funded schools adjacent to parks and recreation centres to allow shared use of facilities. The City shall work with the Boards of Education to continue to maximize public use of school facilities.

(d) The City recognizes that not all sites identified as school sites will be required for school development. Where a school is not developed on all
or a portion of a particular site, the uses in the underlying land use designation on Schedule 8C shall be permitted without amendment to this Plan. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.

8.6.11 COMMUNITY FACILITIES

(a) Community facilities include facilities designed to meet the social and cultural needs of the residents including places of worship, day care facilities, and the facilities of community organizations such as cultural and arts groups. The City recognizes the important role such groups play, and the contributions they make, to building socially sustainable and complete communities.

(b) The City shall permit and encourage the location of such uses throughout the Salem Secondary Plan Area, in Mixed Use Nodes and Corridors, and Residential Areas provided that:

i) the size, height, massing and scale of the use is compatible with the character of adjacent development;

ii) a maximum site size of 0.6 hectares is permitted in the Residential Area without a rezoning;

iii) sites are located on arterial or major collector streets, with public transit routes; and,

iv) opportunities for the joint use of parking lots with adjacent uses in order to reduce land requirements is encouraged.

(c) The City will work actively with community organizations, including faith groups, and landowners to facilitate the establishment of community facilities through the planning process. In particular, the City shall:

i) establish policies for City owned facilities which make them accessible for use by such organizations;

ii) encourage landowners to make sites available for these organizations; and,

iii) encourage other public agencies to make their facilities accessible to these organizations.
8.6.12 HEALTH SERVICES

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

8.6.13 EMERGENCY SERVICES

(a) The City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Salem Secondary Plan Area as it develops, in consultation with the City’s Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services. This may include the location of facilities which serve a City wide function such as a fire training facility.

(b) The City shall consult with the City’s Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services with respect to the specific locations of required facilities and the design of the street system to ensure that response time is minimized. Such facilities shall have convenient access to arterial roads, a close relationship to the intended service area, and shall be integrated with surrounding development including appropriate architectural design, siting and landscaping.

(c) Development proposals shall be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations.

(d) Lands and/or space acquired for emergency services purposes shall be in accordance with the respective policies, practices and guidelines of the City or agency.
8.7 DEVELOPMENT REVIEW AND GROWTH MANAGEMENT

8.7.1 PURPOSE

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

8.7.2 DEVELOPMENT APPLICATION SUBMISSION REQUIREMENTS

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

(a) A Subwatershed Impact Study in accordance with the provisions of Section 8.6.5 and which also takes into consideration the Master Plan;

(b) An area design plan in accordance with the provisions of Section 8.4.2;

(c) A pedestrian circulation plan in accordance with the provisions of Section 8.4.4.4 (b);

(d) Delineation of the Regulatory floodplain, to be completed at the planning/design stages of development and supplemented with a detailed topographic survey of the watercourse and floodplain;

(e) Geotechnical study for natural hazards including slope and soil stability; and,


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 wildlife habitat unless it is demonstrated that there will be no negative impacts on the natural features or their ecological functions. Further, development and site alteration shall not be permitted in the habitat of endangered or threatened
species, except in accordance with provincial and federal requirements. The City will require an Environmental Impact Statement prepared to the City’s satisfaction in accordance with any provincial and federal requirements to determine the location of significant wildlife habitat and the habitat of endangered and threatened species. The Environmental Impact Statement will also, as applicable:

(a) Demonstrate, where significant wildlife habitat is identified, that there are no negative impacts on the natural features or their ecological functions; and,

(b) Demonstrate, with respect to the habitat of endangered or threatened species, that development and site alteration can be permitted in accordance with provincial and federal requirements.

Provincial and federal requirements for these purposes means legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

8.7.3 GROWTH MANAGEMENT

8.7.3.1 Requirements Prior To Development

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

(a) Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City’s Long Range Financial Plan (LRFP). The purpose of the FIA is to establish an affordable and sustainable financing plan for development in all areas of the City, including the Salem Secondary Plan, over the planning period. Development must be consistent with the assumptions and findings of the FIA as it provides the City with the financial tools to ensure that the required infrastructure, including internal and external transportation infrastructure, and community services can be delivered in a timely and fiscally responsible manner. (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”). As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent
with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 8.7.3.1 (c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;

(b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt’s Secondary Plan Areas;

(c) Landowners in the Salem Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan, recognizing that:

i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,

ii) landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

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

(d) Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;

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

8.7.3.2 Phasing

(a) Development in the residential and mixed areas of the Salem Secondary Plan Area shall proceed in three phases as designated on Schedule 8E. Prior to the commencement of development in each phase, the policies of Section 8.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60 percent 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, (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”).

(b) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City’s sole discretion, the phasing may be re-evaluated to the satisfaction of the City and having regard for the policies of the Salem Secondary Plan. In such circumstances, the City may, at its sole discretion, through an amendment to this Plan, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.

(c) The City will plan the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City’s LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services and roads infrastructure are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 8.7.3.1 and 8.7.3.2 of this Plan, and in accordance with the requirements for the provision of services established in any required Functional Servicing Plans, and roads infrastructure established in any required Traffic Impact Studies. In particular, development approvals in the Salem Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied: (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”).

i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary
stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City;

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

iv) Required roads infrastructure is constructed or is secured to be constructed. (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”).

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

8.7.3.4 Public Facilities

Notwithstanding the foregoing policies of Section 8.7.3:

(a) Federal, Provincial, County and City owned and/or operated public infrastructure and services such as, but not limited to, parks, emergency response services (e.g. ambulance, fire, police), stormwater management facilities, water and waste water facilities including pumping stations and above or below ground utilities such as gas lines or telecommunications facilities may proceed in any designation, at any time even if the precise requirements of Section 8.7.3 above have not been met; and,

(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 8.7.3 above are not fully met, if it can be demonstrated to the City that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Salem Secondary Plan, and if there are no unacceptable negative impacts to the City as determined by Council at its sole discretion.
8.7.4 MONITORING

All development shall be monitored to ensure that:

(a) The overall progression is in accordance with the Vision and Planning Principles of the Plan;

(b) The forecasts and targets of the Plan are being achieved;

(c) The health of the Natural Heritage System is being maintained and enhanced; and,

(d) The implementation of the Plan is being carried out in an appropriate, fiscally prudent manner in accordance with the principles of the FIA.

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

8.8.1 GENERAL

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

(a) City of Barrie, Drainage and Stormwater Master Plan, Intensification and Annexed Lands, 2013;

(b) City of Barrie, Wastewater Collection Master Plan and Class Environmental Assessment (EA), Intensification and Annexed Lands, 2013;

(c) City of Barrie, Wastewater Treatment Master Plan and Class EA (Phases 1 and 2), Intensification and Annexed Lands, 2013;

(d) City of Barrie, Water Supply Master Plan Update Class EA (Phases 1 and 2), Intensification and Annexed Lands, 2013;

(e) City of Barrie, Multi-modal Active Transportation Master Plan, Intensification and Annexed Lands, 2013;

(f) City of Barrie Fire Station Location Study, 2012;

(g) City of Barrie, Plan for Transit, 2012;

(h) City of Barrie, Parks and Recreation Growth Strategy, 2013;

(i) City of Barrie Sustainable Waste Management Strategy, 2012; and,


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

8.8.2 ZONING BY-LAW

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

8.8.3 CONSENTS

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

(a) The provisions of Section 6.2.1.2 of the Official Plan;

(b) Any applicable provisions of the Salem Secondary Plan; and,

(c) Provided that the consent does not prejudice the implementation of the Secondary Plan.

8.8.4 PUBLIC AGENCIES

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

8.8.5 RELATIONSHIP TO OFFICIAL PLAN

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

8.8.6 INTERPRETATION

The Appendices do not form part of the Secondary Plan.

8.8.7 DEFINITIONS

8.8.7.1 Agricultural Uses

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

8.8.7.2 Agricultural-Related Uses

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

8.8.7.3 Agricultural Use, Secondary

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

8.8.7.4 Developable Area/Net Developable

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

Developable area excludes:

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

Net Developable Area includes only the lot.

8.8.7.5 Existing

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

8.8.7.6 Floor Space Index

Floor space index is the ratio of gross floor area of a building to its respective lot area.
8.8.7.7 Guidelines

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

8.8.7.8 Home Business

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

8.8.7.9 Net Hectare

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

8.8.7.10 Window Streets

Local streets which are parallel or adjacent to arterial streets and permit buildings to face the arterial without requiring direct access to the arterial streets.
The Potential Floodline reflects a floodline which could occur from modifications such as culvert improvements which reduce areas subject to flooding. It is expected that these floodlines have not been approved and that the detailed delineation of the Regulatory Floodplain is required to be completed at the planning/design stage of development. The actual development will be defined at that time.
SECTION 9.0: HEWITT’S SECONDARY PLAN (2010 Annexed Lands East)
HEWITT’S SECONDARY PLAN

9.1 INTRODUCTION

9.1.1 PURPOSE OF THE SECONDARY PLAN

The Hewitt’s Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt’s Secondary Plan Area. The Hewitt’s Secondary Plan Area is comprised of five residential districts and the Yonge Street mixed use corridor as identified on Schedule 9A, Hewitt’s Secondary Plan Community Structure Plan (East Community Structure Plan).

9.1.2 LOCATION

The lands which are the subject of the Hewitt’s Secondary Plan are shown on Schedule B, Planning Areas of the Official Plan, and Schedule 99A Hewitt’s Secondary Plan Community Structure Plan and are bounded by:

(a) North: Mapleview Drive and Big Bay Point Road;
(b) East: 20th Sideroad;
(c) South: Lockhart Road; and,
(d) West Property boundaries and existing residential subdivisions.

9.1.3 FORMAT OF THE SECONDARY PLAN

The Secondary Plan text consists of the following sections:

(a) Section 9.2 Community Vision and Structure
(b) Section 9.3 Natural Heritage System
(c) Section 9.4 Community and Sustainable Design Strategy
(d) Section 9.5 Land Use Strategy
(e) Section 9.6 Community Services Strategy
(f) Section 9.7 Development Review and Growth Management
(g) Section 9.8 Implementation and Interpretation

The Plan also includes the following schedules:

(a) Schedule 9A Community Structure
(b) Schedule 9B Natural Heritage System Components
(c) Schedule 9C Land Use Plan
(d) Schedule 9D1 Transportation Plan
(e) Schedule 9D2 Street Widening Plan
(f) Schedule 9E Development Phases
9.2 COMMUNITY VISION AND STRUCTURE

9.2.1 PURPOSE

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

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

9.2.2 VISION

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

9.2.3 PLANNING PRINCIPLES

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

(a) That the City of Barrie continues to apply the principle that growth pays for growth to the greatest extent possible within the law.

(b) That municipal services like parks, fire services, streets, water, and wastewater be built at the same time or in advance of the issuance of occupancy permits.

(c) That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling and sustainable community planning.

(d) That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including “corner stores” and/or local commercial areas.
(e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, pedestrian-friendly street design (buildings close to street, tree-lined streets, on-street parking, hidden parking lots, garages in rear lane, narrow and slow speed streets).

(f) That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.

(g) That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.

(h) That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.

(i) That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.

(j) That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents and minimizes out-commuting.

9.2.4 COMMUNITY STRUCTURE

9.2.4.1 Community Structure Plan

Schedule 9A, Hewitt’s Secondary Plan Community Structure Plan, establishes the key components that define the general arrangement of land use and activity for the Hewitt’s Secondary Plan Area. Each component has its own function which is described in the following sections.

9.2.4.2 NATURAL HERITAGE SYSTEM

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

9.2.4.3 Mixed Use Nodes and Corridors

The Mixed Use Nodes and Corridors are the most urban component of the Hewitt’s Secondary Plan Area providing for the most dense
development and highest order of activities including medium and high
density residential, retail and service commercial, business, live-work,
institutional and cultural uses. Mixed use development is encouraged,
but development may also occur in single purpose buildings. The primary
focus of this form of development is along Yonge Street. This area is a
focus of high density development including employment and residential
uses. Three other areas are identified west of Yonge Street and three
areas east of Yonge Street. These act as focal points for several
residential neighbourhoods. They will be predominately medium and high
density residential in character, however, a range of other uses will also
be permitted including retail and service commercial use, live-work and
institutional uses. Provision for retail and service commercial uses shall
be encouraged on the ground floor of residential, office or institutional
buildings.

9.2.4.4  Residential Areas

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

9.2.4.5  Special Rural Area

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

9.2.4.6  Transportation System

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

9.2.5  PLANNING PERIOD

The planning period for the Hewitt’s Secondary Plan is from 2013 to 2031
and it shall be reviewed a minimum of every five years. The Plan does
not reflect the ultimate plan for the Hewitt’s Secondary Plan Area;
however it has been prepared in the context of a potential ultimate plan
which is found in Appendix 9A to the Hewitt’s Secondary Plan. The
potential ultimate plan provides a framework for consideration of future urban development in the Hewitt’s Secondary Plan Area as part of any review of the Hewitt’s Secondary Plan and a municipal comprehensive review in accordance with the policies of Section 3.1.2.4 of the Official Plan.

9.2.6 POPULATION

The population growth forecast for Hewitt’s Secondary Plan Area is approximately 26,000 by 2031. The total population growth forecast for the Hewitt’s and Salem Secondary Plan Areas will reflect the population growth forecast for both the Plan Areas combined.

9.2.7 EMPLOYMENT

The employment growth forecast for Hewitt’s Secondary Plan Area is 4,160 by 2031. The total employment growth forecast for the Hewitt’s and Salem Secondary Plan Areas will reflect the employment growth forecast for both the Plan Areas combined.

9.2.8 DENSITY

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

9.2.9 HOUSING

9.2.9.1 Housing Mix Target

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

(a) 83 percent low and medium density ground related; and,

(b) 17 percent medium and high density non-ground related.

9.2.9.2 Affordable/Special Needs Housing

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

9.3.1 PURPOSE

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

9.3.2 NATURAL HERITAGE SYSTEM COMPONENTS

The Natural Heritage System designation on the Hewitt’s Secondary Plan Schedules is comprised of the following key components as designated on Schedule 9B, Natural Heritage System Components.

9.3.2.1 Natural Core Area

(a) The Natural Core Area designation on Schedule 9B includes important natural heritage, hydrological and hydrogeological features or groupings of such features, including key natural heritage and hydrological features, together with required buffers and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural Heritage System within an urban context.

(b) A core area approach focuses on protecting not only the features, but their ecological functions as well. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site specific factors. The factors are based on both features and functions and the boundaries include a 30 metre buffer from the edge of the wetlands and watercourses within the Natural Core Areas, a 10 metre buffer from the dripline of the woodland features and a 5 metre buffer where the boundary of the Natural Core Areas is an existing meadow or thicket. The general ecological principles considered included:

i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species;

ii) Size – Sufficient size to protect interior habitat;

iii) Contiguity – Designed to create contiguous units;

iv) Connectivity – The unit can be linked to other units;
v) Significance – The area supports significant species or habitats; and,

vi) Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

9.3.2.2 Natural Linkage Area

(a) The primary function of the Natural Linkage Area designation on Schedule 9B is to connect two or more Natural Core Areas, or to connect a Natural Core Area to habitats outside the Hewitt’s Secondary Plan Area. Linkages are important for a variety of plants and wildlife, facilitating daily and seasonal movements, as well as gene flow. In most cases, the Natural Linkage Areas also provide available habitat.

(b) The Natural Linkage Areas are primarily associated with stream corridors that connect two or more Natural Core Areas. In order to sustain potential movement between the Natural Core Areas, a minimum linkage width of 100 metres was established. In addition, a number of linkage-specific criteria reflecting site-specific characteristics formed the basis for the establishment of the Natural Linkage Area designation which is generally 100 metres in width or greater as designated on Schedule 9B.

9.3.2.3 High Constraint Stream Corridor Area and High Constraint Stream Corridor Area Special

(a) High Constraint Stream Corridor Areas as designated on Schedule 9B include identified watercourses with associated riparian lands, and the Corridor Area shall include buffers measured from stable top-of-bank. These areas are located within Natural Core and Natural Linkage Areas.

(b) High Constraint Stream Corridor Areas must be protected in their existing locations for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013.

(c) High (S) Constraint Stream Area - Special may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

9.3.2.4 Medium Constraint Stream Corridor Area

(a) Medium Constraint Stream Areas as designated on Schedule 9B include identified watercourses and adjacent riparian lands, including buffers
measured from stable top-of-bank. These areas are also located within Natural Core and Natural Linkage Areas. They must be protected for hydrogeological and ecological reasons in accordance with the directions established in the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013 (Drainage and Stormwater Master Plan). However, they may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

(b) Where a Medium Constraint Stream Corridor Area in a Natural Linkage Area designation is relocated, the land use designation on the abutting lands on Schedule 9C, Land Use Plan, shall apply to the lands from which the Corridor and Natural Linkage Area designation is relocated.

9.3.3 NATURAL HERITAGE SYSTEM BOUNDARIES

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

(a) The boundaries of the Natural Core Area, Natural Linkage Area and High Constraint Stream Corridor Area designations on Schedule 9B, Natural Heritage System shall be maintained generally in accordance with the designations on Schedule 9B.

(b) Minor modifications may be considered to the boundaries of these designations when the boundary is surveyed as part of the development review process to reflect differences in scale and level of detail. However, such minor modifications shall not negatively impact the Natural Heritage System as determined by the City, in consultation with the applicable Conservation Authority, nor shall such minor modifications result in any significant decrease or increase in the size of the Natural Heritage System. Further, any minor modification which might result in a change to the boundary of a Provincially Significant Wetland shall require approval of the Ministry of Natural Resources based on the submission of studies required by that Ministry.

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

(a) The location and boundaries of the Medium Constraint Stream Corridor Area designations in Natural Core Areas shall be maintained generally in accordance with the designations on Schedule 9B. Minor modifications
may be considered in accordance with the provisions of Section 9.3.3.1 (b).

(b) The location and boundaries of the High (S), Medium and Low Constraint Stream Corridor Area designations outside of Natural Cores on Schedule 9B shall be determined in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations during the preparation of a Subwatershed Impact Study required by Section 9.7.2 of this Plan. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.

(c) High (S) Constraint Stream Corridor Area– Special Defined Policy Area 1

The High (S) Constraint Stream Corridor Area – Special Defined Policy Area 1 shown on Schedule 9B, the location and boundaries of the High (S) Constraint Stream Corridor Area designation may be modified and shall be determined based on satisfaction of the following tests:

i) hydrologic connection to Hewitt’s Creek will be maintained or enhanced; and,

ii) enhancements or ecological offsetting will be completed within the Hewitt’s Creek Subwatershed and/or Lake Simcoe Region Conservation Authority Watershed within the City of Barrie to provide an overall net benefit or net gain for the removal of any features and functions of this Natural Heritage System area.

Ecological offsetting will consider the following compensatory measures through the preparation of an Ecological Offsetting Strategy (EOS) to the satisfaction of the City and LSRCA:

i) replacement of woodland feature at a ratio of 2:1 (replacement : loss)

ii) replacement of wetland feature at a ratio of 3:1 (replacement : loss)

iii) creation or enhancement of watercourse corridors using natural channel design principles

iv) NHS compensation based on a Natural Capital Assessment or Ecological Goods and Services (EGS) Evaluation

The implementation of the ecological offsetting will be concurrent with the removal of the features and will be completed within one (1) year of the commencement of their removal. Monitoring will be required as part of the EOS in order to ensure the effectiveness of the ecological offset.

Provided that both the City of Barrie and the Lake Simcoe Region Conservation Authority, with respect to its own legislative and regulatory powers, are satisfied that the above tests have been met, and that the proposal fulfills the provisions of the federal Fisheries Act, residential development may be permitted without an amendment to the Official Plan.
Plan. This may include, where the tests are met, all the lands in the Defined Policy Area 1 shown on Schedule 9B.

Subject to the satisfaction of the above tests, the lands or a portion of the lands adjacent to Mapleview Drive between Price William Way and Royal Jubilee Drive (approximately 4 hectares) shall be developed for Medium Density Residential, in accordance with Section 9.5.8 for affordable housing in conformity with the provisions of Section 3.3. The remainder of the Defined Policy Area shall be developed as a “Residential Area” in accordance with Section 9.5.7.

(d) High (S) Constraint Stream Corridor Area – Special Defined Policy Area 2

In addition to the requirements of Section 9.3.2.3 (c) and 9.3.3.2 (b), for the High (S) Constraint Stream Corridor Area – Special Defined Policy Area 2 shown on Schedule 9B, the location and boundaries of the floodplain related to the Stream Corridor Area shall be modified and/or relocated such that the floodplain area, meander belt width and related features, including channel and required setbacks are accommodated within the High (S) Constraint Stream Corridor Area designation which will have a width of 60 metres. As part of the redesign of the floodplain area, cut/fill will be permitted on the adjacent residential land, such that the relocated floodplain area occurs within the 60 metre Corridor Area. Further, any proposed road crossings through the Corridor Area will be subject to road ecology principles in order to maintain corridor function objectives and connectivity.

(e) High (S) Constraint Stream Corridor Area – Special Defined Policy Area 3

Notwithstanding the requirements of Sections 9.3.2.3 (c) and 9.3.3.2 (b), for the High (S) Constraint Stream Corridor Area – Special Defined Policy Area 3 shown on Schedule 9B and all the other applicable Official Plan Schedules and Appendices, the only requirement shall be the restoration of lands within the 30 metre buffer from the staked limit of the north branch of the Sandy Cove Creek channel to the satisfaction of the City of Barrie, and the Lake Simcoe Region Conservation Authority, the Ministry of Natural Resources and Forestry and the Department of Fisheries and Oceans with respect to their own legislative and regulatory powers.

(OMB Settlement PL140770, July 16, 2015)

(f) High (S) Constraint Stream Corridor Area – Special Defined Policy Area 4

Notwithstanding the requirements of Sections 9.3.2.3 (c) and 9.3.3.2 (b), for the High (S) Constraint Stream Corridor Area Special – Defined Policy Area 4 shown on Schedule 9B and all the other applicable Official Plan Schedules and Appendices, the only requirement shall be the restoration of lands within the 30 metre buffer from the staked limit of the western
most extent of the south branch of the Sandy Cove Creek channel to the 
satisfaction of the City of Barrie, and the Lake Simcoe Region 
Conservation Authority, the Ministry of Natural Resources and Forestry 
and the Department of Fisheries and Oceans with respect to their own 
legislative and regulatory powers which may include reconfiguration of the 
Stream Corridor Area resulting in a non-linear feature. Where the High (S) 
Constraint Stream Corridor Area Special – Defined Policy Area 4 is 
relocated, the land use designation on the abutting lands on Schedule 9C, 
Land Use Plan, shall apply to the lands from which the High (S) Constraint 
Stream Corridor Area Special – Defined Policy Area 4 designation is 
relocated. (OMB Settlement PL140770, July 16, 2015)

9.3.4 PERMITTED USES, BUILDINGS, AND STRUCTURES

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

(a) forest, fish and wildlife management;

(b) stewardship, conservation, restoration and remediation undertakings 
including the deepening, relocation or consolidation of Medium and Low 
Constraint Stream Corridor Areas in accordance with the policies of 
Section 9.3.3.2;

(c) existing uses and accessory uses, buildings and structures to the existing 
uses;

(d) flood or erosion control projects, but only if the projects have been 
demonstrated to be necessary in the public interest after alternatives 
have been considered;

(e) retrofits of existing stormwater management works (i.e. improving the 
provision of stormwater services to existing development in the 
watershed where no feasible alternative exists);

(f) infrastructure, including tunneling of underground services, subject to the 
policies of Section 9.3.5, but only if the need for the project has been 
demonstrated through an Environmental Assessment including a Class 
Environmental Assessment or other similar environmental approval and 
there is no reasonable alternative;

(g) low-intensity recreational uses that require very little terrain or vegetation 
modification and few, if any buildings or structures, and which are located 
to maximize protection of features such as wetlands, streams and 
wooded areas, including, but not limited to, non-motorized trail/pathway 
use, natural heritage appreciation, and unserviced camping on public or 
institutional land;

(h) stormwater management facilities subject to the policies of Section 9.3.6; and,
(i) grading for permitted uses such as lots, streets and public facilities located outside of, but adjacent to the Natural Heritage System, in the Natural Heritage System buffer in accordance with the directions established in the relevant Subwatershed Impact Study, and any applicable Federal, Provincial policies and regulations, and Conservation Authority regulations and through the preparation of an Environmental Impact Study (EIS) required by Section 9.7.2 of this Plan, provided that upon completion of the grading the buffer shall be planted and maintained as natural self-sustaining vegetation for lands subject to the Lake Simcoe Protection Plan.

9.3.5 INFRASTRUCTURE

(a) Streets and related utilities located in the Natural Heritage System shall:

i) use non-standard cross-sections designed to minimize impacts on the natural environment and be kept to the minimum width possible;

ii) generally only cross the Natural Heritage System in the general areas of the street designations on Schedules 9C and 9D1 and 9D2, or as defined through an Environmental Assessment including a Class Environmental Assessment, using low impact construction methods such as tunneling/directional drilling for underground services;

iii) be designed to minimize grading;

iv) be located outside key natural heritage and key hydrologic features to the maximum extent possible;

v) provide for the safe movement of wildlife in the design and construction of the street as much as feasible; and,

vi) be designed to keep any related structures or parts of structures outside the High (S) Constraint Stream Corridor Areas and High Constraint Stream Corridor Area -Special to the maximum extent possible or as defined through an Environmental Assessment including a Class Environmental Assessment, using low impact construction methods such as tunneling/directional drilling for underground services.

(b) Other infrastructure including waste water and water facilities, and gas pipelines shall be located whenever possible in conjunction with street rights-of-way or existing infrastructure corridors. Where infrastructure is required to be located in alternative locations it shall generally satisfy the applicable criteria in Section 9.3.5 (a) and shall use low impact construction methods such as tunneling/directional drilling for underground services.

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

9.3.6 STORMWATER MANAGEMENT FACILITIES

9.3.6.1 Location

Stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, provided that the final number, size and configuration of such facilities shall be determined through required Subwatershed Impact and Functional Servicing Studies and such facilities and the use of Low Impact Development Design Standards, shall, with respect to the Natural Heritage System as designated on Schedule 9B be located:

(a) Outside the Natural Core Area designation with the exception of any related buffer;

(b) Outside any High, High (S) or Medium Constraint Stream Corridor Areas with the exception of any related buffer; and,

(c) In Natural Linkage Areas as designated conceptually on Schedule 9B provided that the facility does not occupy more than 50 percent of the width of the Natural Linkage Area. Notwithstanding the foregoing, facilities are to be located outside the floodline, meanderbelt allowance, erosion/access allowance and any confined valley and there shall be no loss of flood storage or conveyance.

Further, retrofits of existing stormwater management works (ie. improving the provision of stormwater services to existing development in the watershed where no feasible alternative exists) shall be permitted, but notwithstanding the foregoing, no new stormwater management facility shall be permitted in the Lake Simcoe Watershed in any key natural heritage feature, key natural hydrologic feature or related vegetation protection zone.

9.3.6.2 Design

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

(a) Be naturalized and unfenced, except where the facility abuts private property;

(b) Be as small as feasible;
(c) Have the minimum required access for maintenance; and,
(d) Incorporate natural self-sustaining vegetation.

9.3.7 LAKE SIMCOE WATERSHED

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

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

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

9.3.8 NATURAL HERITAGE SYSTEM SECUREMENT

9.3.8.1 Ownership

The designation of lands as part of the Natural Heritage System does not imply that the lands will be purchased by the City or a public agency or that they are free or open to the public. Notwithstanding the foregoing, the City recognizes that public securement of the lands in the Natural Heritage System will provide opportunities for enhanced management of the System. The City shall investigate all options for the securement of the lands in the Natural Heritage System. Once lands are in public ownership, the City will maintain the lands in public ownership to protect the System.

9.3.8.2 Parkland Dedication

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

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

The policies of Section 3.5.2.3.1 of the Official Plan shall apply to floodplain management, erosion, hazardous sites and fill control. Schedule 9B identifies the Regulatory Floodline based on current available information. The precise boundaries of flood and erosion hazard areas and associated setbacks shall be established to the satisfaction of the City, in consultation with the applicable Conservation Authority, through the Drainage and Stormwater Master Plan and as part of the review of specific development applications without further amendment to this Plan. Changes to the boundaries may include any reductions such as those due to the introduction of additional or larger culverts downstream. Development in flood and erosion hazard areas determined through this process shall be subject to the policies of the Natural Heritage System regardless of their designation. In addition, the applicable Conservation Authority shall be satisfied with respect to its own legislative and regulatory powers. Development in lands which are established to be outside flood and erosion hazard areas shall be in conformity with the underlying or adjacent land use designation on Schedule 9C.

9.3.10 SURFACE WATER AND GROUND WATER PROTECTION

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

9.4.1 PURPOSE

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

9.4.2 COMMUNITY FORM

(a) The Hewitt’s Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a complete community and sustainable development through the efficient use of land and infrastructure including such features as the Natural Heritage System; the land use arrangement including mixed use nodes and corridors, provision of live-work opportunities and a mix of housing and employment opportunities; a modified grid street system which enhances the opportunity to provide transit and active transportation facilities; neighbourhoods with parks and schools as their focal points within a five minute walk of most residents; and measures designed to maintain the natural hydrologic cycle and function of the watersheds and protect ground and surface water quantity and quality. Schedule 9A, Community Structure illustrates this conceptual design, together with Schedule 9C, Land Use Plan and Schedule 9D1, Transportation Plan.

(b) The Hewitt’s Master Plan in Appendix 9B is intended to illustrate graphically the design of the Hewitt’s Secondary Plan Area, and how the policies and Schedules of the Plan are to be implemented.

(c) Prior to the commencement of any phase of development in accordance with the phasing policies of Section 9.7.3.2, or a specific neighbourhood within a phase, or a sub-area within the Yonge Street Mixed Use Corridor, the City shall determine, after consultation with all affected landowners in the general area to which the Application or Applications apply, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 9B. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

(d) The City shall require the preparation of an area design plan for one or more of the areas identified in subsection (c), to the satisfaction of the City, prior to draft plan approval or approval of other development plans in a specific area identified in subsection (c), where:
i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 9B; and/or,

ii) the City, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between the landowner’s plans.

A proposed plan of subdivision or other development plan shall be considered to be inconsistent with the Master Plan if it is deemed by the City not to conform to the Design and Sustainable Development Directions in Section 9.4.4. The following shall not generally be considered to be inconsistent with the Master Plan, provided that the City determines that the plan of subdivision or other development plan conforms to the Secondary Plan:

i) modifications to, or relocations of, portions of the street or trail pattern;

ii) modifications to High (S), Medium and Low Constraint Stream Corridors;

iii) relocation of public facilities and parks;

iv) relocation, deletion or other modifications to stormwater management facilities; or,

v) reconfiguration of land use categories and lot depths provided the overall minimum density of development and population and/or employment forecasts are maintained.

(e) Where required, an area design plan shall be prepared in conformity with the policies and schedules of the Hewitt’s Secondary Plan and will provide detailed direction with respect to, but not limited to the following:

i) a street and pathway pattern, including local streets and a pedestrian and cycling system and transit routes;

ii) specific boundaries of land use categories and designations, including the density and distribution of housing types where applicable;

iii) the location, size and general configuration of public facilities including parks, Village Squares and schools;

iv) the location, size and general configuration of stormwater management facilities;

v) the surveyed boundary of the Natural Heritage System in accordance with Section 9.3.3.1;
vi) the location, alignment and boundaries of Medium and Low Constraint Stream Corridor Areas;

vii) the location and distribution of ancillary commercial and service facilities in Industrial Areas;

viii) provision for potential commercial facilities in neighbourhood mixed use nodes; and,

ix) co-ordination, including provision for street and pathway connections, with adjacent existing and proposed development.

(f) Such area design plans shall be prepared in accordance with terms of reference approved by the City and the applicant(s), by the City or a consultant retained by the City at the applicant’s cost. The approval of an area design plan by the City shall not require an amendment to this Plan.

9.4.3 URBAN DESIGN AND SUSTAINABLE DEVELOPMENT GUIDELINES

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

9.4.4 DESIGN AND SUSTAINABLE DEVELOPMENT POLICIES

Development in the Hewitt’s Secondary Plan Area shall also be evaluated in accordance with the following policies:

9.4.4.1 Official Plan General Design Guidelines

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

9.4.4.2 Community Design

(a) All development, particularly in the Mixed Use Mixed Use Nodes and Corridors identified on Schedule 9A, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.

(b) Each residential neighbourhood will have distinctive characteristics, but also a number of common features including:

i) a central focal point including a Neighbourhood Park, and where required an elementary school or schools, and related facilities such
as day care and central mail pickup facilities, within a five minute walk of most residents;

ii) a character which is primarily residential, but which will also include a range of uses including live-work, institutional and open space uses;

iii) a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population; and,

iv) a variety of open space including parks, Village Squares, and private open space in accessible locations which can act as “meeting places” for residents.

(c) A hierarchy of institutional, commercial and open space uses shall be established with:

i) major facilities in locations which form part of, or in the case of institutional uses, are adjacent to Mixed Use Nodes and Corridors, to allow them to serve as focal points for the Hewitt’s Secondary Plan Area and its neighbourhoods;

ii) elementary schools and neighbourhood parks, and other uses which are primarily designed to serve neighbourhoods including day care facilities and recreation clubs located to serve as focal points for neighbourhoods within a five minute walk of most dwelling units; and,

iii) Village Squares located to serve subneighbourhoods which are generally more than a five minute walk from a neighbourhood park, while urban squares are located in mixed use areas to contribute to a vibrant streetscape and provide a meeting place for residents and visitors.

(d) The Hewitt’s Secondary Plan Area has a number of barriers to connectivity and accessibility, both internally and externally including the railway, limited street connections to surrounding areas, the width of arterial streets, and the Natural Heritage System. To address this issue, development shall be based on:

i) a modified grid street system generally as identified on Schedule 9D1, with an interconnected networks of streets which is also designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service, as well as supporting walking and cycling. In addition, a pathway system will be provided for walking and cycling;

ii) a local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system and recognition of topography and the Natural
Heritage System. Culs-de-sac will generally only be permitted when warranted by site conditions;

iii) street and pathway crossings of the Natural Heritage System and the railway and connections to adjacent areas generally as identified on Schedule 9D1;

iv) street cross sections for all streets, and access and parking provisions which reflect the abutting land uses (e.g. context sensitive design) and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle and transit friendly environment; and,

v) connections will be made to other parts of the City whenever possible through street, pedestrian and bicycle links to ensure the community functions in an integrated manner.

(e) The Natural Heritage System is a central feature of the Planning Area and the development form should reflect this fact including:

i) a system of trails/pathways which are designed to require very little terrain or vegetation modification and few, if any, buildings or structures, and which are located to maximize protection of features such as wetlands, streams and wooded areas, and are limited to non-motorized use and located generally in accordance with the trail/pathway system on Schedule 9D; and,

ii) provision for views and accessibility, both physically and visually to the System through a range of approaches including, but not limited to, single loaded streets, crescent streets, and locating public open space and other public facilities and/or high density residential and employment uses adjacent to the System generally as shown on the Master Plan.

(f) Views and accessibility to other public facilities, particularly recreation centres, schools and parks which will serve as “meeting places” for residents, are also important with the total linear perimeter distance around recreation centres, schools and parks being in the order of 50 percent of the perimeter bounded by streets and open space as generally identified in the Master Plan.

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

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

9.4.4.4 Streetscape Design

The streetscape consists of streets and public frontages. The streets provide for traffic and parking capacity, as well as cycling facilities. The public frontage provides for pedestrian circulation and contributes to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters, street trees, and other street furniture; as well as features such as centre medians. The policies of Section 9.6.3 provide direction with respect to the standards for typical streets, while the Urban Design and Sustainable Development Guidelines will provide detailed direction for public frontages and other design treatments which reflect the following directions;

(a) General Street Design Objectives

Five types of streets are established, although variations may be considered by the City based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage System and open space uses and achievement of other design objectives:

i) Arterial Streets are high capacity streets which serve as major gateways to the City. A balance must be achieved between their transportation function, including the accommodation of transit and cycling, and their ability to provide access to flanking land uses and to provide a socially vibrant public space. It will also be important to minimize their barrier effect. To assist in achieving this balance, these streets will have the highest standard of design including features such as wide sidewalks, centre medians, special tree and feature planting, street furniture, paving, lighting and signage particularly in the Yonge Street Mixed Use Corridor and Neighbourhood Mixed Use Nodes. Consideration may be given to permitting on-street parking in Neighbourhood Mixed Use Nodes, particularly at off-peak periods and parking bays may also be provided.

ii) Major and Minor Collector Streets connect neighbourhoods to each other and to other parts of the community. These streets will have a high standard of design which will be achieved through tree planting, lighting and signage and will permit on-street parking particularly in off-peak periods. The design will complement the planned abutting land uses, including wider sidewalks and street furniture such as benches, in Mixed Use Nodes and Corridors.
iii) Local Streets support local transportation needs, as well as providing an attractive environment for pedestrians and cyclists through the provision of sidewalks and appropriate tree planting.

iv) Lanes/Service Streets will be considered where direct driveway access from a street is not appropriate, or in response to special design features such as development fronting directly onto open space. “Window” streets may also be considered in limited circumstances. Such streets shall be designed to provide access for public maintenance and emergency vehicles; and to maximize safety and security.

(b) Pedestrian/Cyclist Comfort
Pedestrian/cyclist comfort and safety will be a priority in streetscape design:

i) in Mixed Use Nodes and Corridors, in particular, an enhanced streetscape and sidewalk environment will be provided, in addition more frequent signalization may be considered.

ii) sidewalks shall generally be provided on both sides of all streets with the exception of the following where sidewalks shall only be required on one side of the street:
- Local streets in industrial areas;
- Residential streets with less than ten dwelling units or culs-de-sac;
- Window streets; and,
- A street flanking the Natural Heritage System or a public park.

iii) the City may also give consideration to permitting one sidewalk on some additional Local Streets where the City is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of-way width of 18 metres. The geographic extent of the pedestrian circulation plan shall be sufficient to demonstrate how the above conditions are met, as well as the relationship of the area to the transit system, community facilities and shopping areas.

iv) the length of a residential or mixed use development block makes a significant difference in creating a pedestrian and transit friendly environment. Blocks should be short and regular, generally a maximum of 250 metres in length, to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, a wide public mid-block pathway should be provided to shorten walking distances.
v) provision for cyclists to travel either on the street or on pathways separated from the street system, which may or may not include a designated lane, shall be recognized in the design of all arterial and collector streets. In addition, bicycle parking standards for other than freehold, ground related housing, shall be prepared and implemented through the zoning by-law.

vi) a system of pathways will be developed primarily in the Natural Heritage System based on the conceptual system on Schedule 9D1. The pathway system shall be subject to further study to the satisfaction of the City, in consultation with the applicable conservation authority and the landowners.

(c) Street Frontage
The following policies relate to the relationship between the street and abutting land uses:

i) Reverse Lotting will not be permitted unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. A range of alternatives will be used to ensure a high quality streetscape including lanes, service streets and “window” streets. If there is no alternative to reverse lotting, it will be kept to the minimum and landscaping, as well as site and landscape design, will be used to mitigate the impact on the streetscape.

ii) noise sensitive properties will be buffered through mechanisms such as restrictions on the type of land use, building design, building location on the lot, location of outdoor living space and through the provision of landscaping such as enhanced planting of street trees. Buffering related to street noise such as noise fences, berms and rear lotting, with the exception related to rear lotting identified in sub section i) above, and where side yards flank arterial streets, which restrict visual and physical access to the street shall generally not be utilized. Buffering adjacent to the railway will be based on the results of noise studies in accordance with Section 5.4.2.1 (e) and may include noise walls.

iii) buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. The heights of buildings should be related to street widths to create a more comfortable pedestrian environment, so that generally the wider the street, the higher the building height;

iv) buildings on corner lots on Arterials and Collectors should be sited and massed toward the intersection

v) in residential areas, garages should be designed so they are not the dominant feature in the streetscape in particular, attached garages should not generally project beyond the façade of the
building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law.

9.4.4.5 Parking

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

(a) Screening the parking lot at the street and adjacent to residential or mixed use development with a residential component through the use of features such as low fences, walls and/or landscaping, and in a manner which reflects the safe community design policies of Section 9.4.4.7.

(b) Locating the parking lot to the side or rear of the main building and prohibiting parking, or permitting in certain limited circumstances minimal parking, generally occupying not more than 10 percent of the front yard, in front of the main building or buildings in Mixed Use Nodes and Corridors and Residential Areas. However, where large retail stores are proposed, design alternatives will be considered, including the location of large retail stores in the interior of the development with smaller stores located abutting the public street; or lining the frontage of the large store with smaller stores with multiple building entrances while prohibiting parking in front of buildings. However, where ground related housing such as stacked townhouses and townhouses are proposed where there is direct access to the street, front yard parking may be permitted in accordance with zoning requirements for such residential development.

(c) Generally limiting parking areas between the street and buildings in industrial and business park areas to a double row of parking, however, design alternatives will be considered related to the use and size of the site.

(d) Providing pedestrian walkways in parking areas adjacent to buildings, between building clusters and to provide access from the building to transit stops, public sidewalks and other developments. These walkways may be required to cross parking lots, particularly larger lots, to provide required access and to ensure the safety and comfort of pedestrians.

9.4.4.6 Landscaping

The City shall establish specific landscaping requirements in the Urban Design and Sustainable Development Guidelines to ensure:
(a) The provision of landscape features which contribute to the definition of the public realm, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions;

(b) The enhancement of pedestrian comfort and scale of development; and,

(c) Water efficient, drought resistant landscaping; including the use of native plants and xeriscaping.

9.4.4.7 Safe Community Design

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

9.4.4.8 Sustainable Development

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

(a) The policies of Section 3.7.1 to 3.7.4 of the Official Plan inclusive with respect to energy conservation and renewable energy systems shall be applicable to the Hewitt’s Secondary Plan Area.

(b) Development will be encouraged to be designed in a manner which:

i) promotes green building and site design practices;

ii) maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices;

iii) minimizes the use of material resources and reduces solid and hazardous waste;

iv) controls, and to the extent practical, eliminates, water, soil, noise and air pollution; and,

v) encourages innovative design which will achieve enhanced sustainability.

(c) The City will consider the potential to establish a district energy system within the 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.

9.4.4.9 Gateways

“Gateways” are designated on Schedule 9A. They are recognized as key points of entry to the City which require special design treatment of both the street allowance and any development adjacent to the street allowance including enhanced landscaping and building design which creates a potential “landmark”. In addition, it is recognized that the railway also serves as a “gateway” to the City, and consideration will be given to the design of any development along the tracks to minimize its visual impact.

9.4.4.10 Public Utilities

Careful consideration will be given to the location of public utilities within the public rights-of-way, as well as on private property in accordance with the policies of Section 9.6.6.

9.4.4.11 Accessibility and Visitability

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

9.4.4.12 Public and Community Facilities

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

9.4.5 MIXED USE NODES AND CORRIDORS: INTERIM AND ULTIMATE DEVELOPMENT

Development in Mixed Use Nodes and Corridors identified on Schedule 9A is intended to provide primarily for mixed use development. However, it is recognized that the initial development will not necessarily reflect the ultimate built form, although the City will work to ensure that the density target of Section 9.2.8 is achieved. To ensure that the ultimate development is not constrained by the interim land uses, the following principles will form the basis for development:
Community and Sustainable Design Strategy

a) The initial development shall be planned on the basis that intensification will occur, either in future phases of development, or by intensification or redevelopment, or both. Nevertheless, except for minor buildings and structures, buildings and other facilities will be viewed as if they are permanent (i.e. potentially remaining for the long term). Accordingly, buildings shall be located on the site to the urban standards set out in this section and in the Urban Design and Sustainable Development Guidelines, and planned so future phases of intensification are not restricted.

b) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. However, where large retail stores are proposed, design alternatives will be considered, in accordance with the provisions of Section 9.4.4.4 (b).
9.5  LAND USE STRATEGY

9.5.1  PURPOSE

The land use designations on Schedule 9C establish the planned land use pattern in the Hewitt’s Secondary Plan Area. The policies for these designations are set out in this section.

9.5.2  GENERAL

The following land uses shall be permitted in all land use designations with the exception of lands in the Natural Heritage System, including areas where High (S), and Medium Constraint Stream Corridor Areas may be ultimately relocated, which shall be subject to the policies of Section 9.3. In addition, any development proposed within flood and erosion hazard lands and associated setbacks shall be subject to the policies of Section 9.3.9:

(a) Accessory uses to permitted uses;

(b) Replacement of existing uses, as well as additions and other modifications to existing uses in conformity with the policies of Section 6.14 of the Official Plan. Such modifications may include the addition of accessory uses, buildings and structures;

(c) Forest, fish and wildlife management;

(d) Stewardship, conservation, restoration and remediation undertakings including the deepening, relocation or consolidation of High (S), Medium and Low Constraint Stream Corridor Areas in accordance with the policies of Section 9.3.3.2;

(e) Flood or erosion control projects;

(f) Infrastructure including utilities;

(g) Stormwater management facilities in accordance with the directions established in the Drainage and Stormwater Master Plan;

(h) Educational facilities, including public and private elementary and secondary schools, community colleges, universities, day care and day nursery uses subject to the regulations of the zoning by-law, with the exception that such uses shall not be permitted in the Special Rural Area designation except in existing buildings or structures or additions thereto;

(i) Home occupations in any legally established residential unit, subject to the regulations of the zoning by-law;
City of Barrie Official Plan

Section 9.0
Hewitt’s Secondary Plan

9.5.3 Natural Heritage System

9.5.3.1 Goals

(a) To create, protect, preserve, and where appropriate, enhance, a linked natural heritage system to ensure the long term sustainability of the system within the urban context.

(b) To work with the landowners to achieve public ownership of the natural heritage system.

(c) To design the natural heritage system so that it contributes to the enhancement of air and water resources.

(d) To provide the opportunity for passive recreation uses, including pathways, in the natural heritage system, if such uses occur in a manner which is compatible with the long term sustainability of the system within the urban context.
9.5.3.2 Permitted Uses, Buildings, and Structures

The uses, buildings and structures permitted in the Natural Heritage System designation on Schedule 9C, Land Use Plan, shall be in accordance with the policies of Section 9.3.

9.5.3.3 Land Use Policies

The policies for the lands in the Natural Heritage System designation shall be in accordance with the policies of Section 9.3.

9.5.4 MIXED USE NODES AND CORRIDORS

9.5.4.1 GOALS

(a) To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity.

(b) To create a meeting place for residents; which is designed to be pedestrian friendly and maximize the use of public transit.

9.5.4.2 Permitted Uses, Buildings, and Structures

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

(a) High and medium density residential uses such as stacked townhouses, back to back townhouses, street townhouses and apartments;

(b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;

(c) Live-work developments;

(d) Office uses;

(e) Institutional uses;

(f) Retail and service commercial uses which will be primarily located on the ground floor of mixed use buildings but which may also be located in stand-alone buildings; and,

(g) Automotive related uses subject to a detailed design review based on the directions in the City’s Urban Design Guidelines and an amendment to the zoning by-law.
9.5.4.3 **Land Use Policies**

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

(a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged. The boundaries of the Nodes and Corridors are conceptual and may be expanded through the development review process where required to better achieve the City's goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review;

(b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;

(c) Height – minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;

(d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;

(e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare;

(f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

(g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;

(h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged; and,

Development shall be designed to facilitate access to public transit.
9.5.4.4 Interim Uses

Where the minimum density standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:

(a) The provision of local roads and small blocks;

(b) The means to achieve a pedestrian and transit friendly streetscape with the initial uses;

(c) The siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;

(d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,

(e) The ability to achieve both shorter term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites, and the latter through potential redevelopment of the initial buildings.

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

9.5.5 YONGE STREET MIXED USE CORRIDOR

9.5.5.1 General

Lands in the Yonge Street Mixed Use Corridor designation shall be developed in accordance with the policies of Section 9.5.4, Mixed Use Nodes and Corridors provided that:

(a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 45,000 square metres for the lands in the Yonge Street Mixed Use Corridor designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent of more;

(b) Automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets;

(c) Hotel uses shall be permitted; and,

(d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5.
9.5.5.2 Streetscape Design

A plan will be developed for the Yonge Street streetscape as part of the Urban Design Guidelines with which development will generally conform which will visually connect the area through a number of design features and mechanisms including landscaping, public signage, street furniture and other features in the public right-of-way, and guidelines for the siting and massing of buildings. In addition, consideration will be given to the establishment of urban squares which will be established at key focal points.

9.5.5.3 Defined Policy Area – Existing Community of St. Paul’s

The area shown on Schedule 9C in the southeast quadrant of Yonge Street and Mapleview Drive East includes the existing community of St. Paul’s. Any permitted development shall be designed to be generally compatible with the existing surrounding community, while recognizing the potential for intensification particularly on the Yonge Street frontage.

9.5.6 NEIGHBOURHOOD MIXED USE NODE

9.5.6.1 General

Lands in the Neighbourhood Mixed Use Node designation shall be developed in accordance with the policies of Section 9.5.4, Mixed Use Nodes and Corridors, provided that:

(a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 3000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent or more; and,

(b) A minimum residential density of 40 units per net hectare shall be permitted.

9.5.6.2 DEFINED POLICY AREA 1 – MAPLEVIEW DRIVE EAST NEIGHBOURHOOD MIXED USE NODE SOUTH SIDE OF MAPLEVIEW DRIVE EAST

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 requirement for commercial development shall be 0.27 FSI.
9.5.7 RESIDENTIAL AREA

9.5.7.1 Goals

(a) To develop a residential community with its own special character, while providing for a diverse range of housing options as well as live-work opportunities, and transit-supportive development patterns and densities.

(b) To develop residential districts and neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and Village Squares which are designed as “meeting” points for the immediate area.

9.5.7.2 PERMITTED USES, BUILDINGS, AND STRUCTURES

The Residential designation on Schedule 9C is intended to accommodate a range of low and medium density residential development. The permitted uses shall also include the following where such uses are located on major collector and arterial roads:

(a) High density residential uses such as stacked townhouses and apartments at a maximum density of 100 units per net hectare;

(b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;

(c) Live-work developments;

(d) Day-care facilities;

(e) Places of worship; and,

(f) Local convenience commercial facilities.

9.5.7.3 Residential Land Use Policies

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

(a) A mix of housing types shall be permitted at the following densities and heights:

i) Minimum Density – 20 units per net hectare for low density development and 30 units per net hectare for medium density development;

ii) Maximum Density – 40 units per net hectare for low density and 70 units per net hectare for medium density development; and,
iii) Maximum Height – 3 storeys for low density development and 6 storeys for medium density development.

(b) The City shall require that a variety of residential building types and densities be developed throughout the Residential designation in each residential district, including a mix of low and medium density development designed to achieve a target for the Hewitt’s Secondary Plan Area of 20 percent medium density and 80 percent low density development. The City shall be satisfied as to how this target will be achieved for each phase of development prior to the approval of draft plans of subdivision in any phase.

(c) The location of the building types shall be controlled through the Master Plan process referred to in Section 9.4.2, and the zoning by-law. In this context, notwithstanding the minimum density, the City may give consideration to limited areas of housing at a minimum density of 12 units per net hectare in areas abutting the Natural Heritage System, balanced by areas of residential development with a maximum density of 60 units per net hectare elsewhere in the subdivision. However, the City shall be satisfied that the total number of units and population for the subdivision is the same as, or greater than, that would be developed if the minimum density were applied to the entire development.

(d) Noise studies for lands adjacent to the railway may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

9.5.7.4 Land Use Policies For Other Permitted Uses

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

(a) The location of the individual uses shall be controlled through the development review process including plan of subdivision, zoning by-law and site plan control;

(b) Careful consideration shall be given to the design of these uses to ensure compatibility with surrounding low and medium density residential uses which may include fencing and landscaping; and,

(c) Development will be oriented to the arterial or collector road.

9.5.7.5 Defined Policy Area – 947 Mapleview Drive East, Residential Area South Side of Mapleview Drive East, East of Prince William Way

In addition to the permitted use identified in Section 9.5.7.2, Permitted Uses, Buildings and Structures, retail, service commercial and office uses may be permitted on the lands known municipally as 947 Mapleview Drive East shown on Schedule 9C. However, such uses shall be located on the ground floor of permitted high density residential uses.
and senior citizen housing and assisted and special needs housing and shall not exceed 60% of the ground floor area.

9.5.8 **Medium/High Density Residential Area**

9.5.8.1 **Goals**

The goal is to develop, as part of a residential community, an area of high density housing with its own unique character and facilities.

9.5.8.2 **Permitted Uses, Buildings, and Structures**

The Medium/High Density Residential designation on Schedule 9C is intended to accommodate a range of medium and high density residential development. The permitted uses shall also include the following:

(a) High density residential uses such as stacked townhouses and apartments;

(b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;

(c) Medium density residential uses including townhouses, quadraplexes and walk-up apartments;

(d) Day-care facilities; and,

(e) Within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted, provided that the commercial uses do not occupy an area in excess of 25 percent of the ground floor area of the building.

9.5.8.3 **Residential Land Use Policies**

A mix of housing types shall be permitted at the following densities and heights:

(a) Minimum Density – 40 units per net hectare;

(b) Maximum Density – 100 units per net hectare; and,

(c) Minimum Height – 3 storeys.
9.5.9 SECONDARY SCHOOL AND RECREATION CENTRE/COMMUNITY PARK/SCHOOL

9.5.9.1 Goals

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

9.5.9.2 Permitted Uses, Buildings, and Structures

(a) The permitted use in the Recreation Centre/Community Park designation on Schedule 9C shall include a recreation centre with the full range of indoor recreation facilities including arenas, swimming pools, gymnasiums and meeting rooms, as well as related facilities such as day care, libraries, and a police substation. In addition, a related Community Park with outdoor active and passive recreation uses shall be permitted ranging from sports fields, splash pads, and tennis courts to play equipment and passive recreation uses including nature viewing. Accessory uses may include illumination related to the specific uses and ancillary commercial uses. An elementary school may also be located as part of a Recreation Centre/Community Park complex.

(b) The permitted use in the Secondary School designation on Schedule 9C shall be a publicly funded secondary school as well as related facilities such as day care, libraries and a police substation.

9.5.9.3 Land Use Policies

(a) The Recreation Centre/Community Park and Secondary School designations on Schedule 9C are conceptual and are intended to identify general potential locations for these facilities. The exact location and configuration of these facilities will be established in conformity with the policies of this Plan through the development review process.

(b) The size and configuration of the secondary school and elementary school locations shall be determined in consultation with the Boards of Education, but shall generally be a maximum of 6 hectares for secondary schools and 2.42 hectares for elementary schools adjacent to parks. Wherever possible elementary schools shall be encouraged adjacent to parks, however, where such a location is not possible, elementary school sites shall be encouraged to be no greater than 2.5 hectares in size. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial and City policy.
(c) Where a recreation centre, community park, secondary school or elementary school is not developed on all or a portion of a particular site, the uses in the underlying or adjacent land use designation on Schedule 9C shall be permitted. All recreation centre, community park and school blocks will be zoned to allow alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that these blocks are configured in a manner which will permit future development for residential uses.

(d) The size and configuration of the recreation centre/community park shall be consistent with the policies of the City’s Leisure and Recreation Master Plan.

(e) A key consideration in the design of both the Recreation Centre/Community Park and the Secondary School designations and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements use of lay-by facilities for drop-off/pick-up for school buses as well as for general use; use of on-street parking for the facilities; requirements for wider sidewalks and bike lanes on key access routes to the Recreation Centre/Community Park and Secondary School sites; and location on transit routes.

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

9.5.10 SCHOOL/NEIGHBOURHOOD PARK AREA

9.5.10.1 Goals

(a) To develop Neighbourhood Parks which provide a variety of outdoor recreational experiences as a focal point for one or more neighbourhoods.

(b) To locate Neighbourhood Parks within a five minute walk for most residents of a neighbourhood.

(c) To locate elementary schools where required adjacent to Neighbourhood Parks to maximize the use of both facilities and create a neighbourhood hub with a range of facilities and services.
9.5.10.2 Permitted Uses, Buildings, and Structures

The permitted uses in the School/Neighbourhood Park Area designation on Schedule 9C include:

(a) Neighbourhood Park and the full range of active and passive recreation uses appropriate to such a scale of park ranging from sports fields, splash pads, tennis courts, seating areas to play equipment and passive recreation uses including nature viewing. Accessory uses may include a park building with washrooms, seating areas and illumination related to the specific uses.

(b) Public or privately funded elementary schools;

(c) Day-care facilities; and,

(d) Neighbourhood oriented clubs including meeting and recreation facilities.

9.5.10.3 Land Use Policies

(a) The School/Neighbourhood Park Area designation on Schedule 9C is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan through the development review process.

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

(c) Where an elementary school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 9C shall be permitted. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.

(d) The size and configuration of each park shall be consistent with the policies of the City’s Leisure and Recreation Master Plan.
(e) A key consideration in the design of the School/Neighbourhood Park Area designation and the surrounding street and pathway system will be ensuring efficient and effective use of land and encouraging residents to walk or cycle or to use transit to access the facilities. To achieve this objective consideration will be given to the establishment of maximum on-site parking requirements; use of lay-by facilities for drop-off/pick-up facilities for school buses as well as general use; use of on-street parking the key school pickup/drop off time periods; requirements for wider sidewalks and bike lanes on key access routes to the School/Neighbourhood Park Area; and location on transit routes.

To minimize impacts on adjacent residential development, Neighbourhood Parks and schools will be encouraged to be located adjacent to non-residential uses, and designed to minimize light and noise through measures such as separation distances within the parks and school sites, directional lighting, landscaping and fencing.

9.5.11 VILLAGE SQUARE

9.5.11.1 Goals

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

9.5.11.2 Permitted Uses, Buildings, and Structures

The permitted uses in the Village Square designation on Schedule 9C include:

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

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

9.5.11.3 Land Use Policies

(a) The Village Square designation on Schedule 9C is conceptual and is intended to identify general potential locations for these facilities. It is intended that up to nine Village Squares will be provided in the Hewitt’s Secondary Plan Area, with the total number related to the areas requiring service and the ultimate size of the individual facilities. The exact location and configuration of the Village Square will be established in conformity with the policies of this Plan through the development review process.
(b) Where a Village Square is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 9C shall be permitted.

(c) Village Squares shall generally meet the following criteria:
   
i)  walk to facilities; and,

ii) approximately 0.3 hectares in size but may be larger or smaller depending on the location and facilities accommodated, but will have a maximum area of 0.5 hectares.

9.5.12 SPECIAL RURAL AREA

9.5.12.1 Goals

(a) To recognize and protect lands which are anticipated to remain in agricultural production during the planning period, but which may ultimately be developed for urban uses.

(b) To recognize and protect lands which are currently used or proposed to be used for major open space recreational uses.

9.5.12.2 Permitted Uses, Buildings, and Structures

The permitted uses in the Special Rural Area designation on Schedule 9C include:

(a) A full range of agricultural uses, agricultural related uses and secondary agricultural uses, however no new livestock operations will be permitted;

(b) Ancillary agricultural uses including farm gate sales, home businesses and an additional residential structure for farm help; and,

9.5.12.3 Land Use Policies

(a) Normal farm practices shall be permitted and encouraged. However, new permitted land uses, consents and expanding livestock operations shall comply with the Province’s Minimum Distance Separation Formulae.

(b) Ancillary uses shall be permitted subject the regulations of the zoning by-law, and provided that a consent to sever such uses and related structures is generally prohibited.

(c) The City will discourage the removal of top soil in the Special Rural Area designation and will control filling by enacting appropriate by-laws under the Municipal Act.
(d) Major open space recreational uses shall be permitted subject the regulations of the zoning by-law and the policies of Section 4.6.2.7 of the Official Plan.

9.5.13 WASTE DISPOSAL ASSESSMENT AREA

9.5.13.1 Goals

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

9.5.13.2 Waste Disposal Impact Assessment

(a) Waste Disposal Assessment Areas include former waste disposal sites and a 500 metre surrounding area as designated on Schedule 9C.

(b) No development shall be permitted in a Waste Disposal Assessment Area unless it can be demonstrated to the satisfaction of the appropriate approval authority that there will be no adverse impacts to persons and property from the former waste disposal site. A study of possible impacts and mitigation measures shall be required prior to the approval of any development proposal or the issuance of any building permit affecting lands in the area shown on Schedule 8C. These study(ies) shall be conducted by qualified professionals and shall have regard for the legislation and guidelines of the Ministry of Environment. The detail, extent and study area boundaries shall be scoped through terms of reference established in consultation with the City.

(c) To ensure appropriate consideration is given, lands within a Waste Disposal Assessment Area shall be the subject of a holding zone in the zoning by-law. The holding zone shall require the study(ies) in Section 9.5.15.2 (b) to be completed before consideration can be given to lifting the holding provision. The holding provision shall not apply to interior alterations or exterior alterations which do not expand the footprint of an existing structure, new structures or alterations to existing structures which are not habitable and where such structures do not prevent the free movement of air into the atmosphere, and any structure which does not require a building permit.
9.6 COMMUNITY SERVICES STRATEGY

9.6.1 PURPOSE

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

9.6.2 GENERAL

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

(a) Existing development in the Special Rural Area designation, and limited new uses approved by the City through a zoning by-law amendment, shall be permitted on individual on-site services until municipal services are extended, including expansions or additions to existing development; and,

(b) The street classification for City streets shall be in accordance with the policies of this section.

9.6.3 TRANSPORTATION

9.6.3.1 General

(a) City streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City’s streetscaping design policies in Section 9.4.4.4. Such facilities shall generally be designed to conform to the following standards and the other applicable policies of this Plan. Transportation facilities shall also be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (Transportation Master Plan).

i) Arterials
   • Vehicular Travel Lanes – 7 maximum;
   • Right-of-Way – 41 metres maximum;
   • High degree of access control for individual properties with access being via collector or local streets wherever possible;
   • Intersections with arterial, collector and local streets – non-signalized intersections permitted generally no more frequently than every 100 metres;
   • Intersections with arterial, collector and local streets – signalized intersections permitted generally no more frequently than every 350 metres, but closer signal spacing may be considered in mixed use areas and for transit stops; and,
• On street parking may be permitted in off peak hours particularly in Mixed Use Nodes and Corridors and parking bays may also be provided.

ii) Major Collectors
• Major Collector Vehicular Travel Lanes – 4 maximum;
• Right-of-Way – 27 metres maximum;
• Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control, but access via local and collector streets encouraged wherever possible;
• Local streets – intersections permitted as required, but generally no more frequently than every 100 metres; and,
• On street parking permitted in off peak hours.

iii) Minor Collectors
• Vehicular Travel Lanes – 2 maximum
• Right-of-Way – 24 metres maximum;
• Direct access from individual properties except adjacent to intersections or in areas such as adjacent to schools requiring access control;
• Local streets – intersections permitted as required; and,
• On street parking permitted.

iv) Local Streets
• Vehicular Travel Lanes – 2 maximum;
• Right-of-Way – 20 metres maximum;
• Direct access from individual properties; and,
• On street parking permitted.

v) Window Road
• Vehicular Travel Lanes – 2 maximum;
• Right-of-Way – 16 metres maximum;
• Direct access from individual properties; and,
• On-street parking permitted.

vi) Lane/Service Road
• Vehicular Travel Lanes – 2 maximum;
• Right-of-Way – 7.5 metres maximum with a 0.75 setback for residential properties and 12 metres with a 1 m setback for commercial properties;
• Direct access for individual properties; and,
• No on street parking

(b) Major transportation corridors are designated on Schedule 9D1, Transportation Plan. The location of major transportation corridors shall generally conform to the designations on Schedule 9D1, recognizing that development of transportation infrastructure may be subject to an
Environmental Assessment, in addition to the Master Transportation Plan which satisfies Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations are conceptual and will only be finally determined upon completion of any required Environmental Assessments which may be completed as a component of the subdivision review process. No amendment shall be required to the Secondary Plan as a result of changes to the road alignments.

(c) Potential street widenings to existing streets are identified on Schedule 9D2. The identified widenings represent the maximum potential widening. The City will use its best efforts to reduce or delay required widening. The City shall require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the City to provide the right-of-way width established on Schedule 9D2. For alignment locations on existing roads, where not defined by an Environmental Assessment, the land will generally be conveyed equally on either side of the centre line of the original road allowance, except for boundary roads.

(d) In addition to securing the rights-of-way in accordance with the requirements of Schedule 9D2, the City may require additional lands at intersections to provide for exclusive turning lanes, bus queue jump lands and transit stop amenities and other special treatments including the construction of bridges, overpasses and depressed sections of roadways, as well as lay-by parking zones adjacent to schools. Such additional right-of-way requirements shall be kept to a minimum and shall be determined at the time of the design of the transportation facilities and will become part of the required right-of-way.

(e) The reconstruction of the existing roads to an urban cross section and the construction of the remainder of the transportation facilities will be planned as part of the development review process, recognizing that where applicable, municipal road projects and transit facilities may be subject to Environmental Assessment Approval requirements.

(f) Potential grade separations are designated on Schedule 9D1. The design of development should protect for the eventual construction of the potential grade separations based on projected traffic volumes, as well as, where applicable, possible increases in future rail traffic and the potentially limited crossings of the rail lines.

9.6.3.2 Transit

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

9.6.3.3 Pedestrian/Cyclist Facilities

A Pedestrian/Bicycle System shall be developed in accordance with the provisions of Section 9.4.4.4 (b) of this Plan.

9.6.3.4 Travel Demand Management

(a) The City recognizes the potential role that Travel Demand Management can play in promoting the efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The City shall encourage businesses and other organizations to develop transportation demand management strategies including staggered work hours, car pooling, priority parking for car pool vehicles and energy efficient vehicles.

(b) The City will consider reduced minimum parking standards for developments which develop a travel demand management plan, and also for high density mixed use developments.

9.6.3.5 Parking

(a) The City shall require as a condition of development that adequate parking and loading facilities be provided, however, the City may also establish maximum parking standards particularly in mixed use areas to encourage the use of alternative transportation modes. This will generally include parking for bicycles in major non-residential and non-ground related residential development. Such parking may be considered to include on-street parking and municipal parking facilities.

(b) In accordance with the provisions of 9.4.4.5 options to replace at-grade parking areas will be encouraged.

(c) The City may at its discretion enter into an agreement with an owner or occupant of a building, in an area where a municipal parking lot or garage is or will be established to provide payment of cash-in-lieu of parking for all or part of the zoning by-law requirements for off-street parking. In addition, the City at its discretion may exempt heritage properties or other uses considered of significance to the City from all or a portion of the parking requirements and the payment of cash-in-lieu of parking.
(d) The design of surface parking lots, including municipal parking facilities, shall be in accordance with the provisions of Section 9.4.4.5.

9.6.4 WATER AND WASTEWATER SERVICES

(a) All new urban development in the Hewitt’s Secondary Plan Area shall be connected to municipal water and wastewater systems, with the exception of development as noted in Section 9.6.2.

(b) Prior to the approval of new urban development in the Hewitt’s Secondary Plan Area the following City-wide plans shall be completed and approved:

i) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);

ii) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);

iii) Water Storage and Distribution Master Plan; and,

iv) Water Supply Master Plan Update Class EA (Phases 1 and 2).

(c) The provision of water and wastewater services shall also relate to the phasing of development as set out in Section 9.7.3.2 of this Plan and the Master Plans and Class EAs identified in Section 9.6.4 (b).

9.6.5 STORMWATER MANAGEMENT

(a) All new development shall comply with the recommendations of the Drainage and Stormwater Management Master Plan with respect to stormwater management, including the use of Low Impact Development Design Standards which will be encouraged. No amendments to the Secondary Plan shall be required to implement the directions in the Master Plan, for changes to the number or location of stormwater management facilities or where the Plan supports the realignment or other modifications to streams or changes in the locations of drainage facilities.

(b) Subwatershed Impact Studies for Sub-watershed Impact Areas are a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the City, in consultation with the applicable conservation authority. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The objectives of the studies will be:
Community Services Strategy

Section 9.0 Hewitt’s Secondary Plan

9.6.6 UTILITIES

(a) Prior to approval of development within the Hewitt’s Secondary Plan Area, all interested telecommunications providers and required utilities providers shall work with the landowner(s) and the City to confirm their plans for services to support the proposed development. The City shall work with the providers to determine appropriate locations for large equipment or cluster sites.

(b) All telecommunications services and utilities should be located within an initial common trench, whenever possible, to avoid unnecessary digging and disruption on municipal rights of way.

(c) Consideration shall be given to the location of telecommunication facilities and utilities within public rights of way as well as on private property. Utilities and telecommunications facilities shall be grouped/clustered or combined where possible and feasible to maximize the use of land and, where applicable, to minimize visual impact. Utilities and telecommunications facilities shall be placed in such a manner so as to not visually detract from the streetscape. The City shall encourage utility and telecommunications providers to consider innovative methods to make these facilities less noticeable including containing such services on or within streetscape features such as gateways, light standards, bulk water meters and transit shelters where it is feasible.

9.6.7 PARKLAND

9.6.7.1 Parkland Classification

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

(a) Community Park;
(b) Neighbourhood Parks; and,

(c) Village Squares.

Policies with respect to these uses are found in Sections 9.5.8, 9.5.9, and 9.5.10 respectively. The locations of these areas are designated conceptually on Schedule 9C. The City shall also encourage the creation of urban squares in the Yonge Street Mixed Use Corridor. However, such facilities will generally be privately owned and maintained.

### 9.6.7.2 Parkland Standard

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

(a) 3 hectares/1,000 population for Regional Parks which would include the sports field complex in the West Plan Area;

(b) 1 hectare/1000 population for Community Parks; and,

(c) 0.7 hectares population for Neighbourhood Parks and Village Squares.

### 9.6.7.3 Parkland Acquisition

(a) In order to ensure that the City’s parkland standard is maintained the City shall, as a condition of development, require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the Planning Act, specifically:

i) in the case of land proposed for development or redevelopment for commercial or industrial purposes, two percent of the land proposed for development or redevelopment or within a plan of subdivision as the case may be; and,

ii) five percent of the land in all other cases, provided that in the case of land proposed for development or redevelopment for residential purposes for densities greater than fifteen units per net hectare, the City may require that land be conveyed instead at a rate of up to one hectare for each 300 dwelling units, unless the City has entered into an agreement providing otherwise.

(b) The City may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be expended in accordance with the provisions of the...
Planning Act. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits or earlier as agreed by the City and development proponent. The City may also exchange lands, or accept lots-in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.

(c) To ensure orderly and timely conveyance of the parkland contemplated by this Plan, the City may enter into a Master Parkland Agreement with the landowners who propose to develop their lands within the Plan. The Master Parkland Agreement would provide for conveyance to the City of the parkland contemplated by this Plan, and would provide for cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan who would otherwise be required to convey parkland or convey cash in lieu of such parkland to the City in the manner set out in Sections 9.6.7.3 (a) and (b) above, and the relevant provisions of the Planning Act, will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed development or redevelopment of their lands. Those landowners who execute the Master Parkland Agreement and comply with its terms will not be required to convey land or pay cash in lieu of such land to the City in the manner set out in Sections 9.6.7.3 (a) and (b) above.

(d) The City shall notaccept as part of the parkland conveyance referred to in Section 9.6.7.3 (a), lands required for drainage purposes, stormwater management facilities, connecting walkways, land susceptible to flooding, steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands which form part of the Natural Heritage System with the exception of lands identified in Section 9.3.8.2, or other lands unsuitable for development.

(d) All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City.

9.6.7.4 Joint Facilities

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

(a) In addition to parkland, the City recognizes the need to provide for indoor recreation and meeting facilities. One recreation centre is proposed in the Hewitt’s Secondary Plan Area in association with a Community Park. This facility may also include other uses including a library.

(b) The City shall also actively seek to expand the supply of recreation and leisure facilities through partnerships with other groups and agencies, including public/private partnerships.

(c) Lands acquired for a recreation centre or other indoor recreation facilities shall be in accordance with the City’s policies, practices, and guidelines.

9.6.9 LIBRARIES

(a) The City has an active library system. An additional library branch may be considered for the Hewitt’s Secondary Plan Area. Such a facility would be located in conjunction with other municipal facilities and/or in a Mixed Use Node Area.

(b) Lands and/or space acquired for library purposes shall be in accordance with the Library’s policies, practices, and guidelines.

9.6.10 PUBLICLY FUNDED SCHOOLS

(a) The City will work with the Boards of Education to ensure the reservation of an adequate number and distribution of school sites in the general locations identified on Schedule 20C.

(b) School sites shall generally be developed in accordance with the respective policies, practices and guidelines of the School Boards taking into account Provincial and municipal planning policies which encourage efficient use of land as directed by this Plan including Section 9.4.4.

(c) The City shall encourage the reservation and ultimate location of sites for publicly funded schools adjacent to parks and recreation centres to allow shared use of facilities. The City shall work with the Boards of Education to continue to maximize public use of school facilities.

(d) The City recognizes that not all sites identified as school sites will be required for school development. Where a school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 9C shall be permitted without an amendment to this Plan. All school blocks will be zoned to permit alternative uses permitted by the underlying land use designation including other
institutional and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for residential uses.

9.6.11 COMMUNITY FACILITIES

(a) Community facilities include facilities designed to meet the social and cultural needs of the residents including places of worship, day care facilities, and the facilities of community organizations such as cultural and arts groups. The City recognizes the important role such groups play, and the contributions they make, to building socially sustainable and complete communities.

(b) The City shall permit and encourage the location of such uses throughout the Hewitt’s Secondary Plan Area, in Mixed Use Nodes and Corridors and Residential Areas provided that:

i) the size, height, massing, and scale of the use is compatible with the character of adjacent development;

ii) a maximum site size of 0.6 hectares is permitted in the Residential Area without a rezoning;

iii) sites are located on arterial or major collector streets, with public transit routes; and,

iv) opportunities for the joint use of parking lots with adjacent uses in order to reduce land requirements is encouraged.

(c) The City will work actively with community organizations, including faith groups, and landowners to facilitate the establishment of community facilities through the planning process. In particular, the City shall:

i) establish policies for City owned facilities which make them accessible for use by such organizations;

ii) encourage landowners to make sites available for these organizations; and,

iii) encourage other public agencies to make their facilities accessible to these organizations.

9.6.12 HEALTH SERVICES

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

9.6.13 EMERGENCY SERVICES

(a) The City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Hewitt’s Secondary Plan Area as it develops, in consultation with the City’s Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services. This may include the location of facilities which serve a City wide function such as a fire training facility.

(b) The City shall consult with the City’s Fire and Emergency Services Department, County of Simcoe Paramedic Services and Barrie Police Services with respect to the specific locations of required facilities and the design of the street system to ensure that response time is minimized. Such facilities shall have convenient access to arterial roads, a close relationship to the intended service area, and shall be integrated with surrounding development including appropriate architectural design, siting and landscaping.

(c) Development proposals shall be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations.

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


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) 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, including internal and external transportation infrastructure, and community services can be delivered in a timely and fiscally responsible manner. (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”). As such, it is an essential requirement that all such development applications be evaluated and found to be consistent with the assumptions of the FIA. In the event that Council determines at any time during a development review process that the assumptions of the FIA are not being adhered to, it is understood that the Council may determine that it is premature to grant approvals until suitable funding is put in place which is consistent with the assumptions of the FIA. Notwithstanding the provisions of this section, once a landowner(s) has entered into an agreement with the City in accordance with this subsection 9.7.3.1 (c), their application shall be deemed to be consistent with the assumptions of the FIA and will not be deemed to be premature;

(b) The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt’s Secondary Plan Areas;
(c) Landowners in the Hewitt’s Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan, or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the policies of this Plan, recognizing that:

i) in order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan Area, the City may require a separate agreement or agreements with the landowners within each phase or phases; and,

ii) landowners who are not parties to the original agreements referred to in subsections (c) and (c) i) herein shall enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement.

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

(d) Landowners have entered into a Master Parkland Agreement for the Hewitt’s Secondary Plan Area with the City where required in accordance with the provisions of Section 9.6.7.3 of this Plan;

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

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

9.7.3.2 Phasing

(a) Development in the residential and mixed areas of the Hewitt’s Secondary Plan Area shall proceed in four 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, the availability of internal and external transportation infrastructure to support the level of development
proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60 percent 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. (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”).

(b) Notwithstanding the foregoing, in no case will one owner or group of owners be allowed to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring, as determined at the City’s sole discretion, the phasing may be re-evaluated to the satisfaction of the City and having regard for the policies of the Hewitt’s Secondary Plan. In such circumstances, the City may, at its sole discretion, through an amendment to this Plan, revise the phasing provided that the City has determined that there will be no unacceptable impacts to the City.

(c) The City will plan the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City’s LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with the requirements of Section 9.7.3.1 and 9.7.3.2 of this Plan, and, in accordance with the requirements for the provision of services established in any required Functional Servicing Plans, and roads infrastructure established in any required Traffic Impact Studies. In particular, development approvals in the Hewitt’s Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied: (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix “A”).

i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,

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

iv) Required roads infrastructure is constructed or is secured to be constructed.

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.

(e) 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.

(f) 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.

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 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.
9.8 IMPLEMENTATION AND INTERPRETATION

9.8.1 GENERAL

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

(a) City of Barrie, Drainage and Stormwater Master Plan, Intensification and Annexed Lands, 2013;

(b) City of Barrie, Wastewater Collection Master Plan and Class Environmental Assessment (EA), Intensification and Annexed Lands, 2013;

(c) City of Barrie, Wastewater Treatment Master Plan and Class EA (Phases 1 and 2), Intensification and Annexed Lands, 2013;

(d) City of Barrie, Water Supply Master Plan Update Class EA (Phases 1 and 2), Intensification and Annexed Lands, 2013;

(e) City of Barrie, Multi-modal Active Transportation Master Plan, Intensification and Annexed Lands, 2013;

(f) City of Barrie Fire Station Location Study, 2012;

(g) City of Barrie, Plan for Transit Plan, 2012;

(h) City of Barrie, Parks and Recreation Growth Strategy, 2013;

(i) City of Barrie Sustainable Waste Management Strategy, 2012; and,


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

9.8.2.1 Zoning By-law

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

9.8.3 CONSENTS

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

(a) The provisions of Section 6.2.1.2 of the Official Plan;

(b) Any applicable provisions of the Hewitt’s Secondary Plan; and,

(c) Provided that the consent does not prejudice the implementation of the Secondary Plan.

9.8.4 PUBLIC AGENCIES

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

9.8.5 RELATIONSHIP TO OFFICIAL PLAN

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

9.8.6 INTERPRETATION

The Appendices do not form part of the Secondary Plan.
9.8.7 DEFINITIONS

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

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

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

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

Developable area excludes:

(a) Environmental features identified in Places to Grow;

(b) The Natural Heritage System;

(c) Key natural heritage and key hydrologic features;

(d) Infrastructure rights-of-way (400 series highways, expansions of same including proposed interchanges, utility rights-of-way and railways; and,

(e) Existing uses;

Net Developable Area includes only the lot.
9.8.7.5 **EXISTING**

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

9.8.7.6 **FLOOR SPACE INDEX**

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

9.8.7.7 **GUIDELINES**

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

9.8.7.8 **HOME BUSINESS**

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

9.8.7.9 **NET HECTARE**

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

9.8.7.10 **WINDOW STREETS**

Local streets which are parallel or adjacent to arterial streets and permit buildings to face arterial streets without requiring direct access to arterial streets.
APPENDIX 9B

HEWITT'S SECONDARY PLAN - MASTER PLAN

November 2016

LEGEND

Secondary Plan Boundary
Settlement Area Boundary
Potential Floodline Boundary
Existing and Proposed Roads
Railway
Natural Heritage System
Residential Area
Neighbourhood Mixed Use Node
Neighbourhood Park Area
School
Yonge Mixed Use Corridor
Recreation Centre/Community Parks/School
Village Square
Stormwater Management Facility
Special Rural Area

1. The Potential Floodline reflects a floodline which could result from modifications such as culvert improvements which reduce areas subject to flooding. It is recognized that these floodlines have not been approved and that the detailed delineation of the Regulatory Floodplain is required to be completed in the planning/design stages of development. The actual developable area will be defined at that time.

2. A partial Public Elementary School with potential to be realized in the future if a municipal comprehensive review results in a settlement area boundary expansion.

3. Section 9.3.3.2 f
# Official Plan Amendments Included in April 2017 Office Consolidation

**Current to January 31, 2017**

<table>
<thead>
<tr>
<th>O.P.A. # REZONING FILE #</th>
<th>LOCATION</th>
<th>PURPOSE</th>
<th>BY-LAW NUMBER</th>
<th>OMB Decision</th>
<th>Text Changes</th>
<th>Mapping Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPA 002 (was OPA 125) D14-1483, D12-393</td>
<td>700 &amp; 725 Mapview Drive East</td>
<td>To redesignate the lands from low and medium density residential to introduce a high density designation</td>
<td>2015-136 <strong>OPA-2</strong></td>
<td>Section 4.8.20 Defined policy Area CC</td>
<td>Schedule A, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 003 (was OPA 126) D14-1496</td>
<td>39 &amp; 49 Madelaine Drive &amp; 100 Dean Avenue</td>
<td>To redesignate the lands from Residential to General Commercial</td>
<td>2014-042 <strong>OPA-3</strong></td>
<td>Section 4.8.21 Defined policy Area FF</td>
<td>See OPA 126</td>
<td></td>
</tr>
<tr>
<td>Was OPA 127 -OPA 4 Now OPA 105 D14-1495, D12-394</td>
<td>Yonge Street north of Mapview Drive E.</td>
<td>To redesignate the lands from Residential, Institution, General Commercial and Open Space to Residential and Commercial</td>
<td>file</td>
<td>Text Sections 3.1.2(b) and 4.4.2.2 (d) insofar as they apply to 95-105 Mapview Drive and 4.4.2.2(b) first sentence</td>
<td>See OPA 128</td>
<td></td>
</tr>
<tr>
<td>OPA 005 (was OPA 128) D14-1497 Ian</td>
<td>95-105 Mapview Drive W.</td>
<td>To redesignate the subject lands from General Industrial to General Commercial</td>
<td>file</td>
<td>OMB Order PL 100512 12/19/12</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>OPA 006 (was OPA 129) D14-1498</td>
<td>133-147 Mapview Drive W.</td>
<td>To redesignate the subject lands from General Industrial to General Commercial</td>
<td>11-G-269 Denied</td>
<td>OMB Order PL 100512 1/8/14</td>
<td>Section 4.8.2.2 Area GG</td>
<td>Schedule C</td>
</tr>
<tr>
<td>OPA 007</td>
<td>Text Amendment City Centre Policies</td>
<td>Add a policy to Section 4.3.2.2(b)</td>
<td>2011-084 <strong>OPA-7</strong></td>
<td>Section 4.3.2.2 (b) add sentence at the end of paragraph</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>OPA 008 D14-1514</td>
<td>396, 400, 408 Coxmill Road</td>
<td>To redesignate the subject land from Residential to General Commercial and Open Space</td>
<td>2012-097 <strong>OPA 8</strong></td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 009 D14-1510</td>
<td>76-84 Ardagh Road</td>
<td>To Redesignate from EP to Residential for a Residential Development (53 Units)</td>
<td>2012-012 <strong>OPA-9</strong></td>
<td>Section 4.8.13 Defined policy area V Done</td>
<td>Schedule A EP to Residential, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 010</td>
<td>Brownfields</td>
<td>Add Brownfields policies to OP and amend CIP's to include Financial Incentives for Brownfields development</td>
<td>2013-010 <strong>OPA-10</strong></td>
<td>Section 3.8 Brownfields 3.8.1 through 3.8.2.3</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>O.P.A. # REZONING FILE #</td>
<td>LOCATION</td>
<td>PURPOSE</td>
<td>BY-LAW NUMBER</td>
<td>OMB Decision</td>
<td>Text Changes</td>
<td>Mapping Changes</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
<td>---------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>OPA 011 D14-1522 D12-396 D11-1617</td>
<td>13, 35, 57 Little Lake/503 Duckworth</td>
<td>To redesignate lands from Residential to General Commercial to facilitate the Little Lake Seniors Community Development</td>
<td>2012-075 OPA-11</td>
<td>Section 4.8.14 Defined policy Area W</td>
<td>Schedule A, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 012 D14-1527 &amp; D12-399</td>
<td>650 Big Bay Point Road 63 Kell Place</td>
<td>To redesignate lands from General Commercial to Residential to permit the development of 38 singles by condominium and a commercial/residential block</td>
<td>2013-087 OPA-12</td>
<td>Section 4.8.17 Defined policy area &quot;Z&quot; Bayshore Secondary Plan Schedule Revised - Place OMB decision in Secondary Plan File</td>
<td>Schedule A, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 013 D14-1573 See OPA 51</td>
<td>Affordable Housing Strategy</td>
<td>To develop affordable housing strategy for the City including implementing the requirements of Bill 140 for 2nd Suites and Garden Suites</td>
<td></td>
<td>See OPA 51 Second Suites</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>OPA 014</td>
<td>Natural Heritage Strategy</td>
<td>Add Natural Heritage System policies and new Schedule H.</td>
<td>2013-059 OPA-14</td>
<td>Section 3.5.2.4 a)-e) Natural Heritage resources policies</td>
<td>Schedule H</td>
<td></td>
</tr>
<tr>
<td>OPA 015 D14-1528</td>
<td>180 Ferndale Drive south of Edgehill Drive</td>
<td>Redesignate lands from low and medium Residential to General Commercial and from Environmental Protection to General Commercial</td>
<td>2015-043 OPA-15</td>
<td>N/A Place in Edgehill Drive Secondary Plan</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 017 D14-1473R</td>
<td>300 Essa Road</td>
<td>To rezone lands from EM3 to EM3-SP to permit a Place of Worship.</td>
<td>2013-074 OPA-17</td>
<td></td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 018 D14-1532</td>
<td>20 Mills Road &amp; 42 Norris Drive</td>
<td></td>
<td>2012-117 OPA-18</td>
<td>Section 4.8.15 Defined policy areas X</td>
<td>Schedule C</td>
<td></td>
</tr>
<tr>
<td>O.P.A. # REZONING FILE #</td>
<td>LOCATION</td>
<td>PURPOSE</td>
<td>BY-LAW NUMBER</td>
<td>OMB Decision</td>
<td>Text Changes</td>
<td>Mapping Changes</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
<td>---------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>OPA 019 D14-1533 D12-400</td>
<td>40 Ferndale Dr. S.</td>
<td>To redesignate lands from FU to Residential and FU to RM2</td>
<td>2014-001 OPA-19</td>
<td>Section 4.8.19 Defined policy area BB</td>
<td>Schedule A, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 021 D14-1539</td>
<td>376 Blake Street</td>
<td>Redesignation from General Commercial to Residential</td>
<td>2012-204 OPA-21</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 022 D14-1542</td>
<td>100 Mapleview Drive E.</td>
<td>OPA/ZBA from Institutional to Residential to allow for 101 residential units on Institutional surplus lands</td>
<td>2013-022 OPA-22</td>
<td>Section 4.8.9.1-4 Defined policy area R</td>
<td>Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 023 D14-1543</td>
<td>461 Mapleton Ave</td>
<td>OPA and ZBA for Source Water Protection, Implementation of the SGBLS SPP.</td>
<td>2014-046 OPA-23</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 024 D08-24</td>
<td>City wide Policies and Mapping changes</td>
<td>OPA and ZBA for Source Water Protection, Implementation of the SGBLS SPP.</td>
<td>2013-185</td>
<td>Sections 2, 2.3, 3.5.2, 3.5.1-4 and Sections 5.1, 5.2 and Section 6.11</td>
<td>Schedule G Change Schedule G from OPA 40</td>
<td></td>
</tr>
<tr>
<td>OPA 026</td>
<td>200C Dock Road</td>
<td>Medium Density Symbol in Secondary Plan</td>
<td>N/A PI090870 11/20/15</td>
<td>Bayshore Secondary Plan N/A Place OMB Decision in Bayshore Secondary Plan File</td>
<td>Bayshore Secondary Plan N/A</td>
<td></td>
</tr>
<tr>
<td>OPA 027 D14-1547</td>
<td>10 &amp; 20 Little Lake Drive</td>
<td>OPA and ZBA from General Commercial and Residential to General Commercial and Environmental Protection to allow a 7 storey(120 unit) Sr. Citizen Home and 3 storey(100 unit) Retirement Home</td>
<td>2015-035 OPA-27 OMB PL 150513 11/23/15</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>O.P.A. #</td>
<td>LOCATION</td>
<td>PURPOSE</td>
<td>BY-LAW NUMBER</td>
<td>OMB Decision</td>
<td>Text Changes</td>
<td>Mapping Changes</td>
</tr>
<tr>
<td>----------</td>
<td>----------</td>
<td>---------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>OPA 028 D14-1548</td>
<td>Rawson Avenue</td>
<td>Official Plan Amendment and Amendment to the Zoning By-law to develop a Concrete Ready Mix Plant.</td>
<td>2015-028 OPA-28</td>
<td>Section 4.8.18 Defined policy area AA</td>
<td>Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 029 AND 56, D14-1549, D12-403</td>
<td>311 &amp; 343 County Road 27</td>
<td>Redesignate the property from Open Space to Residential and Environmental Protection.</td>
<td>2015-011 OPA-29, 2016-047 OPA 56</td>
<td>N/A Ardagh Secondary Plan Policies place OPA in Secondary Plan File</td>
<td>Schedule A, OPA 56 Same property</td>
<td></td>
</tr>
<tr>
<td>OPA 030 D14-1551</td>
<td>155 Dunlop Street East (westerly portion of Bayview Park)</td>
<td>Redesignate from City Centre to Open Space and rezone from CC-1 to OS (Motion 13-G-031)</td>
<td>2015-028 OPA-30</td>
<td></td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 032 D14-1558</td>
<td>76 Edgehill Drive</td>
<td>One Family Detached Dwelling Second Density (R2) &amp; Environmental Protection (EP) to Apartment Dwelling Second Density (RA-2))</td>
<td>2014-143 OPA-32</td>
<td>Section 4.8.23 Defined policy area HH</td>
<td>Schedule A, Schedule C</td>
<td></td>
</tr>
<tr>
<td>OPA 033 D14-1559 D12-407</td>
<td>South-east corner of Mapleview Drive East and Studden Lane; 441 Mapleview Dr. E.</td>
<td>Institutional to Residential (R3 &amp; R4)</td>
<td>2014-038 OPA-33</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 034 D14-1560</td>
<td>Edgehill Drive &amp; 40 Pringle Drive</td>
<td>Educational Institutional to Single Family Residential Third Density (SP)</td>
<td>2014-067 OPA-34</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>OPA 035 Aslam S</td>
<td>Urban Growth Centre</td>
<td>Tall Building Policies</td>
<td>2013-175 OPA-35</td>
<td>Section 6.6 Tall buildings and height control</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>OPA 036 D14-1563</td>
<td>494 Big Bay Point Road</td>
<td>Redesignate and rezone Institutional lands to Commercial</td>
<td>2014-035 OPA-36</td>
<td>N/A</td>
<td>Schedule A</td>
<td></td>
</tr>
<tr>
<td>O.P.A. #</td>
<td>LOCATION</td>
<td>PURPOSE</td>
<td>BY-LAW NUMBER</td>
<td>OMB Decision</td>
<td>Text Changes</td>
<td>Mapping Changes</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>OPA 038</td>
<td>East side of County Road 27, south of McKay Road West, West of Huronia Road</td>
<td>Amendment to Salem Secondary Plan Area</td>
<td>2014-077</td>
<td>OMB Decisions</td>
<td>Amended Polices from various OMB Decisions</td>
<td>Amended Schedules form OMB decisions</td>
</tr>
<tr>
<td>OPA 039</td>
<td>North of Lockhart Road, west of 20th Sideroad, south of Mapleview Drive</td>
<td>Amendment to Hewitt’s Secondary Plan Area</td>
<td>2014-078</td>
<td>OMB Decisions</td>
<td>Amended Polices from various OMB Decisions</td>
<td>Amended Schedules form OMB decisions</td>
</tr>
<tr>
<td>OPA 041</td>
<td>City of Barrie Text</td>
<td>Housekeeping amendments to align Official Plan schedules with changes made to Zoning Bylaw 2009-141</td>
<td>2014-054</td>
<td>OPA-41</td>
<td>N/A</td>
<td>Schedule A Various</td>
</tr>
<tr>
<td>OPA 042</td>
<td>135 &amp; 145 Dunsmore and 27 Gallie Court Development</td>
<td>Redesignation from Residential to Major Institutional to permit a parking lot associated with RVH</td>
<td>2014-084</td>
<td>OPA-42</td>
<td>N/A</td>
<td>Schedule A</td>
</tr>
<tr>
<td>OPA 043</td>
<td>City of Barrie Text with Study</td>
<td>Height and Density Bonusing (14-G-038)</td>
<td>2015-051</td>
<td>OPA-43</td>
<td>Text Sections 6.8</td>
<td>N/A</td>
</tr>
<tr>
<td>OPA 044</td>
<td>City of Barrie Text with Study</td>
<td>Zones for Mixed Use Development</td>
<td>OPA Appealed</td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>OPA 045</td>
<td>City of Barrie Text with Study</td>
<td>Dual Zoning for School Sites</td>
<td>2015-001</td>
<td>OPA-45</td>
<td>Text Section 4.5.2.5 (e) and (f)</td>
<td>N/A</td>
</tr>
<tr>
<td>OPA 046</td>
<td>City of Barrie Text with Study</td>
<td>HNS Policies</td>
<td>See OPA 54</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPA 047</td>
<td>City of Barrie</td>
<td>Industrial Section</td>
<td>2015-066</td>
<td>OPA-47</td>
<td>Policies Sections 4.4.3.3 (c) 4.4.2.4 (c)</td>
<td>Schedule A various parcels</td>
</tr>
<tr>
<td>OPA 048</td>
<td>233 Ardagh Road</td>
<td>Redesignate from Agricultural to Residential</td>
<td></td>
<td></td>
<td></td>
<td>Appealed</td>
</tr>
<tr>
<td>OPA 049</td>
<td>370 Big Bay Point Road</td>
<td>Redesignate from General Commercial to Residential</td>
<td>2015-064</td>
<td>OPA-50</td>
<td></td>
<td>Appealed</td>
</tr>
<tr>
<td>O.P.A. # REZONING FILE #</td>
<td>LOCATION</td>
<td>PURPOSE</td>
<td>BY-LAW NUMBER</td>
<td>OMB Decision</td>
<td>Text Changes</td>
<td>Mapping Changes</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------</td>
<td>---------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>OPA 50</td>
<td>681-685 Yonge Street</td>
<td>Redesignate from Residential to General Commercial</td>
<td></td>
<td></td>
<td>OMB Decision Amendment to Official Plan not recommended - Appeal on non-decision withdrawn</td>
<td>N/A</td>
</tr>
<tr>
<td>OPA 51</td>
<td>City of Barrie</td>
<td>Official Plan and Zoning By-law be amended to expand permissions for second suites in appropriate zones and locations throughout the City of Barrie. (PLN012-15)</td>
<td>2015-055 OPA-51</td>
<td></td>
<td>Section 3.3.2.2 (e) Second Suites policies</td>
<td>N/A</td>
</tr>
<tr>
<td>OPA 53</td>
<td>City of Barrie Text &amp; Study</td>
<td>C.P.T.E.D. Crime Prevention through Environmental Design</td>
<td>2015-117 OPA-53</td>
<td></td>
<td>Section 6.1.6 Crime Prevention through Environmental Design</td>
<td></td>
</tr>
<tr>
<td>OPA 54</td>
<td>City of Barrie Text &amp; Study</td>
<td>Heritage Policies Amendment to provide special policies for Historic Neighbourhoods</td>
<td>2016-058 OPA-54</td>
<td></td>
<td>Policies Sections 4.8.24 Historic Neighbourhood Defined Policy Area</td>
<td>Schedule C</td>
</tr>
<tr>
<td>OPA56</td>
<td>301, 311, 343, 351 Townline Road</td>
<td></td>
<td>2016-047 OPA 56</td>
<td></td>
<td>Schedule A amended OPA 29</td>
<td></td>
</tr>
</tbody>
</table>