



INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land developers

February 19, 2019

City of Barrie
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Attention: Bailey Chabot, B.Sc., M.Pl
Planner, Planning and Building Services

Re: Planning Justification Report Addendum
D12-437/D14-1646 - 124, 180, 228 McKay Road, City of Barrie

Innovative Planning Solutions on behalf of H&H Capital Group Ltd. is pleased to provide the following addendum to the Planning Justification Report dated February 2nd, 2018 in support of the above noted files.

A policy analysis matrix has been prepared for review of Planning staff.

Respectfully submitted,

Innovative Planning Solutions

Darren Vella, MCIP, RPP
President & Director of Planning

- APPENDIX 1 -

124, 180, 228 McKay Road, City of Barrie

**REVIEW OF THE ONTARIO PLANNING ACT, PROVINCIAL POLICY
STATEMENT (2014) AND THE GROWTH PLAN FOR THE GREATER
GOLDEN HORSESHOE (2017) - PLACES TO GROW**

The following is an in-depth review of the Ontario Planning Act, Provincial Policy Statement (2014) ("PPS") and Places to Grow (2017) ("PtG") to support the Planning Act Application for 124, 180, 228 McKay Road, City of Barrie.

Planning Act, R.S.O. 1990, CHAPTER P.13

2.0 Provincial Interest

2.0 <i>In carrying out responsibilities under this Act, regard shall be had to, among other matters, matters of provincial interest such as:</i>	
a) <i>The protection of ecological systems, including natural areas, features and functions</i>	An EIS has been undertaken in support of the proposed development. Further, a design charrette will be undertaken.
b) <i>The protection of the agricultural resources of the Province</i>	An EIS has been undertaken in support of the proposed development. Further, a design charrette will be undertaken.
c) <i>The conservation and management of natural resources and the mineral resource base</i>	An EIS has been undertaken in support of the proposed development. Further, a design charrette will be undertaken.
d) <i>The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest</i>	N/A; no cultural heritage resources in vicinity of the site.
e) <i>The supply, efficient use and conservation of energy and water</i>	Addressed through the FSR/SWM report.
f) <i>The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</i>	The Functional Servicing Report outlines how the project will be serviced efficiently and in an environmentally sound manner.
g) <i>The minimization of waste</i>	N/A
h) <i>The orderly development of safe and healthy communities</i>	The development follows the direction of the Salem Secondary Plan. The development will be pedestrian scaled,

	establish a sidewalk network, contribute to a safe and healthy community. The design of the site will promote active and public transportation.
h.1) <i>The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies</i>	The proposed development will be compliant with the AODA.
i) <i>The adequate provision and distribution of educational, health, social, cultural and recreational facilities</i>	The subject lands are proximate to variety of planned amenities/services. In addition, a park and school block are central to the development. Commercial lands are proposed to the south.
j) <i>The adequate provision of a full range of housing, including affordable housing</i>	The development will add to the range of housing options available in the City of Barrie. This contributes to the size, form, and range of housing forms in the Salem Secondary Plan Area. The development will provide a more affordable housing option than other forms of residential units in this area of the City, such as low density traditional single detached dwellings.
k) <i>The adequate provision of employment opportunities</i>	The proposed development contributes to the provision of employment opportunities through providing residences with easy access to transit linkages and places of work.
l) <i>The protection of the financial and economic well-being of the Province and its municipalities</i>	The subject lands are well suited to accommodate the proposed development, which will make efficient use of planned and anticipated infrastructure and transit services.
m) <i>The co-ordination of planning activities of public bodies</i>	N/A
n) <i>The resolution of planning conflicts involving public and private interests</i>	N/A
o) <i>The protection of public health and safety</i>	The subject development will foster the creation of a complete community. The subject site will be walkable and will provide for "eyes on the street." Future transit linkages are anticipated to service the development.
p) <i>The appropriate location of growth and development</i>	The subject lands are within lands earmarked for higher densities of development as identified in the Salem Secondary Plan.
q) <i>The promotion of development that is</i>	Transit routes are anticipated to be

<i>designed to be sustainable, to support public transit and to be oriented to pedestrians</i>	expanded as the Salem lands develop. Public sidewalks will encourage and provide pedestrian movements to/from the site to Veterans and McKay and future municipal streets.
r) <i>The promotion of built form that, i) is well-designed; ii) encourages a sense of place; and iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant</i>	The development will be well-designed and provide for a safe environment with the presence of "eyes on the street".
s) <i>The mitigation of greenhouse emissions and adaptation to a changing climate</i>	Addressed through FSR. In addition, the built form encourages active and public transportation which will lessen the impact of a less dense forms of development.

Provincial Policy Statement (2014)

1.0 Building Strong Healthy Communities

Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

1.1 Managing and Directing Land Use to Achieve efficient and Resilient Development and Land Use Patterns

a) <i>Efficient development and land use patterns.</i>	The proposed density provides for an efficient use of the subject lands. Townhouse and single detached dwellings provide a built form that is appropriate for an area which is earmarked for low to medium density residential growth.
b) <i>Appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.</i>	The proposed mix of dwellings contribute to a diversified range of housing unit which adds to the range and mix of the City's residential unit types, and housing stock in this area of the City.
c) <i>Avoid development/land use patterns which may cause environmental/public health and safety concerns</i>	As shown by the background reports (PJR, FSR, SWM) submitted in support of this application, the proposed development does not cause concerns related to environmental/public health.
d) <i>Avoid development/land use patterns that would prevent efficient expansion of settlement areas</i>	The development is logical, and efficient. The development concept reflects the vision set forth for the Salem Secondary Plan. The development does not prevent

	future settlement expansion.
e) <i>Promote cost-effective development patterns and standards to minimize and consumption and servicing costs</i>	The proposed development will make efficient use of planned infrastructure and services. The development will be fully serviced by municipal infrastructure.
f) <i>Improve accessibility by removing land use barriers</i>	The proposed development will be accessible and not create any land use barriers.
g) <i>Ensure necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are/or will be available to meet needs</i>	The necessary infrastructure is planned to accommodate the proposed development.
h) <i>Promote development and land use patterns that conserve biodiversity and consider impacts of a changing climate</i>	The built form encourages active and public transportation which will lessen the impact of less dense forms of development.

1.1.3 Settlement Areas

It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 <i>Settlement areas shall be focus of growth and development.</i>	The subject lands are located within the Salem Secondary Plan Area, and the land use designation earmarks the Veterans and McKay intersection for development.
1.1.3.2 a) <i>Land use patterns shall be based upon densities and land uses to support: efficient use of land; appropriate for, and efficient use of infrastructure and public service facilities; minimize negative impacts to air quality and climate change; promote energy efficiency; support active transportation; transit supportive; and freight supportive</i>	The proposed density allows for the efficient use of land and existing infrastructure. The lands are located in an area with future commercial, recreational, and institutional facilities within walking distance, and will be well connected to other areas of the City through transit.
1.1.3.2. b) <i>Range of uses and opportunities for intensification and redevelopment</i>	The proposed site provides an opportunity for redevelopment of an existing residential parcel.
1.1.3.3 <i>Planning authorities shall identify appropriate locations for intensification and redevelopment</i>	The subject lands are located within the Salem Secondary Plan Area, and the land use designation earmarks the area for Residential and mixed use growth.

1.1.3.4 <i>Appropriate development standards should facilitate intensification, redevelopment and compact form</i>	The requested rezoning will provide the appropriate standards to allow for this development to move forward.
1.1.3.5 <i>Planning authorities shall establish minimum targets for intensification and redevelopment within built up area</i>	The proposed development provides a compact, efficient built form that provides for the efficient use of the subject lands, existing infrastructure and public service facilities to be developed in the Salem lands.
1.1.3.6 <i>New development in designated growth areas should occur adjacent to existing built up area and have compact form, mix of uses and densities to allow for efficient use of land, infrastructure and public service facilities</i>	The proposed development provides a compact, efficient built form at varying densities that provides for the efficient use of the subject lands, and planned infrastructure and public service facilities.

1.2.6 Land Use Compatibility

1.2.6 <i>Major facilities and sensitive land uses should be planned to appropriate design, buffering and/or separation from each other to prevent or mitigate adverse effects.</i>	The proposed residential use is compatible with adjacent land uses. No adverse impacts on surrounding land uses are anticipated as they are anticipated to development with this parcel. A block plan has been prepared in support of this development.
---	---

1.4 Housing

1.4.1 <i>To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area by:</i>	The proposed development proposes a range of housing units which add to the range and mix of the City's residential housing stock.
1.4.3 a) <i>Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households</i>	Townhouse dwellings of varying sizes are a component of the development. They make efficient use of existing land and infrastructure and therefore are able to provide a less expensive unit that is more affordable in comparison than other unit types, such as the single detached dwelling. Varying densities and housing densities will provide the opportunity for lower housing costs.
1.4.3 b) <i>Permitting and facilitating (i) all forms of housing required to meet social, health and well-being requirements of</i>	The proposed unit types will add to the housing stock available within the City.

<i>current and future residents, including special needs requirements; and (ii) all forms of residential intensification, including second units, and redevelopment</i>	
1.4.3 c) <i>Directing 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 projected needs</i>	The location of the subject lands will be serviced by planned infrastructure expansions with public service facilities accessible via transit, and within the proposed development.
1.4.3 d) <i>Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed</i>	The proposed development provides a compact, efficient built form that makes efficient use of the subject lands, and planned infrastructure and public service facilities. The area is anticipated to be served by expanded transit routes and supports the use of active transportation to commercial, institutional and recreational opportunities in the immediate area.
1.4.3 e) <i>Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety</i>	The requested rezoning associated with this Application will provide appropriate standards to permit allow for this development opportunity.

1.6 Infrastructure and Public Services

1.6.3 <i>Before consideration is given to developing new infrastructure and public service facilities: (i) the use of existing infrastructure and public service facilities should be optimized; and (ii) opportunities for adaptive re-use should be considered, wherever feasible</i>	The development will utilize planned infrastructure to service the development.
--	---

1.6.6 Sewage, Water, and Stormwater

1.6.6.1 <i>Planning for sewage and water services shall:</i>	
1.6.6.1 a) <i>Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage systems and municipal water</i>	The proposed development will utilize planned infrastructure that will assist with its optimization.

systems	
1.6.6.2 <i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.</i>	Development will be fully serviced by municipal infrastructure.
1.6.6.7 <i>Planning for stormwater management shall: (i) minimize, or where possible, prevent increases in contaminant loads; (ii) minimize changes in water balance and erosion; (iii) not increase risks to human health and safety and property damage; (iv) maximize the extent and function of vegetative and pervious surfaces; and (v) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development</i>	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed development.

1.6.7 Transportation Systems

1.6.7.4 <i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation</i>	The subject lands are well situated in close proximity to future commercial, institutional and recreational opportunities. Active and public transportation methods will be encouraged. Future services are anticipated to be developed in the surrounding areas.
1.6.7.5 <i>Transportation and land use considerations shall be integrated at all stages of the planning process</i>	A TIS and FSR have been prepared in support of the proposed development. The function of the proposed street network has been considered as it relates to conductivity to public and active transportation.

1.7 Long-term Economic Prosperity

1.7.1 <i>Long-term economic prosperity should be supported by:</i>	
1.7.1. c) <i>Maintaining, and where possible, enhancing the vitality and viability of downtowns and main streets</i>	The additional population which will inhabit this development is expected to have a positive impact on the viability of downtown and main streets, as well as

	future commercial establishments along Veterans and McKay.
1.7.1 d) <i>Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes</i>	The proposed development will be well-designed, and the site planned so as to preserve the existing trees to the extent possible within an urban environment.

1.8 Energy Conservation, Air Quality, and Climate Change

1.8.1 <i>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:</i>	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed development.
1.8.1 a) <i>Promote compact form and a structure of nodes and corridors</i>	The development provides for a compact form of development in keeping with the intensification policies of the City and vision for the Salem lands.
1.8.1 b) <i>Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas</i>	The compact form of the development as well as its location will promote increased modal share of active and public transportation modes.
1.8.1 e) <i>Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion</i>	The subject lands are in close proximity to employers located along Mapleview Drive, as well as in proximity to transit links to other employment areas within the City.

Places to Grow: Growth Plan for the Greater Golden Horseshoe

2.2.1 Managing Growth

2.2.1.2 <i>Forecasted growth to the horizon of this plan will be allocated based on the following:</i>	
2.2.1.2 a) <i>The vast majority of growth will be directed to settlement areas that (i) have a delineated built boundary; (ii) have existing or planned municipal water and wastewater systems; and (iii) can support the achievement of complete communities</i>	Barrie is a settlement area with a delineated built boundary. Municipal water and sewer systems are planned within the Salem lands. The proposed development will add to the mix of housing types and support Barrie's intensification growth.
2.2.1.2 c) <i>Within settlement areas, growth</i>	It is anticipated transit routes will be

<i>will be focused in: (i) delineated built up areas; (ii) strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and (iv) areas with existing or planned public service facilities</i>	expanded to service the development and surrounding lands.
2.2.1.2 d) <i>Development will be directed to settlement areas, except where the policies of this plan permit otherwise</i>	Lands are within Barrie Settlement Area.
2.2.1.2 e) <i>Development will be generally directed away from hazardous lands</i>	No hazard lands are present on the subject lands.
2.2.1.4 <i>Applying the policies of this plan will support the achievement of complete communities that:</i>	
2.2.1.4. a) <i>Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities</i>	Proposed single detached, townhouse and a high-density block will add to the housing diversity within the City. The subject lands are in close proximity to stores and services located along Mapleview Drive and adjacent streets.
2.2.1.4 c) <i>Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes</i>	Townhouse and higher density single detached dwelling units provide an affordable housing alternative for the population.
2.2.1.4 g) <i>Integrate green infrastructure and low impact development</i>	To be addressed through the FSR.

2.2.2 Delineated Built Up Areas
--

2.2.2.1 <i>By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area</i>	The proposed development is located in an area of the City designated for Residential growth.
2.2.2.2 <i>By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50% of all residential development occurring annually within each upper-tier or single-tier municipality will be within the delineated built up area</i>	The proposed development is located in an area of the City designated for Residential growth.
2.2.2.4 <i>All municipalities will develop a strategy to achieve the minimum</i>	

<i>intensification target and intensification throughout delineated built-up areas, which will:</i>	
2.2.2.4 a) <i>encourage intensification generally to achieve the desired urban structure;</i>	The proposed development is in line with the desired structure of McKay Road as a mixed-use corridor.
2.2.2.4 b) <i>identify the appropriate type and scale of development and transition of built form to adjacent areas;</i>	The proposed development respects adjacent land uses.
2.2.2.4 c) <i>identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</i>	The McKay Road corridor is identified as an area of focus.
2.2.2.4 d) <i>ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</i>	The proposed rezoning will contribute to supporting a complete community.
2.2.2.4 e) <i>prioritize planning and investment in infrastructure and public service facilities that will support intensification; and</i>	The Salem lands are identified as a future area of expansion – public facilities are planned. The development will be fully serviced by municipal infrastructure.
2.2.2.4 f) <i>be implemented through official plan policies and designations, updated zoning and other supporting documents.</i>	Intensification areas are identified in the Official Plan of the City of Barrie.

3.2.7 Stormwater Management

3.2.7.2 a) – d) <i>Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that: (i) is informed by a subwatershed plan or equivalent; (ii) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; (iii) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and (iv) aligns with the stormwater master plan for</i>	To be addressed through the FSR/SWM reports.
---	--

<i>the settlement area, where applicable</i>	
--	--

- APPENDIX 2 -

124, 180, 228 McKay Road, City of Barrie

REVIEW OF THE CITY OF BARRIE OFFICIAL PLAN POLICIES

The following is an in-depth review of the Barrie Official Plan to support the Planning Act Applications for 124, 180, 228 McKay Road, City of Barrie.

City of Barrie Official Plan

3.0 General Policies	
3.1.1 (a) <i>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.</i>	The proposed development assists with the provision of a mix of dwelling types in the Salem Secondary Plan Area. In addition, the development will contain future open space, an elementary school and recreational opportunities.
3.3.1 a) <i>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.</i>	The project will contribute to meeting the needs of current and future residents of the City through offering an alternative in terms of housing type, size, and affordability.
3.3.1 b) <i>To ensure that the quality and variety of the housing stock is maintained and improved.</i>	The proposed plan of subdivision will provide additional housing stock in a quality design to the current inventory of the City.
3.3.1 c) <i>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.</i>	The proposed development will be a dense, well-designed development making efficient use of land, and planned infrastructure/ facilities at this intensification opportunity. Its location is proximate to a variety of future amenities. The density of the development will support a transit network in the area. The design will encourage an increase to active transportation and public transportation modal share.
3.3.1. d) <i>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.</i>	The development will add to the diversity and range of available housing options within the City and support the continuation of building a complete community. In addition, the location of the development will include community area, including a park and school block. This will contribute to supporting a complete community.

<p>3.3.1 e) <i>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.</i></p>	<p>This development will contribute to the size and diversity of housing stock within the City. It is intended that this development will meet the social, health and well being requirements of current and future citizens of the Salem Secondary Plan Area.</p>
<p>3.3.1 f) <i>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.</i></p>	<p>Municipal infrastructure will be available to service the development.</p>
<p>3.3.2.1 a) <i>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.</i></p>	<p>The diversified housing stock will provide a less expensive housing option for residents. The proposed development will provide an alternative for prospective residents in this area of the City.</p>
<p>3.3.2.1 c) <i>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. 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 the 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.</i></p>	<p>The subject lands are an ideal candidate for new residential development. They provide an exceptional opportunity for intensification and the introduction of higher densities, given their location along Veterans and McKay. They are centrally located in the Salem Secondary Plan Area. The Planning Justification Report advises how the proposed intensification project addresses the planned character and density targets for the Salem Secondary Plan Area, and outlines the proposed zoning.</p>
<p>3.3.2.1 g) <i>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.</i></p>	<p>The proposed density will support the goal of fostering a complete community and making efficient use of transit, infrastructure and active transportation initiatives in the Salem lands.</p>
<p>3.3.2.2 a) <i>It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria: In the case of home ownership, the least expensive of (1) housing for which the purchase price</i></p>	<p>The nature of the proposed development is geared towards providing more affordable housing than lower density housing units, such as single detached dwellings. Townhome units are generally one of the more affordable dwelling types within the City of Barrie in the</p>

<p><i>results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or (2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area. In the case of rental housing, the least expensive of (1) a unit for which the rent does not exceed 30% 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.</i></p>	<p>context of home ownership.</p>
<p>3.3.2.2 c) <i>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.</i></p>	<p>The subject lands are proximate to a wide array of community, commercial, and service facilities, both existing and planned.</p>
<p>3.3.2.2 d) <i>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.</i></p>	<p>The proposed Zoning By-law Amendment will provide standards to allow for development of this more affordable housing type.</p>
<p>3.7.2.1 a) <i>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.</i></p>	<p>The proposed development contributes to a compact urban form and supports the use of existing transit services. The development will promote active transportation through connection to the sidewalk network, and its proximity to future commercial, and recreational services along Veterans and McKay.</p>
<p>3.7.2.1 c) <i>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.</i></p>	<p>To be addressed during detailed design.</p>

4.0 Land Use Policies

<p>4.2.1 b) <i>To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in</i></p>	<p>The introduction of this development will assist the City in advancing a complete community, by offering a mix of housing within the Salem</p>
--	---

<p><i>order to maximize convenient access to community facilities and services.</i></p>	<p>lands. The development will be walkable, and proximate to a variety of services and facilities (recreational, institutional, etc.).</p>
<p>4.2.1 c) <i>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.</i></p>	<p>The proposed development proposes densities that are supportive of public transportation. Connecting to the existing sidewalk network will encourage active transportation. The density proposed will contribute to the City reaching its intensification and density targets in the Salem lands.</p>
<p>4.2.1 e) <i>To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.</i></p>	<p>The subject lands are well suited for intensification and are designated Residential Area and Neighbourhood Mixed Use Node and therefore would not jeopardize the expansion of non-residential uses noted in this policy.</p>
<p>4.2.1 f) <i>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.</i></p>	<p>The subject lands are designated "Residential" and "Neighbourhood Mixed Use Node." Lower density development is proposed central to the site, while higher densities will be proposed along the arterial roads bordering the site. Development on the site is proposed at a density and scale that is not anticipated to create conflicts with other uses in its vicinity.</p>
<p>4.2.1 g) <i>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 while continuing to support the integrity of stable neighbourhoods.</i></p>	<p>The vision for McKay and Veterans is that of higher density uses fronting the street. The development proposes higher density residential uses fronting the street, reflecting the Neighbourhood Mixed Use designation.</p>
<p>4.2.2.1 a) <i>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.</i></p>	<p>The subject lands are designated "Residential Area" and "Neighbourhood Mixed Use Node" and propose a diverse mix of dwelling types and densities.</p>
<p>4.2.2.3 a) <i>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 the</i></p>	<p>The subject site is within the Salem Secondary Plan Area. The densities proposed are in line with the targets set forth in Policy 8.2.8.</p>

<p><i>Plan. In areas where a secondary plan is not in effect, the locational criteria outlined in the remainder of this section shall apply.</i></p>	
<p>4.2.2.3 b) <i>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.</i></p>	<p>The subject lands are located i) along an Arterial Road; ii) are proximate to future planned public facilities such as schools, parks and commercial developments; and iii) services and infrastructure are planned to service the proposed development.</p>
<p>4.2.2.4 a) <i>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.</i></p>	<p>Parking will reflect the standards of the Zoning By-law.</p>
<p>4.2.2.4 b) <i>Densities will 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.</i></p>	<p>Densities will be compatible with adjacent land uses.</p>
<p>4.2.2.4 c) <i>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).</i></p>	<p>An Environmental Noise Feasibility Study has not been identified as a requirement at this point in time.</p>
<p>4.2.2.5 b) <i>Uses in the Residential designation require the provision of full municipal sewer and water services.</i></p>	<p>The development will be fully serviced by municipal services.</p>
<p>4.2.2.6 a) <i>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.</i></p>	<p>The proposed development is considered a redevelopment project. It will result in a compact urban form.</p>
<p>4.2.2.6 b) <i>Residential intensification is encouraged in a number of general locations</i></p>	<p>The proposed development is located in the Salem Secondary Plan and its Residential and</p>

<p><i>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.</i></p>	<p>Neighbourhood Mixed Use Node designation promotes development of medium to high density.</p>
<p>4.2.2.6 c) <i>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.</i></p>	<p>The proposed development will be well-designed and at a density that makes efficient use of land, facilities and planned infrastructure in the Salem lands. Its location is proximate to planned institutional, and recreational opportunities.</p>
<p>4.2.2.6 d) <i>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></p>	
<ul style="list-style-type: none"> <i>(i) That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;</i> <i>(ii) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;</i> <i>(iii) That public transit is available and accessible;</i> <i>(iv) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;</i> <i>(v) That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and</i> <i>(vi) That consideration is given to the preservation of heritage resources.</i> 	<ul style="list-style-type: none"> <i>(i) The scale and character of this development meets the parameters established for development along a mixed-use corridor;</i> <i>(ii) Infrastructure, transportation facilities, and community facilities are planned in the Salem lands;</i> <i>(iii) It is anticipated that transit services will be expanded to service the Salem Secondary Plan lands;</i> <i>(iv) This development is taking place in accordance with the Official Plan and where residential growth has been planned;</i> <i>(v) The dwelling units will be of high quality design and construction;</i> <i>(vi) There are no heritage resources located on or adjacent to the subject lands.</i>
<p>4.2.2.6 d) <i>Schedule I of this Plan identifies the intensification areas of focus. Applications</i></p>	<p>Refer to intensification policies contained under Section 8.0 of this Appendix (Hewitt's</p>

<i>outside these areas will be considered on their merits subject to the planning principles and policies of this Plan.</i>	Secondary Plan polices).
---	--------------------------

5.0 Servicing and Transportation

5.1.1 b) <i>To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.</i>	The proposed development will be fully serviced by planned municipal infrastructure.
5.1.1 e) <i>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</i>	Addressed through the FSR/SWM report.
5.1.2.1 j) <i>Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre.</i>	Addressed through the FSR/SWM report.
5.3.2.2 a) <i>An application for major development shall be accompanied by a stormwater management plan that demonstrates:</i>	
<ul style="list-style-type: none"> <i>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;</i> <i>ii) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and</i> <i>iii) Through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized</i> 	The accompanying FSR addresses how these criteria are addressed through the proposed development.
5.3.2.2 b) <i>Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:</i>	

<ul style="list-style-type: none"> 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, 	<p>The accompanying FSR addresses how these criteria are addressed through the proposed development.</p>
<p>5.3.2.2 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.</p>	<p>Addressed through the FSR/SWM report.</p>
<p>5.3.2.3 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.</p>	<p>Addressed through the FSR/SWM report.</p>
<p>5.3.2.3. 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 flood water by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level</p>	<p>Addressed through the FSR/SWM report.</p>

<p>specified in Chapter 3 of the MOE Planning and Design Manual and the policies of the Conservation Authorities. (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.</p>	
<p>5.4.1 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.</p>	<p>The proposed density will promote the expansion of transit routes in the Salem lands and adjacent planned streets.</p>
<p>5.4.2.1 c) Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered.</p>	<p>There are three access points to the subdivision from the adjacent Arterial Roads. Given the scale of the development, the three access points are considered appropriate. Please refer to TIS.</p>
<p>5.4.2.3 b) High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.</p>	<p>It is anticipated existing transit routes will be expanded to service the Salem lands. The density of the proposed development warrants expansion of the network.</p>
<p>5.4.2.3. 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.</p>	<p>The proposed development provides pedestrian connection from the units directly to Veterans and McKay.</p>
<p>5.4.2.4. b) Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.</p>	<p>The development will be connected to the municipal sidewalk and road network.</p>

6.0 Implementation

<p>6.5.2.2 a) i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.</p>	<p>The site has been designed to be compatible with the surrounding area in terms of massing, scale, and design.</p>
<p>6.5.2.2 ii) The design of a building's roof should</p>	<p>To be confirmed at Site Plan stage.</p>

<i>screen mechanical equipment from public view and contribute to an attractive streetscape.</i>	
iii) <i>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.</i>	To be confirmed at Site Plan stage.
v) <i>Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.</i>	Internal municipal sidewalks will service the development.
vi) <i>Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.</i>	Sidewalks will be connected to the future public street network.
6.5.2.2. b) i) <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.</i>	There are three access points to the subdivision from the adjacent Arterial Roads. Given the scale of the development, the three access points are considered appropriate. Please refer to TIS.
iii) <i>No Environmental Protection Area should be included in the minimum landscaping standard.</i>	N/A
iv) <i>Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.</i>	To be confirmed at Site Plan stage.
ii) <i>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.</i>	N/A
iv) <i>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.</i>	Please refer to Tree Inventory and Preservation Plan prepared by Dillon Consulting Ltd.
v) <i>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 EIS 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.</i>	Please refer to the EIS.

<p>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 EP Area designation of this Plan.</p>	<p>N/A</p>
<p>6.5.2.2 e) 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.</p>	<p>To be confirmed at Site Plan stage.</p>
<p>6.5.2.2 g) 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.</p>	<p>To be confirmed at Site Plan stage.</p>
<p>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.</p>	<p>The proposed development is designed in a compact form, at a density that efficiently utilizes existing infrastructure, and is accessible to commercial, employment and other facilities in the surrounding area.</p>

Section 8.0 Salem Secondary Plan (2010 Annexed Lands West)

<p>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.</p>	<p>The draft plan respects the vision of the Residential designation. The design incorporates a mix of low and medium density uses, with community amenities and services centrally located within the community.</p>
<p>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.</p>	<p>The densities of the development are consistent with Policy 8.2.8. Please refer to the Planning Justification Report.</p>

8.4 Community and Sustainable Design Strategy

<p>8.4.1 Purpose <i>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.</i></p>	<p>The draft plan has been designed with these principles in mind. The mix of land uses will contribute to the establishment of a complete community.</p>
<p>8.4.2. (a) <i>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.</i></p>	<p>The draft plan has been designed as a complete community. The draft plan incorporates a mix of housing types, is conducive to public and active transport, and includes a school and park block as a focal point of the community. The neighbourhood structure is in line with the vision of the Salem lands.</p>
<p>8.4.4 Design and Sustainable Development Policies</p>	
<p>8.4.4.2 (a) <i>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.</i></p>	<p>The lands fronting McKay are designated Mixed Use. These lands will be developed at higher densities that will be conducive to public and active transport. Uses will be varied, including high density residential.</p>
<p>8.4.4.2 (b) <i>Each residential neighbourhood will have distinctive characteristics, but also a number of common features including:</i> <i>i) a central focal point including a Neighbourhood Park, and where</i></p>	<p>The development includes the following common features:</p> <ul style="list-style-type: none"> i) A central park and school block; ii) The development is primarily residential

<p><i>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;</i></p> <p><i>ii) a character which is primarily residential, but which will also include a range of uses including live-work, institutional and open space uses;</i></p> <p><i>iii) a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population; and,</i></p> <p><i>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.</i></p>	<p>in nature but includes institutional and open space uses;</p> <p>iii) The development contains a diverse range of housing types, densities, and sizes. It is anticipated that prices will reflect this diversity in housing type; and,</p> <p>iv) A park block is located central to the development</p>
---	---

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.

<p>8.4.4.4 (b) Pedestrian/Cyclist Comfort <i>Pedestrian/cyclist comfort and safety will be a priority in streetscape design</i></p>	<p>The street network will be designed as an attractive environment for pedestrians and cyclists through the provision of sidewalks</p>
--	---

8.5.4 Mixed Use Nodes and Corridors: Interim and Ultimate Development

<p>8.5.4 <i>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.</i></p>	<p>The density target of Section 8.2.8 will be achieved.</p>
--	--

8.5 Land Use Strategy

<p>8.5.7.1 Mixed Use Nodes and Corridors Goals <i>(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.</i> <i>(b) To create a meeting place for residents; which is designed to be pedestrian friendly</i></p>	<p>(a) Uses fronting McKay higher density townhouse dwellings, proximate to future commercial uses.</p> <p>(b) The subdivision will have public space that will function as a public meeting space.</p>
---	---

<i>and maximize the use of public transit.</i>	
<p>8.5.7.3 <i>The design of development within the Mixed Use Nodes and Corridors shall be guided by the following policies:</i></p> <p><i>(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;</i></p> <p><i>(f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;</i></p> <p><i>(e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare;</i></p>	<p>(c) The heights in the Neighbourhood Mixed-Use zone will be a minimum of three storeys.</p> <p>(f) The townhouse blocks in the Neighbourhood Mixed-Use Node zone will be located close to the street line.</p> <p>(e) The PJR identifies the density at 72 units per hectare.</p>

8.5.10 Residential Area

<p>8.5.10.1 Goals</p> <p><i>(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.</i></p> <p><i>(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.</i></p>	<p>(a) The development will provide a mix of housing options and will be developed at a transit-supportive density.</p> <p>(b) The development will be pedestrian oriented through the provision of sidewalks. Community facilities are central to the development, including a park and school block.</p>
<p>8.5.10.3 (b) <i>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.</i></p>	<p>A variety of residential building types and densities have been incorporated into the draft plan.</p>

8.6.3 Transportation

<p>8.6.3.1 General</p> <p><i>(a) City streets shall be planned and developed as multi-modal transportation</i></p>	<p>(a) The FSR details the street cross section. The street network has been designed as a transit conducive grid system.</p>
---	---

<p>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).</p>	
<p>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.</p>	<p>(a) The development's density and street network configuration will be conducive to transit.</p>

8.6.4 Water and Wastewater Services

<p>8.6.4 (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.</p>	<p>The development will be fully serviced by municipal infrastructure.</p>
---	--

8.6.5 Stormwater Management

<p>8.6.5 (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.</p>	<p>The FSR/SWM report speaks to this policy.</p>
--	--

8.8.2 Zoning By-law

<p>8.8.2 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</p>	<p>A Zoning By-law amendment is required to move forward with the proposed development as the historic Town of Innisfil zoning by-law applies to the lands.</p>
---	---

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.

