



PLANNING JUSTIFICATION REPORT

**APPLICATIONS FOR
ZONING BY-LAW AMENDMENT
& DRAFT PLAN OF SUBDIVISION REDLINE REVISION**

BALLYMORE BUILDING (BARRIE) CORP.

**750 LOCKHART ROAD – BLOCKS 22, 23 & 32
CITY OF BARRIE**

DECEMBER 14 2023

P-3006

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1.0 INTRODUCTION

KLM Planning Partners Inc. ("**KLM**") has been retained by Ballymore Building (Barrie) Corp. (the "**Owner**" or "**Client**") for the development the lands located within Blocks 22, 23 and 32 (the "**Subject Lands**") on approved Draft Plan of Subdivision D12-444 (the "**Overall Lands**"), municipally known as 750 Lockhart Road in the City of Barrie (the "**City**" or "**Barrie**"), County of Simcoe (the "**County**"), and legally described as Part of the South Half of Lot 16, Concession 11.

This Planning Justification Report ("**PJR**") accompanies applications for a Zoning By-law Amendment (the "**ZBA**") and a Redline Revision to the approved Draft Plan of Subdivision D12-444 (the "**Redline Revision**") to facilitate the development of the Subject Lands for residential use, inclusive of a mid-rise apartment building, and the subdivision of Blocks 23 and 32 to create ten (10) townhouse blocks, for a total of 150 residential units ("**Proposed Development**"). Please refer to Section 3.0 of this PJR for more detail on the development proposal.

1.1 PURPOSE AND BACKGROUND

This report is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and Municipal land use policies and plans. The report will also provide an analysis and planning rationale for the development, detailing how the proposal represents an appropriate form of development and good land use planning.

A Pre-Consultation Meeting was held with the City of Barrie and external agencies on July 13, 2023. The materials submitted in conjunction with these applications are in accordance with City requirements and will assist with the formal review of the Proposed Development.

This report concludes that the Proposed Development will facilitate the efficient use of underutilized Blocks in an approved Draft Plan of Subdivision, within the "Settlement Area" as per the City of Barrie Official Plan 2051 (2023) (the "**Barrie OP**"). The project has been designed to make efficient use of existing and planned infrastructure within the City of Barrie.

The Proposed Development is consistent with the Provincial Policy Statement, conforms to the relevant policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, City of Barrie Official Plan, and is consistent with the intent of Zoning By-law 2009-141, as amended.

2.0 SITE AREA AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The Overall Lands consist of Blocks 1 through 30 that were created through Draft Plan of Subdivision D12-444, dated November 8, 2019, and approved on April 6, 2020 (the “**DPS**”), as part of the preceding applications for Zoning By-law Amendment and Draft Plan of Subdivision for the Overall Land. The Overall Lands are generally located within the northeast quadrant of the intersection of Yonge Street and Lockhart Road in the City of Barrie (See **Figure 1 – Context Map**).

The total Overall Lands holding is approximately 26.4 hectares (“**ha**”) (65 acres (“**ac**”)) in size and are currently vacant. A portion of the Overall Lands contains natural heritage features and associated buffers, which have been staked and surveyed in consultation with the LSRCA, making up approximately 14.7 ha (36 ac) which is anticipated to be conveyed to the City of Barrie (Blocks 25, 26, 27 & 30).

The Subject Lands consist of Blocks 22, 23 and 32 approved Draft Plan D12-444. The Subject Lands are generally located north and east of Kneeshaw Drive, south of the natural heritage features within the Overall Lands.

The total Subject Lands holdings is approximately 1.38 hectares (3.41 acres) in size and are currently vacant.

Block 22 is 0.40 ha (1 ac) in size and has approximately 88 metres of frontage onto Kneeshaw Drive.

Block 23 is 0.47 ha (1.1 ac) in size and has approximately 180 metres of frontage onto Kneeshaw Drive.

Block 32 is 0.5 ha (1.2 ac) in size and has approximately 200 metres of frontage onto Dainty Crescent.

The development of the Subject Lands was previously considered pre-mature under the phasing of the former Barrie Official Plan (2010), however, with the approval of the Barrie Official Plan 2051, the development of the Subject Lands can proceed as part of Phase 1 East (Appendix 2 - Phasing). The Barrie Official Plan 2051 is currently under review however, we do not anticipate any changes to the phasing plan and policies.

2.2 SURROUNDING AREA

The existing surrounding land uses are as follows:

North: To the north is an approved plan of subdivision which proposes townhouse dwellings. These lands are designated ‘Medium Density Residential’ within the Official Plan 2051.

East: To the east are Hewitt’s Creek and its environs, with farmland beyond. These lands are designated ‘Natural Heritage System’ and ‘Neighbourhood Area’ and Residential Area within the Official Plan 2051.

South: To the south are Lockhart Road and rural and agricultural lands within Town of Innisfil limits beyond.

West: To the immediate west are CN Railway/ Metrolinx lands. There are farmlands designated ‘Medium Density Residential’ within the Official Plan 2051 beyond.

2.3 ROAD TRANSIT AND ACCESSIBILITY

The Subject Lands are located +/- 5.2 kilometres from a Highway 400 interchange, located at Maplevue Drive East (north of the Subject Lands). In addition, Appendix 2: *Development Phases* of the City of Barrie Official Plan references a 'Future Interchange' at the intersection of Highway 400 and McKay Road East/West. Highway 400 is a regional throughfare that provides connectivity to other areas of the Greater Toronto Area ("**GTA**") and municipalities throughout Ontario. The Subject Lands are also adjacent to Yonge Street, which provides north / south access to Simcoe County and the GTA.

As per Maps 4 and 5 of the City of Barrie Official Plan, Lockhart Road is an Arterial Road with a right-of-way ("**ROW**") width of 43 metres between Yonge Street and Kneeshaw Drive, and 34 metres to the east of the Subject Lands, and to the west of Yonge Street. Yonge Street is also an Arterial Road with a ROW of 34 metres, and Kneeshaw Drive is a Minor Collector Road, with a ROW of 24 metres.

The Proposed Development does not introduce any new points of access, however the approved Draft Plan of Subdivision has access to Lockhart Road to the south, as well as access to Kneeshaw Drive, which is slated to be constructed from Maplevue Drive East, to the north, to Lockhart Road. The Proposed Development will be integrated within the existing regional and local transportation network and active transportation routes. A series of Urban Design and Transportation principles have been incorporated within the project to ensure pedestrian and cycling connectivity is promoted and the street zone offers a place for community interaction and socializing.

2.4 HISTORIC & FORECASTED POPULATION FIGURES

The Growth Plan for the Greater Golden Horseshoe (“**Growth Plan**”) establishes minimum intensification and density targets for each of the communities across the Greater Golden Horseshoe (“**GGH**”) to ensure municipalities make efficient use of land and infrastructure, foster the creation of complete communities, support investments in transit and contribute to housing affordability. Population growth is fueled by the combination of net immigration of people from other parts of the Greater Toronto Area (the “**GTA**”) along with the natural increase of the existing population.

The City of Barrie’s share of the population and employment distribution is 298,000 people and 150,000 jobs to the year 2051 (Section 2.4.2 of the City of Barrie Official Plan). In order to accommodate this growth, the supply of housing will need to keep up to forecasted population and demand.

The Proposed Development provides for a total of 150 residential units (75 townhouse units and 75 apartment units), contributing to the population and density targets of the Growth Plan. The foregoing is based on the assumed

persons per units (“**PPU**”) by unit type provided in Appendix A of the City of Barrie 2023 Development Charge Background Study, prepared by Watson & Associates, dated April 21, 2023.

The Proposed Development will feature an opportunity for generating jobs by supporting work at home opportunities. The work at home will be provided by a factor of 0.055 per capita. Therefore, the population of 315 persons generated from the residential development will result in 17 work at home opportunities.

Overall, the development of the Subject Lands will contribute 315 people and 17 jobs to the City of Barrie’s share of the Growth Plan’s population allocation, as shown in **Table 1**.

Table 1: Persons Per Unit Calculation

Unit Type	Persons Per Unit (2041 Forecast)	Proposed Units	Number of Persons
Townhouses	2.40	75 units	180
Apartment Dwellings	1.80	75 units	135
Sub-Total	-	150 units	315 persons

*Subject to future site plan approval

FIGURE 1 – CONTEXT MAP



Data Source: Imagery Date 10/04/2019

Context Map	LEGEND Overall Lands Subject Lands	
750 Lockhart Road, Barrie, Ontario	DATE: November 8, 2023	 

3.0 DEVELOPMENT PROPOSAL

The proposed Zoning By-law Amendment and Redline Revision to Draft Plan of Subdivision D12-444 (the “**applications**”) are to facilitate the development of 75 townhome dwelling units and one (1) apartment building on the Subject Lands (the “**Proposed Development**”). The Zoning By-law Amendment Application is required to rezone Blocks 22, 23 and 32 to the appropriate zoning category for the proposed development. The Redline Revision to Draft Plan of Subdivision D12-444 (the “**Redline Revision**”) is required to subdivide Blocks 23 and 32 into ten (10) townhouse blocks (See [Figure 2 - Conceptual Site Plan](#)).

Block 22 on DPS D-12-444 is proposed to be developed with a 6-storey residential building with 75 units, +/- 7,122 m² of gross floor area and two (2) levels of underground parking. The residents will have access to an 827 m² amenity garden area to the west of the building, as well as 128 m² of indoor amenity space. Each unit is proposed to have a balcony, offering 458 m² of additional amenity space.

Table 2: Unit Mix

Unit Type	Units
1 Bed, 1 Bath + Den	29 units
2 Bed, 2 Bath	23 units
2 Bed, 2 Bath + Den	6 units
2 Bed, 2.5 Bath	6 units
3 Bed, 2.5 Bath	6 units
3 Bed, 2.5 Bath	5 units
	75 units

*Subject to future site plan approval

The apartment building offers a range of unit types and sizes, as follows:

Resident parking is provided at a rate of 1.14 spaces per unit, and visitor parking is provided at a rate of 0.5 spaces per unit, for a total of 123 parking spaces, 111 of which are underground, and 10 of which are surface parking, located north of the residential building.

The Redline Revision to Draft Plan of Subdivision D12-444 proposes to subdivide Blocks 23 and 32 into ten (10) townhouse blocks, hereafter referred to as Blocks 33 to 42, based on the redline Draft Plan of Subdivision that accompanies this submission.

Five (5) townhouse Blocks are proposed to be subdivided from **Block 23**; hereafter referred to as ‘**Proposed Blocks 38 to 42**’. These blocks are proposed to be dual-frontage townhouses with 4.5 metres of frontage onto Kneeshaw Drive, and rear lane access off of Dainty Crescent.

Five (5) townhouse blocks are proposed to be subdivided from **Block 32**; hereafter referred to as ‘**Proposed Blocks 33 to 37**’. These blocks are proposed to be standard front-load townhouses with 5.5 metres of frontage onto Dainty Crescent, with rear yards backing onto the stormwater management pond and natural heritage area of Blocks 28 & 30 of D12-444.

The Proposed Development has been comprehensively planned to meet the suite of provincial and municipal policies guiding development within the area. The vision of an attractive, compact community will be established and demonstrated through the technical documents and materials submitted in conjunction with the application.

4.0 PLANNING APPLICATIONS

4.1 ZONING BY-LAW AMENDMENT

The Subject Lands are currently zoned as Residential Holding Zone (RH), subject to Specific Provision SP586 in the Zoning By-law 2009-141. By virtue of the proposed Zoning By-law Amendment, the Subject Lands will be rezoned to the appropriate zoning categories of Zoning By-law 2009-141.

Block 22 is proposed to be rezoned to the 'Residential Multiple (RM3) Zone' within the Salem and Hewitt's Community Provisions (Section 14.6) to facilitate the proposed 6-storey apartment building.

Proposed Blocks 33 – 42 are proposed to be rezoned to 'Residential 5 (R5) Zone' within the Salem and Hewitt's Community Provisions (Section 14.6) to facilitate the proposed dual-frontage and standard townhouse dwelling units.

A copy of the draft Zoning By-law Amendment has been included as part of the submission materials and is appended to this report as **Appendix A**.

4.2 DRAFT PLAN OF SUBDIVISION REDLINE REVISION

The proposed Redline Revision to the approved but not yet registered Draft Plan of Subdivision ("DPOS") application applies to Blocks 23 and 32 and will serve to create 10 residential blocks of 75 townhouse lots (See **Figure 2 – Draft Plan of Subdivision**).

Blocks 33 – 37 will be created within the existing Block 32 and will create 36 traditional

townhouse lots with frontage onto Dainty Crescent.

Blocks 38 – 42 will be created within existing Block 23 and will create 39 dual-frontage townhouse lots, with frontage onto Kneeshaw Drive, and rear access via Dainty Crescent.

Block 22 is not affected by the Draft Plan of Subdivision Redline Revision.

4.3 PUBLIC CONSULTATION STRATEGY

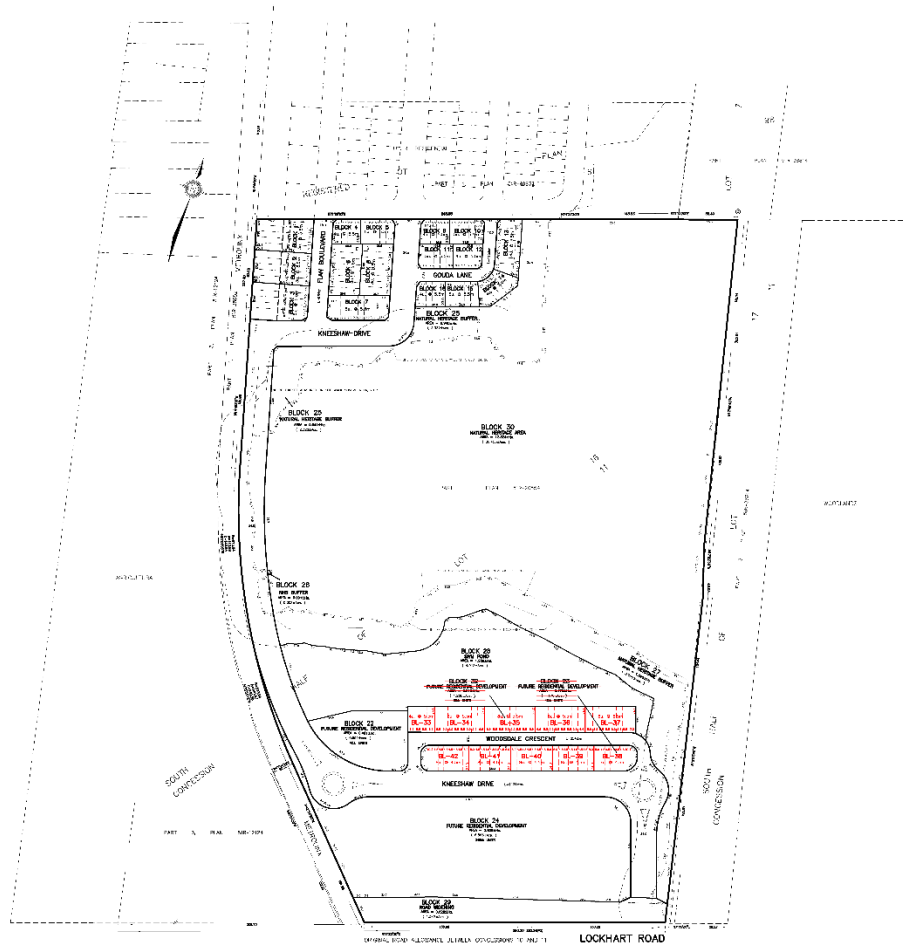
The proposed strategy for consulting with the public with respect to the application(s) will follow the requirements of the Planning Act for statutory meetings and the City of Barrie's Zoning By-law Amendment process. The statutory public meeting will enable the community to gather information about the proposal and share their feedback and insights. Notice will be provided by the City in advance of the meeting.

4.4 AFFORDABLE HOUSING STRATEGY

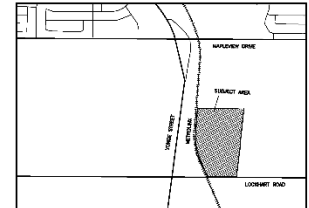
The Proposed Development will contribute a variety of housing typologies to the housing stock of the City of Barrie. Namely, the proposed townhouse units will require less land than their single detached counterparts and represent an inherently more affordable option within the community. Further, a range of unit types and sizes are provided within the 6-storey residential building, per **Table 2**. In addition to contributing a more affordable built form to the City of Barrie, when the proposed residential units are made available on the real estate market, the option to purchase second dwelling units will be made available to purchasers.

FIGURE 2 – DRAFT PLAN OF SUBDIVISION REDLINE REVISION

DRAFT PLAN OF SUBDIVISION
PART OF THE SOUTH HALF OF LOT 16,
CONCESSION 11
(GEOGRAPHIC TOWNSHIP OF INNISFIL)
CITY OF BARRIE
COUNTY OF SIMCOE
SCALE 1:1500



DRAFT PLAN T-



KEY PLAN

SECTION 51, PLANNING ACT,
ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LIN
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE
SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO
THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE February 27, 2019

PIER DE ROSA
J.D. BARNES LTD.

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT
THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BARRIE FOR APPROVAL.

OWNER

BALLYMORE BUILDING
(BARRIE) CORP.

12840 YONGE STREET
SUITE 200
RICHMOND HILL, ON
L4E 4H1

LOUIE MORRA A.S.D.

SCHEDULE OF LAND USE

TOTAL AREA OF LAND = 26.4164Ha. (65.275+Acres)

TOWNHOUSE DWELLINGS	BLOCKS	LOTS	UNITS	4Ha.	4Acres
STREET TOWNHOUSES	BLOCKS 1-18 and 33-42	16 ²⁸	162	2.835	6.981
FUTURE RESIDENTIAL DEVELOPMENT	BLOCKS 22-24 and 32	4 ²⁸	306	3.007	7.354
SUBTOTAL		20 ²⁸	468	5.842	14.341
BLOCKS 25-27 - 16 LOTS, 16 UNITS, 16.000 Ha.		3	2,461	6.091	
BLOCK 28 - 200 PLOTS		1	1,000	4.012	
BLOCK 29 - 100 PLOTS		1	0.028	1.547	
BLOCK 30 - 100 PLOTS, 100.000 Ha.		1	12.324	30.453	
STREETS AND LANEWAYS			3.324	8.214	
24.0m WIDE ROAD (100.000 Ha.)					
12.0m WIDE ROAD (100.000 Ha.)					
12.0m WIDE ROAD (100.000 Ha.)					
12.0m WIDE ROAD (100.000 Ha.)					
TOTAL		24 ²⁸	468	26.416	65.275

- NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
- NOTE - *SUBJECT TO FINAL CALCULATION
- NOTE - BLOCKS 17, 18, 19, 20 and 21 OMITTED
- NOTE - BLOCKS 23 and 32 HAVE BEEN OMITTED

PROJECT No. P-3006
SCALE 1:1500
JULY 25, 2023
NOV-8-2019
KLM DWG. No. - 19:6
PLANNING PARTNERS INC.
61 JARDIN DRIVE - UNIT 18, CONCORD, ONTARIO, M3J 3P3
TEL: (905) 889-1055 FAX: (905) 889-1067 email: info@klm-planning.com
Planning • Design • Development

5.0 SUPPORTING STUDIES

In addition to this Planning Justification Report, other consultants have evaluated the current applicability of the Proposed Development on the property, provincial/municipal standards, the associated policies and guidelines in respect to their technical disciplines. A number of the supporting materials were prepared in support of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444) to facilitate the development of the Overall Lands. In accordance with the pre-consultation checklist dated July 13, 2023, Barrie Staff have confirmed that the resubmission of these materials is sufficient in support of the proposed development. The findings of these reports are summarized below:

Stage 1 & 2 Archaeological Study **Prepared by ASI Archaeological & Cultural Heritage Services, dated December 2018**

An Archaeological Study was prepared by ASI Archaeological & Cultural Heritage Services, dated December 2018, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444). The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth-and twentieth-century settlement trends. This research indicated the potential for encountering both pre-contact Indigenous and historical Euro-Canadian archaeological resources within the subject property. The Stage 2 assessment was conducted by means of a pedestrian survey at 5 m intervals across the ploughed areas within the subject property. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey to date.

Functional Servicing Report and Stormwater Management Report (FSR)

**Prepared by SCS Consulting Group Ltd.,
dated March 2019**

A Functional Servicing Report was completed by SCS Consulting Group, dated March 2019, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444). The Report concluded the following:

- MECP Enhanced (Level 1) water quality protection can be provided through the use of the proposed SWMF #5 and external SWMF #6;
- The runoff volume from a 25 mm rainfall event will be detained over 25 hours by the proposed SWMF #5 and external SWMF #6;
- Quantity control will be provided via by the proposed SWMF #5 and external SWMF #6 to the allowable unit release rates as defined in the SIS for the 2 through 100 year storm events;
- Storm runoff will be conveyed by storm sewers designed in accordance with City of Barrie and MECP criteria;
- Storm sewers will generally be designed for the 5 year storm event;
- Adequate 100 year overland flow routes will be provided;
- Servicing will be provided to convey the flows from external lands to the proposed SWMF #5.
- Sanitary servicing is to be provided for the proposed development via future development to the north and ultimately to connection point E5 per the SIS and FSRs for external lands to the north.
- Water service is to be provided for the proposed development via future development to the north per the watermain analysis.
- Connection to Lockhart Road to be provided, but not required to construct the proposed development.

- The preliminary site grading has been developed to match to the existing surrounding grades in addition to the proposed grades of adjacent sites within the Hewitt's SPA, and provide conveyance of stormwater runoff, including external drainage;
- The portion of the proposed residential lots adjacent to the Metrolinx corridor are equipped with a 2.5 m berm and associated acoustic fence; and,
- The preliminary lot grading will be subject to further grading design at the detailed design stage.

Geotechnical Report

Prepared by Soil Engineers Ltd., dated March 2019

A Geotechnical Report was completed by Soil Engineers Ltd., dated March 2019, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444). The findings of this Report that warrant special consideration are presented below:

1. The topsoil and ploughed soil must be removed for the development. The thickness may vary or becomes thicker in some areas. In order to prevent overstripping, a diligent control of the stripping operation will be required.
2. Topsoil and organic soils must not be buried within the building envelope or deeper than 1.2 m below the exterior finished grade of the development. It can only be used for landscaping and landscape contouring purposes.
3. Due to the high groundwater conditions, the site will have to be regraded with the addition of earth fill so that the proposed basement of the house structures will be above the groundwater level at all times. It is generally more economical to place an engineered fill for construction.
4. The basement floor should be at least 0.5 m above the highest detected groundwater level. Underfloor subdrains may be required in

individual basement structures, having the basement floor less than 1.0 m from the highest detected groundwater level to prevent any hydrostatic uplift and groundwater upfiltration due to the seasonal fluctuation.

5. The existing earth fill is not suitable to support any structure sensitive to movement. It must be subexcavated, sorted free of topsoil inclusions or deleterious materials, before it is reused as engineered fill or structural backfill.
6. The native subsoil and the engineered fill are suitable for conventional footing construction. The footing subgrade must be inspected by a geotechnical engineer, or a geotechnical technician under the supervision of a geotechnical engineer.
7. An artesian pressure is evident in Boreholes 1, 5, 6, 7, 8, 9, 104, 105, 107, 108 and 112. Depressurization of groundwater will be necessary before commencement of excavation below the stabilized water level in these areas.
8. A Class 'B' bedding, consisting of compacted 20-mm Crusher-Run Limestone or equivalent, is recommended for the construction of the underground services. In water-bearing sand and silt or in areas where dewatering is necessary, a Class 'A' concrete bedding should be used.

Hydrogeological Report

Prepared by R.J. Burnside & Associates Limited, dated January 2019

A Hydrogeological Report was completed by R.J. Burnside & Associates Limited, dated January 2019, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444).

The Report noted that, based on groundwater level data collected as part of this study water table on the Overall Lands ranges from 0 m to 4 m below ground surface. Due to shallow water

table conditions on some areas of the Overall Lands, there is the potential for encountering the water table during construction. The dewatering of local aquifers may be required in order for services to be installed below the water table. The undertaking of dewatering according to industry standards and in accordance with a MECP processes will ensure that adequate attention is paid to potential adverse impacts to the environment. Currently the MECP allows for construction dewatering of less than 400,000 Lit to proceed under the Environmental Activity Sector Registry (EASR) process.

The area surrounding the Overall Lands is not currently serviced and residences are supplied by private wells. A water well survey study was completed on behalf of the Hewitt's SPA Landowner's Group for residences within 300 m of the Hewitt's SPA lands to assess the potential for impacts to private supply wells. The report, which included the Overall Lands identified potentially vulnerable wells in the vicinity of the Overall Lands and outlined a monitoring and mitigation plan.

Environmental Noise Feasibility Study

Prepared by Valcoustics Canada, dated March 2019

An Environmental Noise Feasibility Study was prepared by Valcoustics Canada Ltd., dated March 2019, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444). This report identified the significant transportation noise sources in vicinity as being the road traffic on Yonge Street and Lockhart Road, and rail traffic on the GO Barrie line. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. The Report concluded that noise control requirements for future residential development in Blocks 22 to 24 should be evaluated when detailed concept plans for the blocks are available. There are no stationary noise sources in the vicinity that are anticipated to have a significant noise impact on the Overall Lands.

Railway Vibration Study

Prepared by Valcoustics Canada, dated March 2019

A Railway Vibration Study was prepared by Valcoustics Canada Ltd., dated March 2019, as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444). This Report found that the significant source of ground-borne vibration with potential for impact at the proposed development is rail traffic on the GO Barrie line. The measured ground-borne vibration velocity magnitudes due to GO trains did not exceed the applicable vibration guideline limit at the proposed development. Therefore, vibration mitigation measures were not deemed mandatory for the development of the Overall Lands.

Phase 1 & 2 Environmental Site Assessments

Prepared by Soil Engineers Ltd., dated August 2017

Phase 1 and 2 Environmental Site Assessments were prepared by Soil Engineers Ltd., as part of the original Zoning By-law Amendment and Draft Plan of Subdivision Applications (Files: D14-1674 & D12-444).

The field work was performed at selected locations on the subject site. Soil and groundwater samples were collected and submitted for chemical analysis in accordance with the Ministry of the Environment and Climate Change (MOECC) Table 1, Full Depth Background Site Condition Standards, for residential/parkland/institutional/industrial/community/commercial use and for all textured soils (Table 1 Standards), as published in the "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" (EPA), dated April 15, 2011.

A review of the analytical test results of soil and groundwater samples indicates the tested parameters at the test locations meet the Table 1 Standards. Consequently, there are no contaminants identified at the subject site at a concentration above the applicable site condition

standards (Table 1 Standards) during the Phase Two ESA.

Based on the findings of the Phase Two ESA, it is our opinion that the property is suitable for the proposed development. No further environmental investigation is recommended at this time.

Summary

The aforementioned studies and supporting documentation have confirmed that the proposed development is feasible and appropriate from a technical, accessible, urban design, engineering, and planning perspective with regard to the provision of municipal services, noise attenuation, environmental, geotechnical, wind mitigation, waste management, overhead flight paths, vegetation management, sun/shade, and traffic mitigation. The various consultant reports and supporting plans including those not listed above such as architectural and landscape drawings to be submitted to the City

demonstrate that the proposed mixed-use development is appropriate for the site and in the context of the City of Barrie, and will provide a safe, liveable and enjoyable place to live, work and recreate.

6.0 URBAN DESIGN BRIEF

This Urban Design Brief will review applicable policies and guidelines within the City of Barrie's Official Plan and Urban Design Manual that pertain to the proposed development.

The proposed development will contribute to creating a unique residential development that is complementary to its natural and built surroundings and is generally consistent with the overall vision, policy framework and community structure identified in the City of Barrie Official Plan and the Urban Design Manual.

The proposed development envisions townhouse dwellings and a 6-storey apartment building within a pre-approved Draft Plan of Subdivision. The proposed development will also preserve and enhance the Natural Heritage System.

The proposed design for the development implements the City of Barrie's vision and strategic direction with the following urban design considerations:

- Introduce low and medium density housing typologies, which contribute to providing a variety of housing choice.
- Protect, preserve, and enhance the Natural Heritage System by ensuring appropriate buffers and adjacent land uses are proposed.
- Provide a well-connected and permeable road network that integrates, where possible, with existing or planned street networks and provides views and potential access to the natural areas.
- Provide an active transportation network that includes a comprehensive trail network and sidewalks that are well connected, safe and comfortable.
- Introduce built form that is compatible with the existing surrounding character while providing unique high quality design elements and materials that will create a sense of place that will be attractive and memorable for residents and visitors.

The development proposes built form typology that provides housing choice and that is compatible with the surrounding existing and planned context. The following built form typologies are proposed:

- Dual-frontage townhouses.
- Standard front-load townhouses.
- Mid-rise apartment building.

The architecture envisioned for the proposed development will be sympathetic to its natural setting. The proposed residential built form will combine a blend of traditional and transitional architectural styles that will be compatible with and complementary to the traditional architectural styles of the surrounding neighbourhoods.

6.1 City of Barrie Official Plan

Section 3.2 of the City of Barrie's Official Plan establishes general city-wide urban design policies, guided by the following principles:

- 3.2.1 Human Scale Design
- 3.2.2 Complete Neighbourhood Design
- 3.2.3 Sustainable and Resilient Design
- 3.2.4 Public Realm Design
- 3.2.5 Heritage Conservation

Section 3.3 identifies urban design policies for the various built form types, and associated development criteria. The following policies are relevant to the proposed development:

3.3.2 Low Rise Development

a) The scale, massing, setback, and orientation of low-rise development may be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.

b) The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building façade, and

articulation of the roofline, and these should be distinctive in their urban design but not out of proportion within a neighbourhood.

c) Low-rise development should respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and should be consistent with the other policies in this Plan.

f) To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse should incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City-Wide Urban Design Guidelines.

g) To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.

h) Dwellings should be sited with a consistent setback to provide human scaled streets.

i) Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within intensification and mixed-use areas, rear lanes can help create attractive streetscapes and minimize the impact of driveways on pedestrian circulation and the public realm.

j) Garages should not project forward in such a way that the resultant streetscape created at ground level is

dominated by the garages rather than the overall building facades.

The proposed development introduces low-rise development in the form of dual-frontage and standard front-load townhouse units, which are designed to address the street and have human scale massing and conceptual design that contribute to creating a desirable community character. The proposed townhouse units will provide housing choice and will contribute to affordability and aging in place principles. The composition of the overall townhouse blocks shall be designed to be compatible with the surrounding built form and streetscape. The design of townhouse blocks shall provide variations to help articulate long and continuous rooflines and/or wall planes and create a distinctive character for individual blocks. Main entrances shall be emphasized through architectural detailing as to create visually interesting streetscapes. Corner lots will have special design considerations and shall require a consistent level of design quality and detailing on all publicly exposed elevations.

3.3.3 Mid-Rise Buildings

a) The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.

b) Mid-rise buildings should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:

i) The base should generally be between three and six storeys in height; and,

ii) Building elements above the base should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts

on the streetscape and at street level.

c) Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.

d) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building shall be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.

f) Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.

g) The first storey should generally be taller in height to accommodate a range of non-residential uses.

h) The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.

The proposed development introduces mid-rise development in the form of a 6-storey apartment building on Block 22. The proposed apartment building frames Kneeshaw Drive and has been designed to be compatible with the surrounding built form and streetscape. The main entrance to the mid-rise building shall be emphasized through architectural detailing as to create visually interesting streetscapes.

The building has been designed in a manner that maximizes sunlight for the building and adjacent properties, as demonstrated by the sun-shadow study was completed by S & C Architects. The proposed apartment building has been designed with a human scaled base to frame the public realm and meets the setbacks required per Zoning By-law 2009-141.

Based on the foregoing, the proposed development generally meets the design directions set out in the City of Barrie Official Plan.

6.3 City of Barrie Urban Design Manual

The City of Barrie Urban Design Manual, prepared in 2007 and revised in 2014, provides urban design guidance for developments within the City of Barrie. The Guidelines are intended to be flexible and are not intended to prescribe specific design solutions, but rather to express the preferred design objectives of the City. A successful development will achieve the City's vision while meeting the individual needs of the proponent.

The proposed development generally meets the design directions set out in the urban design manual. The following guidelines are relevant to the proposed development.

Section 2.0 provides design guidelines with regards to Physical Environment and Building Siting.

A. Incorporate development measures to appropriately address the physical environment of the site and adjacent lands when siting the building(s).

B. Ensure compatibility of the development with adjacent area development. The visual character and unity of the neighbourhood should be enhanced through the subject development.

C. Design buildings at a scale that is compatible with adjacent structures. New buildings should respect the established heights and setbacks in the neighbourhood.

D. Incorporate natural features, major vegetation and topography into the design wherever it can be integrated with development objectives and the interests of adjoining land uses.

G. Design the building setback at a pedestrian scale where appropriate

and to contribute to a desirable streetscape.

K. Site buildings to reduce the visibility of parking areas or treat parking areas with visual breaks (e.g. landscaping) to reduce the impact.

L. Energy saving designs and features is encouraged. Orient buildings, outdoor spaces and pedestrian activity areas to maximize sunlight exposure during cooler months and shading during the warmer months.

Q. Locate buildings close to the street with unobstructed views of the street, parks or open spaces and neighbouring buildings.

R. Orient building entrances and windows toward the street to enhance surveillance.

The proposed development introduces a compatible residential community that proposes building design, siting and massing that will be consistent and compatible with the surrounding context and planned future development. The existing Natural Heritage System has been integrated into the design of the subdivision associated with D12-444, which will shape the identity of the community.

The proposed buildings will be appropriately setback to create a safe and comfortable public realm and streetscape that support active transportation and landscaping. The proposed built form will be oriented towards the street to provide visibility on the street and create natural surveillance. The proposed buildings will utilize energy efficient design, fixtures and appliances, where possible.

Section 3.0 provides design guidelines for site circulation; the following are relevant to the proposed development:

3.1 Pedestrian Circulation

A. Provide a safe and convenient and accessible pedestrian network from street to building, parking area to building, and building to building, that is visible from the street and buildings, and clear from visual obstructions.

B. Provide pedestrian links between neighbouring properties where appropriate.

C. Provide pedestrian walkways connecting municipal sidewalks to all public institutions, office developments, neighbourhood and larger commercial developments and multi-unit residential developments.

F. Provide weather protected shelters and lighting at transit stops.

G. Install Park and street furniture to create monitoring opportunities along pedestrian pathways and open areas.

H. Discourage dead ends, reducing the potential for entrapment and concealment.

I. Provide adequate lighting along pedestrian connections.

The development proposes clear and accessible pedestrian network through a series of sidewalks throughout the subdivision associated with D12-444. The proposed sidewalks are well connected and will have appropriate lighting and safe crossings. Residential buildings are proposed adjacent to the street with adequate setbacks and massing that create a comfortable and active frontage within the public realm. Street furniture within the public realm and for transit stops will be determined at a later detailed design stage.

3.2 Vehicle Circulation and Parking

A. Design parking and vehicular movement plans in a safe, convenient, and easily understood manner with appropriate turning radii and visibility.

B. Provide parking areas with appropriate signage and adequate and uniform lighting for visibility and safety surveillance.

Adequate parking is provided for each residential unit. Appropriate signage and uniform lighting will be provided for visibility and safety.

5.0 Lighting

A. Select exterior lighting fixtures based on compatibility with the architectural design of the building and the character of the neighbourhood and enhance the ability for surveillance.

F. Use pedestrian scaled lighting (3.5 to 4 metres high) to clearly identify pedestrian routes.

G. Coordinate lighting systems and landscaping to ensure that plant materials or other landscape features do not obscure site and street lighting.

The proposed development will have appropriate and adequate lighting within the community that is compatible with the architectural, streetscape and landscape design as well as the overall character of the community.

Section 7.0 of the Urban Design Manual speaks to the architectural design guidelines for the City. The following guidelines are applicable to the proposed development:

7.0 Architectural Design

A. Ensure that the architectural design is compatible with the developing character of the neighbouring area. Design compatibility includes complementary building style, form size, colour and materials. Ensure that building heights and scale relate to the existing developed form of the area and unify or enhance the building character of the neighbourhood.

B. Design multiple buildings on the same site to create a cohesive visual relationship between the buildings.

C. Coordinate exterior building design and detail on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

D. Locate the main building facade towards a public street or internal courtyard. Principle walls should have windows along the street or interior space to provide casual surveillance and break up the building mass. Where blank walls are unavoidable, use architectural techniques (banding, soldier course, etc.), landscaping, and murals to enhance the elevation.

I. Effective use of building materials, architectural details and lighting is encouraged.

J. Ensure that buildings situated on corner lots have presence on both streets.

The development proposes traditional and transitional architectural style, which is compatible with the developing character in the area. The proposed building style, massing and materials will be complementary to the approved Plan of Subdivision and surrounding neighbourhood. The proposed colour palette will also be consistent to further establish a unified community character.

The design of the townhouse dwellings and apartment building within the proposed development will utilize similar materials, colours and architectural features to create a cohesive visual relationship and character between the buildings. The proposed residential buildings will have their main building façade clearly articulated and oriented towards the public street. The apartment building will address both the fronting (Kneeshaw Drive) and flanking (Dainty Crescent) streets and will include corner-specific architectural features with a consistent quality of architecture on all publicly exposed elevations.

Based on the foregoing, the proposed development generally meets the design directions set out in the City of Barrie's Urban Design Manual.

7.0 PLANNING POLICY ANALYSIS

7.1 PROVINCIAL POLICY

7.1.1 THE PLANNING ACT

The purposes of the Planning Act are to promote economically, environmentally, and socially sustainable development through a land use planning system guided by provincial policy. The Act additionally aims to integrate matters of provincial interest in planning decisions and encourages cooperation and coordination of interests. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for fair, open, accessible, timely and efficient planning processes.

Section 3(5) of the Act states:

“A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

- a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
- b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.”*

As noted, an application for Draft Plan of Subdivision will be submitted to support the Proposed Development. Section 51 (24) of the Act states that for a draft plan of subdivision application:

“...regard shall be had, among other matters, to the health, safety,

*convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to, [See **Table 3 - Planning Act Policy Evaluation**].*

Table 3 – Planning Act Policy Evaluation

	Policy	Evaluation
(a)	<i>the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	Section 2 of the Planning Act, R.S.O, C.19 1990 identifies matters of provincial interest, including the (e) efficient use and conservation of energy and water; (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; (r) 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; The Proposed Development, as discussed herein, supports the above-noted matters of provincial interest. The proposed development makes efficient use of energy and water, existing sewage and water services and waste management systems. The development provides a range of housing opportunities that are not characteristic of the surrounding neighbourhood.
(b)	<i>whether the proposed subdivision is premature or in the public interest;</i>	The proposed redline revision to the subdivision represents the opportunity to round out the existing and proposed development in the surrounding area and implement the vision of the approved Draft Plan of Subdivision.
(c)	<i>whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The proposed Redline Revision to the Draft Plan of Subdivision has been designed in accordance with the City of Barrie Official Plan.
(d)	<i>the suitability of the land for the purposes for which it is to be subdivided;</i>	The lands are located within the City of Barrie Settlement Area which is planned to accommodate growth.
(d.1)	<i>if any affordable housing units are being proposed, the suitability of the</i>	Although, there are no affordable units being proposed, the proposed development features apartment and townhouse units, which are a compact built form that utilizes less land

	<i>proposed units for affordable housing</i>	and are inherently more affordable than single detached dwelling units.
(e)	<i>the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	The proposed subdivision is located adjacent to Lockhart Road and Yonge Street which are both Arterial Roads with a right-of-way (" ROW ") width of 43 and 34 metres.
(f)	<i>the dimensions and shapes of the proposed lots;</i>	As shown in Figure 2 , the proposed lots have a similar width, depth and orientation to the approved draft Plan of Subdivision to the east.
(g)	<i>the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i>	There are no restrictions on the lands to be subdivided.
(h)	<i>conservation of natural resources and flood control;</i>	As part of the preceding Zoning By-law Amendment and Draft Plan of Subdivision applications, Phase 1 and 2 Environmental Site Assessments and a Functional Servicing and Stormwater Management Report were been submitted. These Reports are being resubmitted with this application, per the pre-application consultation checklist dated July 13, 2023.
(i)	<i>the adequacy of utilities and municipal services;</i>	As part of the preceding Zoning By-law Amendment and Draft Plan of Subdivision applications, a Functional Servicing and Stormwater Management Report was submitted, which confirmed the adequacy of utilities and municipal services for the Subject Lands. This Report is being resubmitted with this application, per the pre-application consultation checklist dated July 13, 2023.
(j)	<i>the adequacy of school sites;</i>	The applications will be circulated to local school boards, utility providers and other stakeholders for comments to ensure that all necessary social and hard infrastructure are accounted, and any concerns are addressed.
(k)	<i>the area of land, if any, within the proposed subdivision that, exclusive of</i>	No conveyances applicable to the Subject Lands.

	<i>highways, is to be conveyed or dedicated for public purposes;</i>	
(l)	<i>the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</i>	Development of the remaining portion of the land will be in high-quality built form that will provide residential uses at the density which will make efficient use of existing infrastructure as prescribed by the applicable land use designation of the Barrie OP that will contribute to achieving a complete community in a location deemed appropriate for such growth.
(m)	<i>the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)."</i>	Municipal interests will be addressed adequately through the draft plan of subdivision and site plan approval process.

The proposed applications are consistent with the Provincial Policy Statement, and conform to Provincial Plans that are currently in effect as outlined in this report. It is our opinion that the applications satisfy the requirements of the Planning Act.

7.1.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (the “**PPS**”) is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban

areas which contributes to the creation of strong communities, healthy environments, and long-term economic growth.

Section 3(5) of the *Planning Act* (the “Act”) requires that all decisions that affect planning matters be consistent with policy statements issued under the Act, including the PPS.

The PPS calls for the building of strong communities as “Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and

facilitating economic growth.” This can be achieved by promoting efficient development of land, accommodating an appropriate range of housing types, avoiding land use patterns that cause harm to the environment and public health and providing necessary infrastructure to accommodate growth.

In this regard, Section 1.1.1 of the PPS states the following:

1.1.1 Healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by*

- addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

The Proposed Development will allow for the intensification of an underutilized site within the ‘Neighbourhood Area’ designation (Map 2 of the City of Barrie Official Plan). The applications propose a variety of housing typologies that have been designed to be compatible with the surrounding draft approved land uses (Refer to **Table 2**). The Proposed Development utilizes the existing and planned infrastructure including roads, water and sanitary. Further detail related to planned servicing is included within the Functional Servicing Report prepared by SCS Engineers.

The Subject Lands are in close proximity to two (2) Arterial Roads, Lockhart Road, which provides east / west connectivity, and Yonge Street which provides north / south connectivity. Notwithstanding, future residents will have access to the vast array of local amenities that the surrounding community offers.

The City of Barrie Official Plan has comprehensively planned the surrounding community and ensured that it will offer a series of transportation options (i.e., active transportation, public transportation, local roads, etc.) to further promote a healthy, active community. The Natural Heritage System throughout the Subject Lands will feature a trail system to promote walkability throughout the site and surrounding lands. Additionally, there is a multi-use path proposed along Kneeshaw Drive. The foregoing, in combination with the high-quality built form and multiple accessible public / park spaces will promote a

vibrant community identity and ultimately shape a complete community.

With respect to settlement areas, Section 1.1.3 contains the following policies, among others:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development represents a compact built form that would efficiently utilize existing services and transportation infrastructure, and would contribute to the available range and mix of residential units available in the area.

The Subject Lands are within a designated Settlement Area and the Proposed Development has been designed strategically to be compatible and complimentary with the comprehensively planned land use designations established by the Official Plan and Zoning By-law. The Proposed Development will feature a compact built form along with a mix of housing typologies and densities, all of which can be adequately serviced by existing and planned infrastructure.

Section 1.2 deals with coordination of planning matters in Ontario as follows:

1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with infrastructure planning;*
- 2) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;*

The City of Barrie is a single-tier municipality, as such the coordination of planning matters is

established through the City of Barrie Official Plan. The appropriate location of growth and the protection of the environment are coordinated at the City-wide level and ultimately reflected and revised through development applications and implemented by Zoning By-laws.

The PPS also contains housing policies that encourage a range and mix of housing types and densities to meet the projected needs of current and future residents. The PPS states:

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing which is affordable to low-and-moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier*

municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b. permitting and facilitating:

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
- c. 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;*
 - d. 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; and*
 - e. 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."*

The policies under Section 1.4 of the PPS outline that an appropriate range and mix of housing options and densities should be implemented to accommodate the projected needs of current and future residents.

The Proposed Development will feature a variety of housing typologies and floor plans/designs which aligns with the Provincial directive of building a range of unit types and sizes. The increased supply and range of housing options available within the community assists with providing a more affordable housing market for existing and future residents. The medium-density townhouse units on the Subject Lands will introduce a planned building type that are generally smaller than their single and semi-detached counterparts and require less land resulting in lower housing costs. As a result, a townhouse form is intrinsically more affordable than the housing that exists in the community today. The range of housing supply contributes to a more complete community and contributes to a range of housing options for people in various stages of life.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.*

The design of the Proposed Development was made with cognizance of pedestrian connectivity principles. The site includes sidewalks throughout to provide connections

to the surrounding approved development public sidewalk network.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

 - 1. municipal sewage services and municipal water services;**
- b) ensure that these systems are provided in a manner that:

 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and*
 - 4. protects human health and safety, and the natural environment;**
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process; and*
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and

municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The policies under Section 1.6.6 of the PPS provide direction on planning for the efficient use of existing sewer and water service infrastructure. Common themes throughout the section and in the PPS are the wise management of stormwater, water conservation, minimizing risk to public health and safety, financial viability and reducing impacts to climate change. As detailed in the Functional Servicing Report prepared by SCS, dated March 2019 the development will meet the City of Barrie and the Lake Simcoe Region Conservation Authority requirements for stormwater quantity control, quality control and water balance criteria.

1.6.7 Transportation Systems

1.6.7.4 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.

As previously mentioned, the Proposed Development is well served by a variety of trails and cycling networks. The pathway system connects to Yonge Street which offers future residents with access to a number of bus stops that travel various routes. Of these bus stops, the '8A' and '8B' Barrie bus routes have multiple stops along Yonge Street and travel north to the Downtown Barrie Bus Terminal, and west towards Park Place Hub. Both the Downtown Barrie Bus Terminal and Park Place Hub have connections all throughout the City. There is also a bus route along Maplevue Drive to the north of the Subject Lands that connects the Subject Lands to the Downtown Terminal.

Finally, the Barrie South GO Station is approximately 1.5 kilometres north of the Subject Lands, northeast of the intersection of Yonge Street and Maplevue Drive East.

2.1 Long-Term Economic Prosperity

1.7.7 Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- e) 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;*

2.1 Natural Heritage

2.1.1 – Natural features and areas shall be protected for the long term.

2.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The Overall Lands and surrounding area primarily consist of undeveloped land with natural heritage features throughout. Notwithstanding, there are a number of active development proposals in the vicinity of the Subject Lands, including several townhouse and mid-rise residential subdivision proposals along the north and south sides of Maplevue Drive East, between Yonge Street and 20th Sideroad. One of these developments is 953 Maplevue Drive East, located north-east of the Subject Lands, on the south side of Maplevue Drive East, which proposes 466 residential units, including single-detached, street townhouse units, and 3 medium density blocks.

There are also a number of approved development applications in close proximity to the Subject Lands, including the subdivision at

883 Mapleview Drive East, which includes 457 single-detached and 113 street townhouse dwellings.

In keeping with the Provincial direction, the proposal is consistent with the PPS and its objectives as it promotes efficient development and will introduce a mix of housing typologies (e.g., townhouses and apartment dwellings). The Proposed Development is located within a Settlement Area, is adjacent to other lands intended for future development. The Subject Lands are primarily vacant, underutilized and primed for development as the supply of housing in the Province, Region and Municipality strives to keep up with demand and growth targets. The Proposed Development will establish an efficient land use pattern consistent with the direction of the Official Plan to create a complete community with a range and mix of housing options that will be compact in form and will leverage the planned and available infrastructure and public facilities in the area.

In keeping with the Provincial direction, the proposal is consistent with the PPS and its objectives as it promotes efficient development and will facilitate the development of a high-rise housing typology within an intensification area.

Based on the above, it is our opinion that the proposed development is consistent with the PPS (2020).

7.1.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2019 (August 2020 Consolidation)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “**Growth Plan**”) 2020 was prepared and approved under the Places to Grow Act, 2005 (the “**Growth Plan Act**”), as amended and came into effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan was approved by the Lieutenant Governor in Council, Order in Council No. 1244/2020 to take effect on August 28, 2020. The Growth Plan is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2051. The Greater Golden Horseshoe (“**GGH**”) has been identified as one of North America’s fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The Growth Plan is the Ontario government’s initiative to plan for growth and development that builds upon the progress of the former plan and further strengthens the importance of optimizing the use of land and creation of infrastructure. The Growth Plan’s vision is to support economic prosperity, protect the environment, and help communities achieve a high quality of life for the public good.

Subsection 3(5)(b) of the Act requires that, in exercising any authority that affects planning matters, decisions of planning authorities “shall conform with” or “shall not conflict with” (as the case may be) provincial plans that are in effect.

To coordinate planning for growth across the GGH, the Growth Plan provides population and employment forecasts to all municipalities within the GGH. The growth forecasts are a foundational component of the high-quality Plan and help shape new and existing communities while maintaining and improving the quality of life for Ontarians is

best accomplished by accommodating forecasted growth in complete communities. The policies of the Growth Plan aim to develop cities and towns as complete communities to meet Ontarians needs for daily living by directing growth to built-up areas. The objectives of the Growth Plan are also met by creating transit-supportive development, having a diverse mix of land uses, providing a wide range of housing types, improving access to high quality public open space and having local stores and services in close proximity to serve the community.

The Subject Lands are located within the Greater Golden Horseshoe Growth Plan Area, however they are not within the 'Designated Built Up Area' of the City of Barrie (See **Figure 3 – Schedule 2 of the Growth Plan – A Place to Grow Concept**).

The Simcoe Sub-area is specifically addressed in Section 6 of the Growth Plan, being the geographic area consisting of the County of Simcoe, the City of Barrie and the City of Orillia. The Subject Lands are shown as within the Simcoe Sub-area (See **Figure 4 – Schedule 8 of the Growth Plan – Simcoe Sub-area**). Applicable policies found in Section 6 of the Growth Plan state the following:

6.3.1 Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.

6.3.2 Municipalities with primary settlement areas will, in their official plans and other supporting documents:

- a) identify primary settlement areas*
- b) identify and plan for intensification areas within primary settlement areas*
- c) plan to create complete communities within primary settlement areas*
- d) ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive.*

6.3.3 Primary settlement areas in the County will be identified in the official plan of the County of Simcoe.

With respect to the achievement of the prescribed density targets, Section 5.2.4.3 of the Growth Plan states:

5.2.4.3 The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of August 28, 2020 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.

As the City of Barrie is administratively separate from the County of Simcoe, density targets for the City of Barrie have been included in the City of Barrie Official Plan (adopted April 2023). The City of Barrie's projects a population and employment distribution of 298,000 people and 150,000 jobs to the year 2051. In order to accommodate this growth, the supply of housing will need to keep up to forecasted population and demand.

As mentioned in Section 2.4 of this report, the Proposed Development provides for a total of 150 residential units (75 townhouse units and 75 apartment units) and will accommodate 315 persons and 17 jobs per hectare, per the City of Barrie 2023 Development Charge Background Study, prepared by Watson & Associates, dated April 21, 2023.

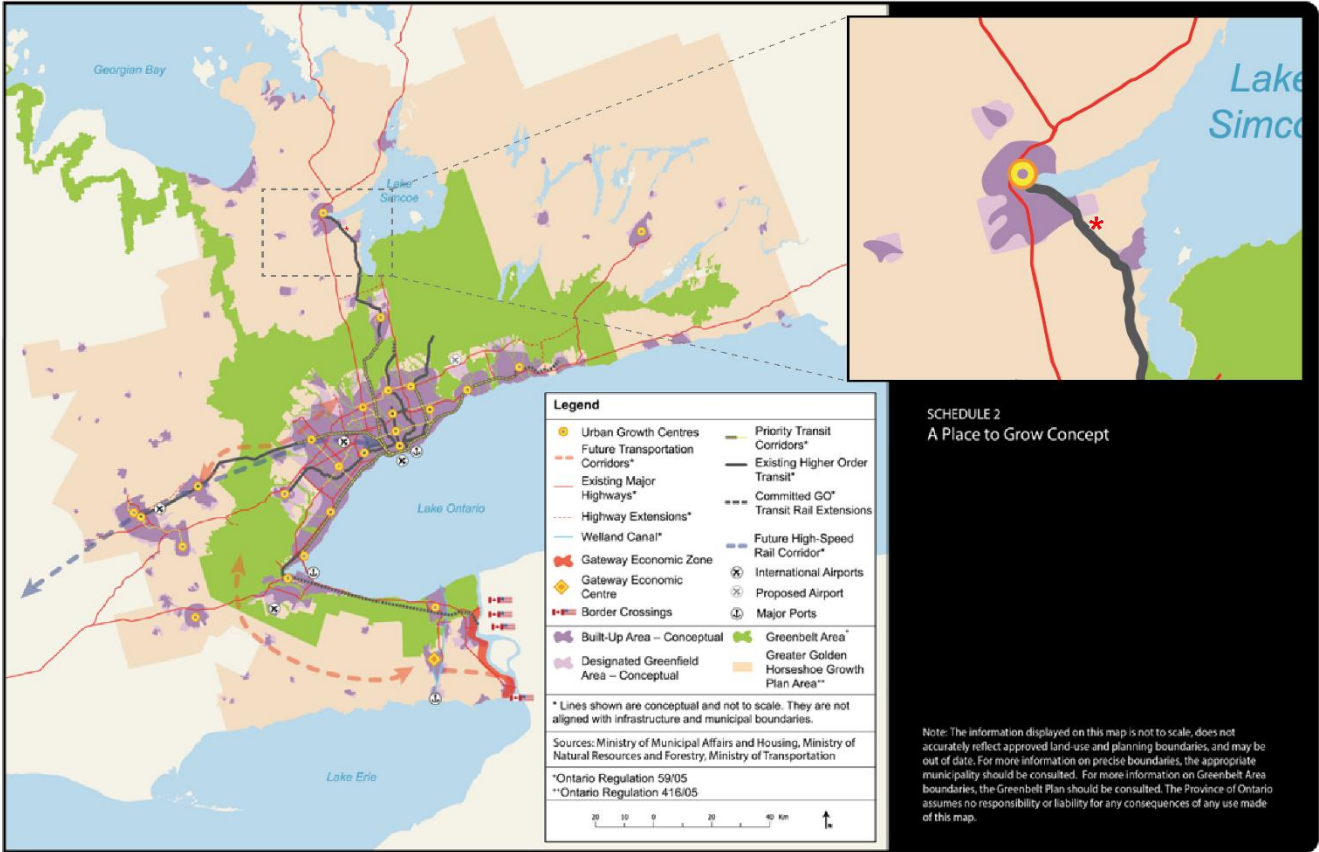
Further, the City of Barrie Official Plan states that the minimum density target for greenfield areas is 79 combined residents and jobs per hectare as measured by the Growth Plan (Section 2.4.2.3).

Based on this target, the proposed development would be required to provide a minimum of 110 persons and jobs across the site (1.387 ha).

Based on the proposed development, the Subject lands are expected to provide to 315 persons and 17 jobs combined. This would result in a density 239.36 persons & jobs per hectare.

Based on the foregoing, it is our opinion that the proposed development conforms to the applicable policies of the Provincial Growth Plan.

FIGURE 3 – GROWTH PLAN SCHEDULE 2 – A PLACE TO GROW CONCEPT



* Subject Lands

750 Lockhart Road,
Barrie, Ontario

FIGURE 4 – GROWTH PLAN SCHEDULE 8 – SIMCOE SUB-AREA



**SCHEDULE 8
Simcoe Sub-Area**

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

7.2 LOCAL POLICY

7.2.1 CITY OF BARRIE OFFICIAL PLAN (2023)

The City of Barrie recently completed its Official Plan Review to update the Official Plan to reflect recent updates to a number of provincial plans. The Ontario Ministry of Municipal Affairs and Housing approved the City of Barrie's Official Plan 2051, with 73 modifications, on April 11, 2023.

The Barrie-Innisfil Boundary Adjustment Act, which came into effect in 2010, extended the City of Barrie's southern boundary to incorporate 2,293 hectares of land that had previously been located within the Town of Innisfil. This expansion led to the creation of the Salem Secondary Plan and Hewitt's Secondary Plan, which were completed in December 2016 and incorporated entirely into the new City of Barrie Official Plan.

The Subject Lands are within the 'Designated Greenfield Area' per Map 1: Community Structure and are designated "Neighbourhood Area" per Map 2: Land Use Designations of the City of Barrie Official Plan (See **Figure 5 – Land Use Designations**). Furthermore, the Subject Lands is well-connected to transit, as discussed in Section 2.4 herein, and cycling infrastructure, whereby a 'Cycling Network' is identified on both Lockhart Road and Yonge Street on Map 4A: Mobility Network.

Section 2.3 of the OP speaks to the community structure within the City of Barrie. This section states that lands within the "Neighbourhood Area" designation are envisioned to evolve to integrate a range of housing forms, as well as services and amenities to support the daily and essential needs of residents. Policies within Section 2.3 that are applicable to the development of the Subject Lands are as follows:

2.3.7a) Neighbourhoods are expected to accommodate a scale of development and

built form suitable for their planned function, in accordance with the policies of the respective land use designation, Section 3 of this Plan, and the City-Wide Urban Design Guidelines.

2.3.7b) Neighbourhoods within the Built-Up Area, as permitted and defined by the applicable land use designation, are generally considered to be areas where low impact intensification is expected to occur as maturation happens over time.

2.3.7c) Neighbourhoods shall be planned, through appropriate plans of subdivision or other planning processes under the Planning Act, to provide a range of parcel sizes and street patterns to maintain the flexibility needed to achieve a variety of built form types and uses permitted within the land use designations on Map 2, and to allow for redevelopment and intensification.

2.3.7d) Development within Neighbourhoods shall foster linkages to the Natural Heritage System and Greenspace as well as other recreational areas within 500.0 metres.

2.3.7e) Development within Neighbourhoods shall permit and encourage opportunities for a full range of housing forms, types, and options, including affordable housing and housing with supports.

The proposed development of the Subject Lands conforms to the policies within Section 2.3.7. The development proposes built form that is suitable for the Subject Lands and has been planned to provide a variety of types and uses (i.e., apartment units and townhouses). The proposed development fosters linkages to the adjacent Natural Heritage System and encourages opportunities for a range of housing forms.

Section 2.6.1 of the OP speaks to the permitted uses, land use policies and development policies for the "Neighbourhood Area" designation. This designation permits various residential uses, as well as home occupations, parks and open space, supportive housing,

public service and community facilities, and small-scale commercial and retail uses. The OP states that lands designated “Neighbourhood Area” shall:

2.6.1.2 a) *Provide most of the city’s low-rise housing stock, offer neighbourhood-scale commercial uses to service immediate neighbourhoods, and provide a mixture of uses on arterial streets and Intensification Corridors to service the wider community.*

2.6.1.2 b) *Function as complete communities, and will be planned to encourage walking, cycling and transit use with guidance from Section 4.2.*

2.6.1.2 c) *Be considered established neighbourhoods that are not intended to experience significant physical change that would alter their general character, except for lands designated Neighbourhood Area within the Designated Greenfield Area, or located on an Intensification Corridor (Map 1), or lands fronting onto arterial or collector streets (Map 4a and Map 4b).*

2.6.1.2 d) *Permit new development in built-out neighbourhoods that appropriately respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area, as set out in Section 3 of this Plan.*

2.6.1.2 e) *Permit appropriate levels of intensification in accordance with Sections 2.3.6 and 2.3.7 of this Plan. Any proposed development must be sensitive to and compatible with the character, form, and planned function of the surrounding context, as per the policies in Section 3 of this Plan.*

2.6.1.2 f) *Promote intensification by permitting additional residential units, including detached ancillary dwelling units, second suites, shared accommodations, and other forms of low impact intensification, which can provide affordable housing options.*

The proposed development of the Subject Lands conforms to the land use policies associated with the “Neighbourhood Areas” designation. The proposed development

includes both low-rise and mid-rise residential uses, adjacent to two arterial roads (Lockhart Road and Yonge Street). As the surrounding area continues to develop in line with the Official Plan’s Phasing Plan, the proposed development will form part of a complete community, and will encourage walking, cycling and transit use.

The built form of the proposed development respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area, and proposes appropriate level of intensification.

2.6.1.3 g) *New development in the Designated Greenfield Areas, as shown by the phasing plan on Appendix 2, may be permitted up to 12 storeys where:*

- i. *The lands are comprehensively planned through a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to 12 storeys;*
- ii. *The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;*
- iii. *Appropriate transitions can be achieved, as per the Section 3 policies of this Plan; and,*
- iv. *Servicing availability can be confirmed by the City.*

2.6.1.3 m) *Neighbourhood Area lands that are adjacent to municipal boundaries may develop for low and medium-density residential uses at a minimum density of 50 residents and jobs per hectare to allow for more appropriate transition to agricultural and rural areas.*

The Subject Lands have been comprehensively planned through Zoning By-law Amendment D14-1674 and the application herein to accommodate the built form proposed. The

Subject Lands front onto a 'Minor Collector' Road (ie Kneeshaw Drive), as identified on Map 4b, and are connected to an arterial road (ie Lockhart Road). Appropriate transitions to the 6-storey apartment building have been achieved through the provision of the 3-storey townhouses on the Subject Lands. Finally, servicing availability was confirmed by the Functional Servicing Report prepared by SCS Consulting Group, dated March 2019.

Development of the Subject Lands was previously considered pre-mature under the phasing of the former Barrie Official Plan, however, with the approval of the Barrie Official Plan 2051, the development of the Subject Lands can proceed as part of Phase 1 East (See **Figure 6 – Phasing Plan**).

Based on the forgoing, it is our opinion that the proposed Redline Revision to Draft Plan of Subdivision D12-444, and the Zoning By-law Amendment applications conform to the new City of Barrie Official Plan.

FIGURE 5 – CITY OF BARRIE OFFICIAL PLAN MAP 2 – LAND USE DESIGNATIONS

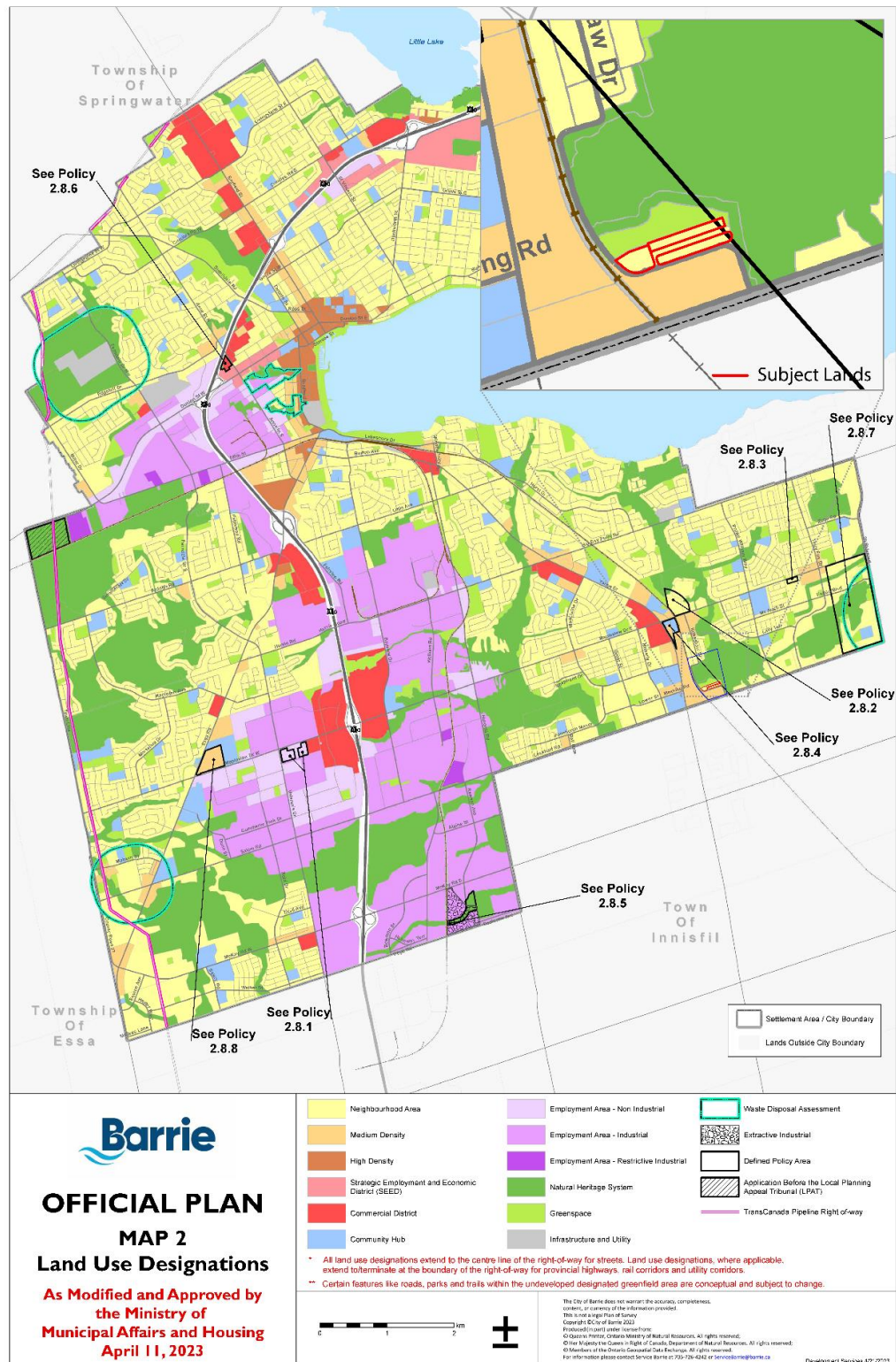
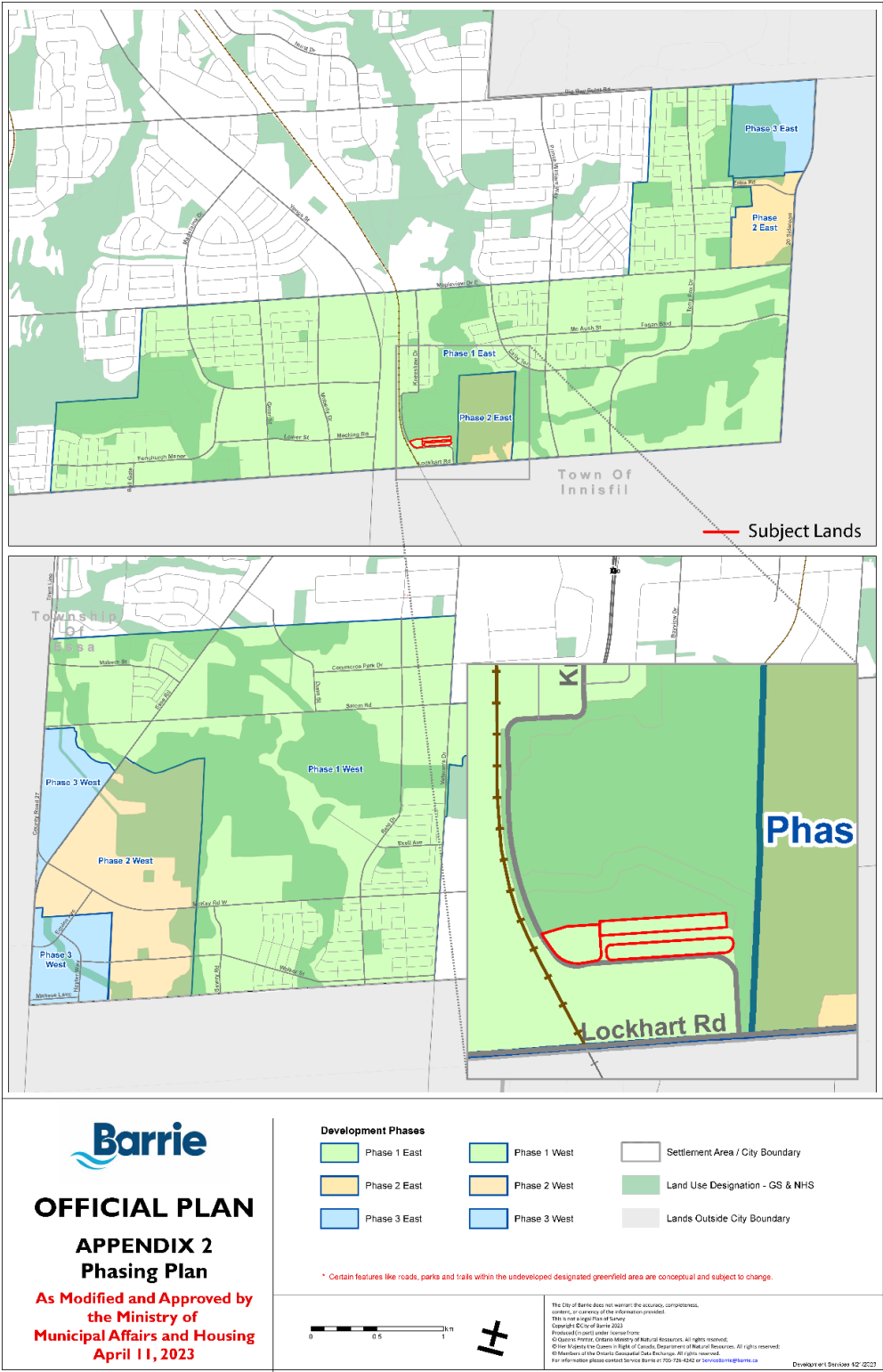


FIGURE 6 – CITY OF BARRIE OFFICIAL PLAN APPENDIX 2 – PHASING PLAN



7.2.2 CITY OF BARRIE ZONING BY-LAW NO. 2009-141

The Subject Lands are zoned RH (SP-586) in the City of Barrie Zoning By-law 2009-141 (See **Figure 7 – Zoning Map**). Special Provision 586 includes a number of additional provisions as follows:

Additional permitted uses include:

- I. *Uses permitted under Section 12 of the Zoning By-law, including Agricultural Uses, Conservation uses such as forestry, reforestation, and other activities connected with the conservation of soil and wildlife, and accessory uses shall be permitted in the Residential Hold Special Provision No. 586 (RH)(SP-586) zone.*
- II. *Uses, buildings and structures permitted under Sections 4.2.1 through to 4.2.1.4, Sections 4.2.1.6 through to 4.2.1.11 and Section 4.2.1.13 of the Zoning By-law shall be permitted in the Residential Hold Special Provision No. 586 (RH)(SP-586) zone.*
 - a) *A minimum lot area of 0.4 hectares is required in the Residential Hold Special Provision No. 586 (RH)(SP-586) zone.*
 - b) *A minimum lot frontage of 22 metres is required in the Residential Hold Special Provision No. 586 (RH)(SP-586) zone.*
 - c) *A By-law to rezone lands identified as Residential Hold Special Provision No. 586 (RH)(SP-586) may not be approved until such time as 60 percent of the Hewitt's Secondary Plan Area Phase 2 lands have received draft plan approval, or as otherwise deemed appropriate by the City of Barrie.*
 - d) *For the purposes of this By-law, provisions of the Planning Act respecting the moratorium for amendment of, or variance to, this By-law shall not apply.*

The Subject Lands maintain the minimum lot area of 0.4 hectares and minimum lot frontage of 22 metres, in line with policies a) & b). Policy c) is no longer applicable due to the update to the phasing boundary within the City of Barrie's new Official Plan (2023), whereby the Subject lands are within Phase 1 (See **Figure 6 – Phasing Plan**).

The Subject Lands are within the 'Hewitt's Area' as identified on Appendix A to By-law 2009-141 (See **Figure 8 – Appendix A to By-law 2009-141**), and are therefore subject to Section 14.0 of By-law 2009-141: 'Salem and Hewitt's Communities Provisions (By-law 2017-041).

In order to implement the proposed development, a Zoning By-law Amendment is required to re-zone the Subject Lands from the current RH (SP-586) zone to the appropriate zone category to permit the proposed residential uses and to introduce site-specific provisions to facilitate the built form.

'Proposed Blocks 33 to 37' (current Blocks 23 and 32) are proposed to be re-zoned to the R5 zone within the Salem and Hewitt's Community Provisions (Section 14.6). This zone permits a variety of residential uses, including Block, Cluster and Street Townhouses. The development of **'Proposed Blocks 33 to 37'** (current Blocks 23 and 32) is proposed to conform to the standards set out in Table 14.5.6 of the Zoning By-law, and no site-specific provisions are proposed.

Block 22 is proposed to be re-zoned to the RM3 zone within the Salem and Hewitt's Community Provisions (Section 14.6). This zone permits a variety of residential uses, including residential apartment dwellings. The proposed development of this Block conforms to the standards set out in Table 14.5.6 of the Zoning By-law, and no site-specific provisions are proposed.

FIGURE 7 – CITY OF BARRIE ZONING BY-LAW (2009-141) – SOUTH SECTION ZONING SCHEDULE

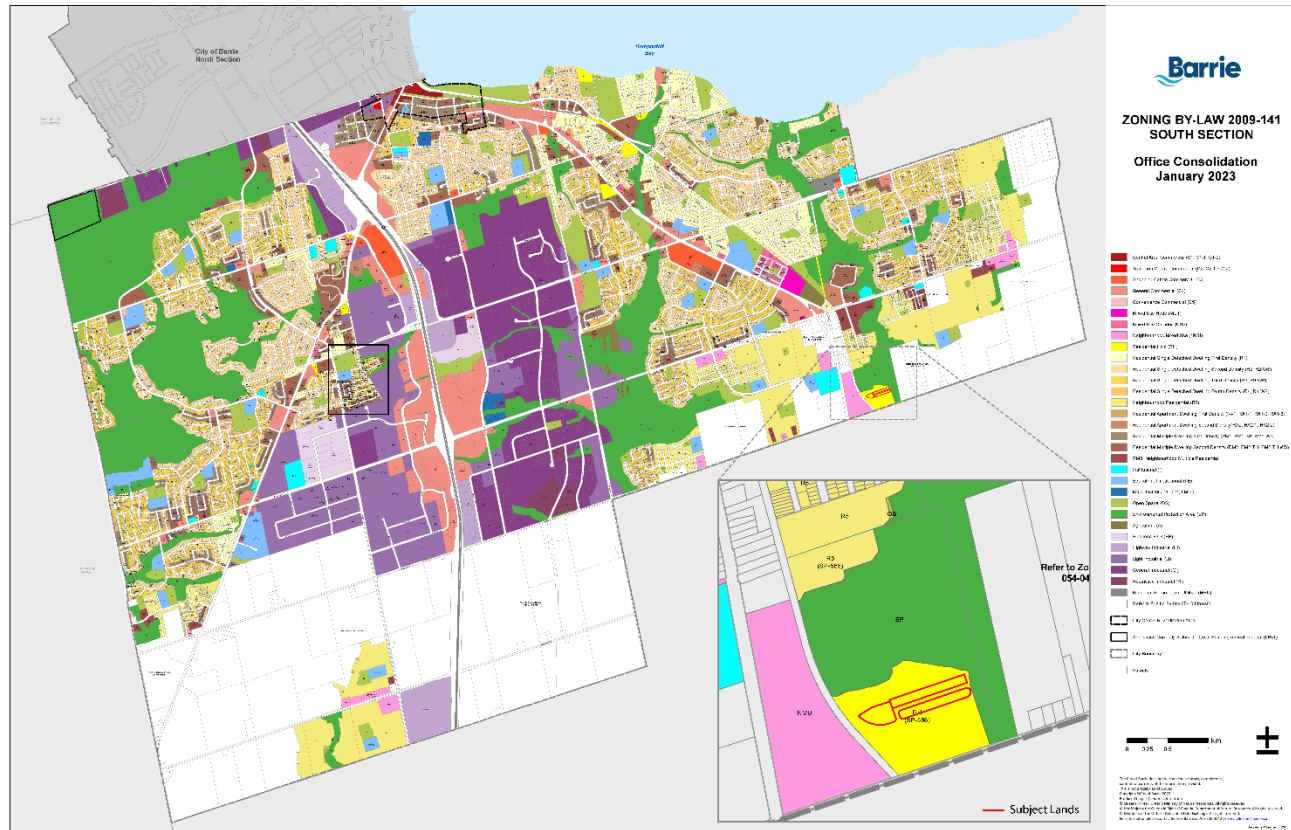
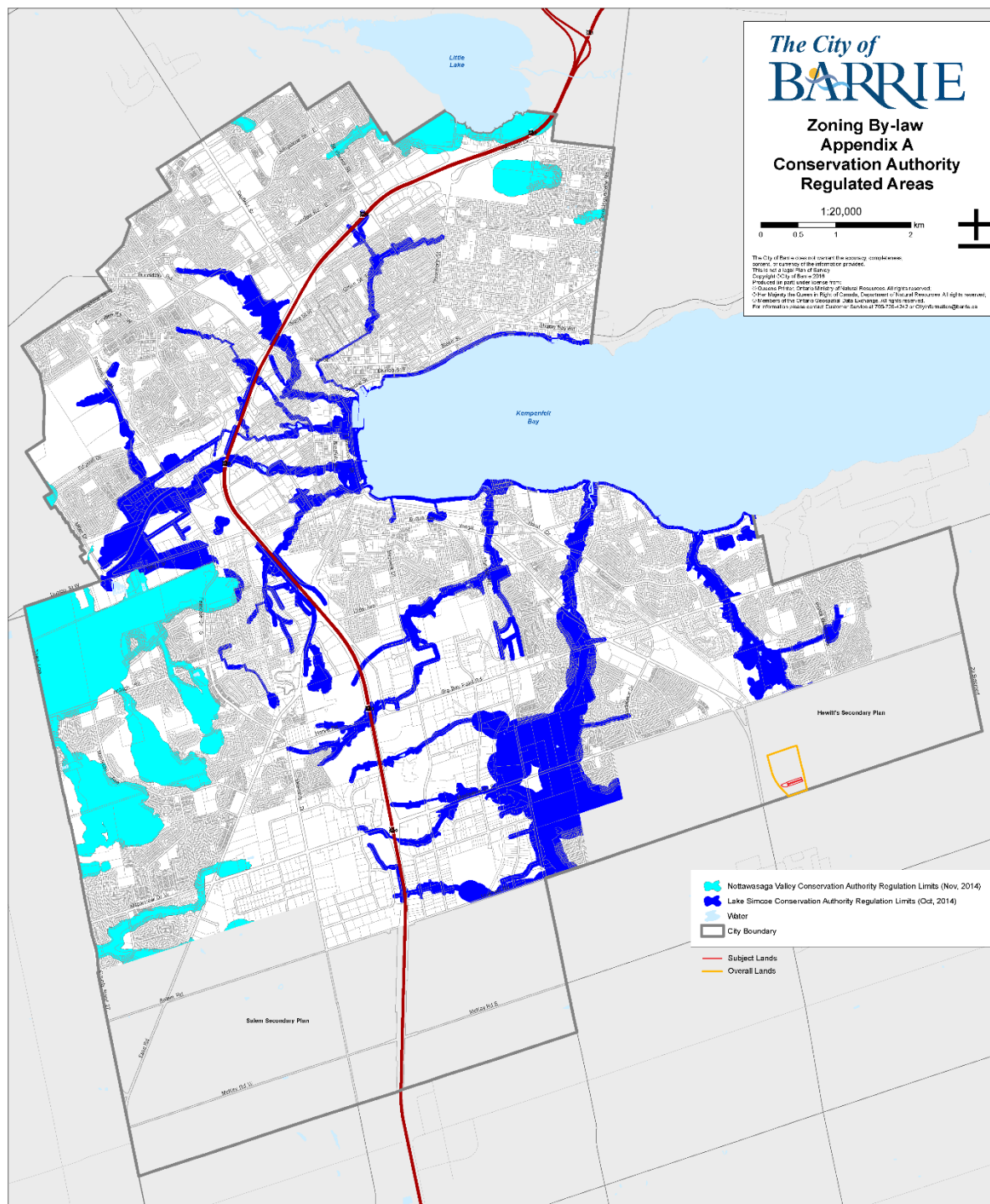


FIGURE 8 – CITY OF BARRIE ZONING BY-LAW (2009-141) – APPENDIX A – CONSERVATION AUTHORITY REGULATED AREAS



8.0 CONCLUSION

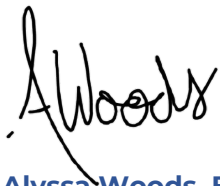
The proposed Zoning By-law Amendment and Draft Plan of Subdivision Redline Revision applications satisfy the Planning Act, are consistent with the Provincial Policy Statement, and conform to and do not conflict with the Provincial Growth Plan and the City of Barrie Official Plan.

It has been demonstrated that the Subject Lands can accommodate the proposed land use at the described density and form and is appropriate in the context of the current Provincial and City policy framework for the Subject Lands. The proposed applications will facilitate an efficient use of land and a desirable

and appropriate mix of residential units that will address various income levels and lifestyle choices and commercial and recreational uses that will serve existing and future residents of Barrie. The supporting studies carried out by the consultant team demonstrates that the proposed development is feasible and appropriate for the Subject Lands.

On this basis, it is our opinion that the proposal is an appropriate and compatible form of development in the context of the surrounding land use and governing policy framework and therefore the proposal represents good land use planning.

KLM Planning Partners Inc.



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