



Excellence Reliance Innovation

Planning Justification Report

Hewitts Central (Pratt Construction Inc.)

830, 864 & 912 Lockhart Road, City of Barrie

Applications for Zoning By-law Amendment & Draft Plan of Subdivision

December 2023, Revised July 2024

The Jones Consulting Group Ltd.

TABLE OF CONTENTS

1.0	INTRODUCTION.....	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	PROPOSED DEVELOPMENT	8
3.1	Plan of Subdivision	8
3.2	Zoning By-law Amendment	10
3.3	Previous Applications	10
3.4	Neighbourhood Meeting	10
3.5	Supporting Technical Reports and Studies	10
4.0	LEGISLATION & POLICY REVIEW.....	14
4.1	Planning Act (R.S.O. 1990 c. P.13).....	14
4.2	Provincial Policy Statement (PPS), 2020	16
4.2.1	Building Strong Healthy Communities	16
4.2.2	Wise Use and Management of Resources	24
4.2.3	Protecting Public Health and Safety.....	24
4.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020	26
4.3.1	Where and How to Grow	26
4.3.2	Infrastructure to Support Growth	28
4.3.3	Protecting What is Valuable.....	30
4.3.4	Implementation	30
4.3.5	Simcoe Sub-Area	31
4.4	The Lake Simcoe Protection Plan.....	31
4.5	City of Barrie Official Plan	32
4.5.1	Official Plan Policies.....	32
4.6	City of Barrie Zoning By-law 054-04	48
4.7	Proposed City of Barrie Zoning By-law	49
5.0	AFFORDABLE HOUSING.....	51
5.1	Proposed Development.....	51
5.1.1	Tenure	51
5.1.2	Unit Sizes	51
5.1.3	Prices.....	52
5.2	Legislation, Provincial Plans & Provincial Policies	52
5.2.1	Planning Act.....	52
5.2.2	Provincial Policy Statement (PPS)	52

5.2.3	A Place to Grow, Growth Plan for the Greater Golden Horseshoe	53
5.3	Barrie Official Plan Policies	53
5.4	Barrie Affordable Housing Strategy (2015 & 2023)	54
5.5	Affordable Housing Analysis & Recommendations	55
6.0	CONCLUSION	56

LIST OF FIGURES

Figure 1. Aerial Photography of Subject Lands	4
Figure 2. Surrounding Uses	5
Figure 3. Future Development Under Construction to the North	6
Figure 4. Agricultural Lands to the East	6
Figure 5. Southern Portion of Lands (864 Lockhart Road)	6
Figure 6. Single Detached Dwelling in Innisfil to the South	7
Figure 7. Vacant Lands to the West for Future Development owned by Ballymore Homes	7
Figure 8. Proposed Draft Plan of Subdivision	9
Figure 9. City of Barrie Official Plan, Map 2: Land Use Designations	32
Figure 10. City of Barrie Zoning By-Law 054-04 (Former Town of Innisfil Lands)	48
Figure 11. Draft Zoning By-law Schedule under Current In-Effect Zoning By-law 054-04	49
Figure 12. Draft Zoning By-law Amendment under new Zoning By-law	50

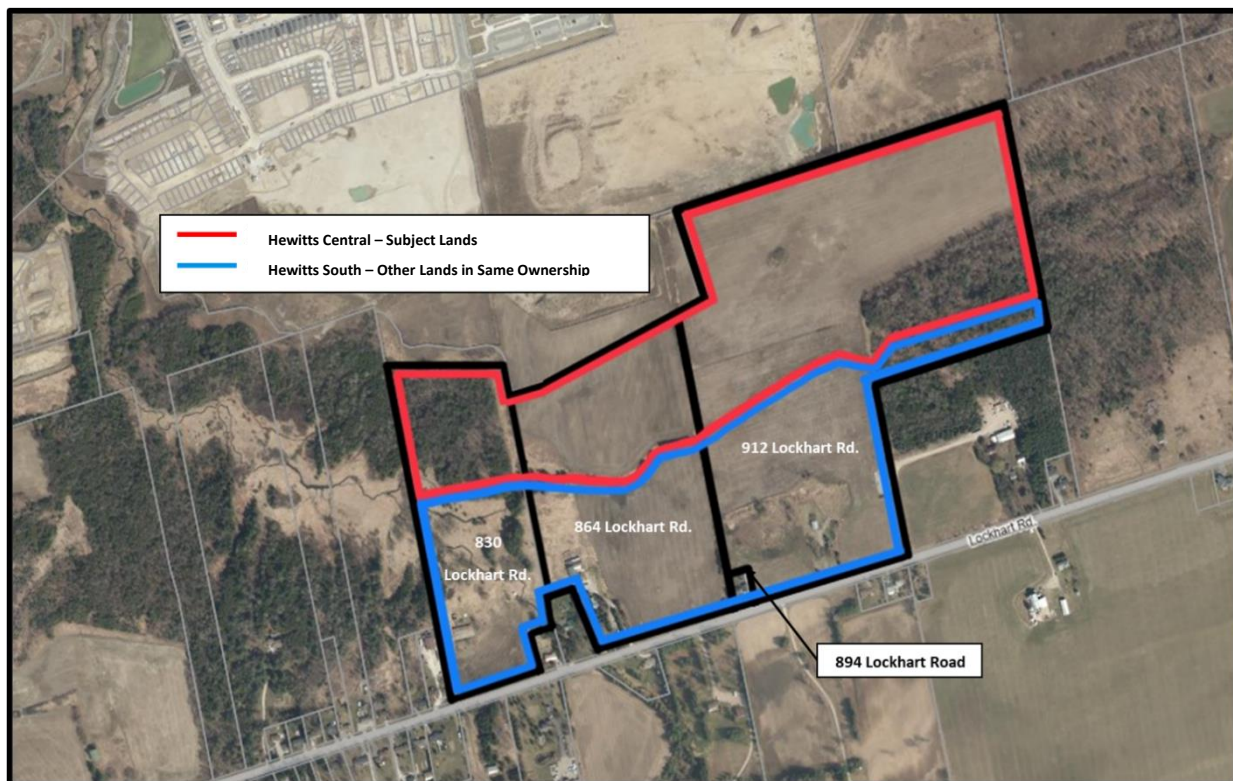
1.0 INTRODUCTION

On behalf of our clients, Pratt Construction Inc., we are pleased to provide this Planning Justification Report to examine the planning merits of applications for a Zoning By-law Amendment and Draft Plan of Subdivision for the northern portion of the lands located at 830, 864 and 912 Lockhart Road in the City of Barrie, herein after referred to as the subject lands and outlined in red in **Figure 1**.

The purpose of each application is detailed as follows:

- 1. Zoning By-law Amendment:** This application proposes to rezone the subject lands from the Agricultural (A) and Environmental Protection (EP) zone according to former Town of Innisfil Zoning By-law 054-04) to the Neighbourhood Residential (R5), Environmental Protection (EP) and Open Space (OS) zones under the current in-effect City Zoning By-law 2009-141.
- 2. Plan of Subdivision:** This application will facilitate 338 residential units consisting of single detached dwellings and street townhouses on the subject lands. The Plan also contains municipal roadways, blocks for parkland, stormwater management and drainage, and environmental protection.

Figure 1. Aerial Photography of Subject Lands



This Planning Report examines the subject lands, site context, land use policies, and the form and design of development that is proposed. This Report concludes that the applications represent orderly and proper land use planning that is consistent with the Provincial Policy Statement, and conforms to the Growth Plan, Lake Simcoe Protection Plan, and the City of Barrie Official Plan.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are known municipally as 830, 864 and 912 Lockhart Road, and the applications apply to the northern portions of these properties (**Figure 1**). The lands are irregular in shape with a total area of 54.1 hectares (133.7 acres) with approximately 660 metres of frontage along Lockhart Road. The lands subject to the application comprise 28.04 hectares (69.3 acres). The subject lands currently contain agricultural lands and two woodlots.

The surrounding land uses consist of existing and proposed residential uses (**Figure 2**). The immediate surrounding land uses are as follows:

- **North:** A Secondary School (Maple Ride) is located further north and draft approved and registered lands owned by Pratt Development (Hewitt's Gate East Subdivision), 1091369 Ontario Inc.(Bulut subdivision) and Maplevue South (Maplevue South subdivision) for residential uses, open space, environmental protection, and stormwater management (**Figure 3**) are located to the north.
- **East:** Vacant agricultural lands and a single detached dwelling proposed for future development on lands known as 960 Lockhart Road (**Figure 4**). Further east are future development lands owned by Nick Greico and DIV Development Corporation.
- **South:** Other lands in the same Ownership that are proposed for development in what is known as the "Hewitt's South" subdivision (**Figure 5**). Vacant agricultural lands and single detached dwellings are located further south in the Town of Innisfil (**Figure 6**).
- **West:** Residential lots consisting of single detached dwellings and environmental protection lands. Draft plan approved lands owned by Ballymore Homes for townhouse units. The Metrolinx rail line is located further west (**Figure 7**).

Figure 2. Surrounding Uses

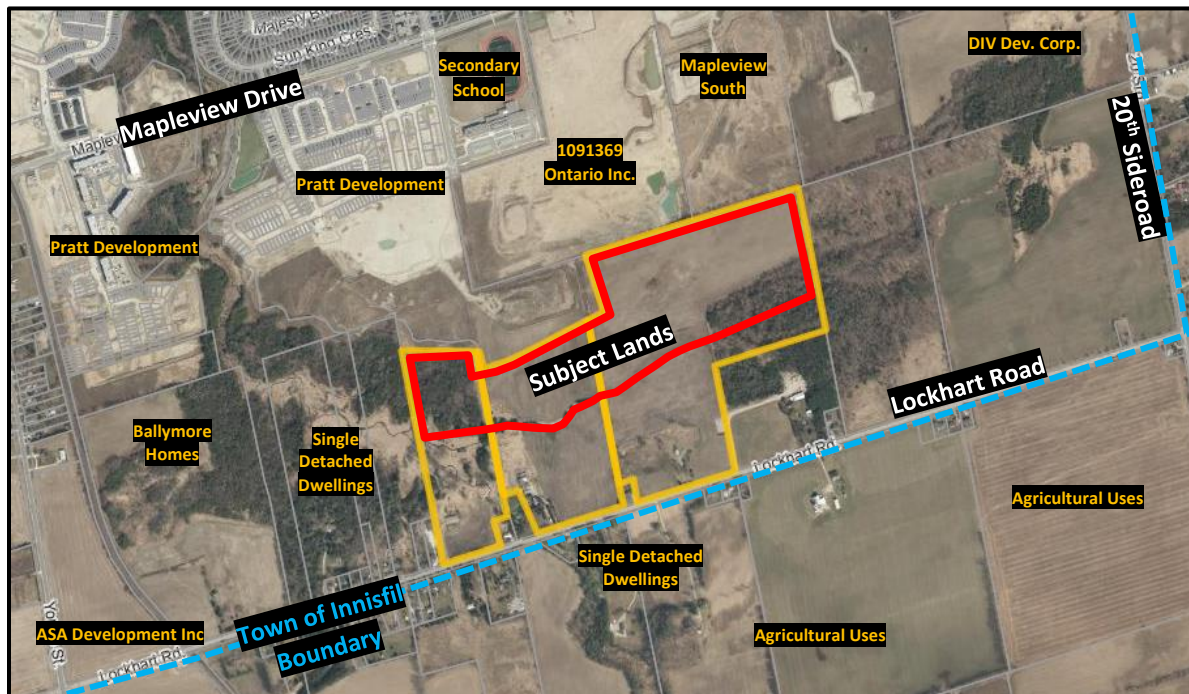


Figure 3. Future Development Under Construction to the North



Figure 4. Agricultural Lands to the East



Figure 5. Southern Portion of Lands (864 Lockhart Road)



Figure 6. Single Detached Dwelling in Innisfil to the South



Figure 7. Vacant Lands to the West for Future Development owned by Ballymore Homes



3.0 PROPOSED DEVELOPMENT

The applicant is proposing a Plan of Subdivision and Zoning By-law Amendment, each of which are detailed in the following subsections.

3.1 Plan of Subdivision

The purpose of the application for Plan of Subdivision is to facilitate a subdivision containing 338 residential units of varying single detached and townhouse dwelling lot sizes as well as environmental protection blocks, stormwater management, parkland and pedestrian connection blocks and municipal roads (**Figure 8**).

Major Collector Street 'A' (Prince William Way), Major Collector Street 'B' (Terry Fox Drive) and Minor Collector Street 'C' (Lally Terrace) connects the subject lands with the future subdivisions to the north and south, respectively.

The proposed land uses and unit types are broken down in the following table:

Table 1. Proposed Land Uses and Unit Count

Residential Uses	
Unit Type	No. of Residential Units
Low Density	
• 9.0m single	5
• 10.4m single	83
• 11.0m single	5
• 13.7m single	26
<i>Sub-Total</i>	<i>119 units</i>
Medium Density	
• 6.0m Street Town	217
Future Lots/Block	2
TOTAL Residential Units	338 units
Other Uses	
• Environmental Protection (10.35ha)	
• Stormwater Management (2.64 ha)	
• Open Space (0.94 ha)	
• Roads (4.85 ha)	

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Planning Justification Report – The Jones Consulting Group Ltd.



3.2 Zoning By-law Amendment

The purpose of the application for Zoning By-law Amendment is to replace the former Agricultural (AG) and Environmental Protection (EP) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act, by rezoning the lands Neighbourhood Residential (R5), Open Space (OS), and Environmental Protection (EP) which is fully detailed in Section 4.6 of this Report.

The Neighbourhood Residential (R5) zone will permit the proposed single detached dwellings, street townhouses and stormwater management facilities. The Environmental Protection (EP) zone will apply to the woodland and channel. Lastly, the Open Space (OS) zone will apply to the parkland block.

3.3 Previous Applications

1. Conformity Review

In accordance with the previously in-effect Hewitt's Secondary Plan, a Conformity Review Plan was prepared for the three properties and submitted to the City of Barrie through a pre-consultation application. The City of Barrie provided comments on June 13th, 2023, outlining the requirements for a Pre-Submission of the proposed Plan of Subdivision and Rezoning applications. The City File Number for the Conformity Submission is D28-020-2023.

2. Pre-Submission

A Pre-Submission application was submitted on December 21, 2023, (File: D28-101-2023) and was deemed incomplete on March 6, 2024, as some of the items required modifications or were missing. Please refer to the submitted materials to address these requirements.

3.4 Neighbourhood Meeting

City of Barrie Staff confirmed in an email dated December 20, 2023, that the requirement for a Neighbourhood Meeting has been waived for the subject lands, and adjacent lands known as Hewitts South. The reason being the limited amount of surrounding residential development and the Master Planned nature of the Hewitt's area that has been subject to dozens of neighbourhood and public meetings relating to the former Hewitt's Secondary Plan, the Hewitt's Salem Zoning framework, and individual applications. Public notification and a statutory public meeting will occur as part of the formal processing of the applications.

3.5 Supporting Technical Reports and Studies

The following technical reports and studies have been prepared in support of the proposed applications.

1. Planning Justification Report (including Affordable Housing Report)

This Planning Justification Report was prepared in December 2023, and updated as of July 2024. This Report examines the subject lands and draft plan approved lands, site context, land use policies and form of development, and includes an analysis of affordable housing. The Report concludes that the application represents orderly and proper land use planning that will positively contribute to the future growth and quality of life in the City of Barrie.

2. Stage 1-2 Archaeological Assessments

Stage 1-2 Archaeological Assessments were prepared for each of the properties. The entirety of the study area was subject to property inspection and photographic documentation concurrently

with the Stage 2 Property Assessment by high intensity test pit methodology. The Reports conclude no archaeological resources were encountered, and no further archaeological assessment of the study area is warranted. Clearance Letters from the Ministry were also received for each of the properties noting the Ministry is satisfied that the fieldwork and reporting for the archaeological assessment.

3. Supplemental Geotechnical Report and Supplemental Letters

A Supplemental Geotechnical Investigation was prepared by GEI Consultants Ltd. For the proposed Stormwater Management Facility. Previous geotechnical reports were prepared for the entire Hewitts Secondary Plan area, which were utilized in the analysis. The purpose of the supplemental geotechnical investigation was to assess and obtain additional subsurface soil conditions at the pond location, provide geotechnical engineering recommendations in support of the proposed facility, and to determine the lowest base elevation allowable for the pond due to the artesian pressures (i.e. preventing “blow out”). Monitoring wells were installed in all three boreholes, and a yearlong ground water level monitoring program was initiated in July 2022. The report summarizes the borehole findings, provides design geotechnical engineering recommendations regarding the Stormwater Management Pond and a recommendation for the lowest pond bottom elevation.

In addition, GEI Consultants Ltd. prepared two (2) supplemental letters, which included an assessment of the lowest floor slab elevations based on the ground water level monitoring data dated December 2022, and results of the test pit investigation and in-situ infiltration testing dated June 2023. For more information, please refer to the Report and supplemental letters.

4. Hydrogeological Study (including Water Balance & LSRCA Hydrogeological Checklist)

A Hydrogeological Study was prepared by R.J. Burnside & Associates Limited for the subject lands in December 2023, and updated as of July 2024. In 2016, a Subwatershed Impact Study (SIS) was completed for the Hewitt's Creek Landowners Group, which included recommendations for additional studies to be done in support of draft plan approvals for the individual parcels within the Hewitt's Secondary Plan Area. The assessment provides site-specific information for the subject lands which includes groundwater level monitoring, surface water monitoring, water quality review and testing and water balance calculations. The Report includes an analysis of the pre- and post-development conditions, as well as a water balance analysis. For more information, please refer to the updated Study, Technical Memorandum and Checklist.

5. Natural Heritage Evaluation Update

A Natural Heritage Evaluation (NHE) Update was prepared by Azimuth Environmental in December 2023, and updated as of July 2024. The report is intended to provide an understanding of natural environmental conditions and potential for impacts related to the proposed development on significant natural heritage features and functions of the property and adjacent lands. The Report identifies the candidate key natural heritage features within the study area, which include habitat for threatened and endangered species, wetland, significant woodland, candidate significant wildlife habitat and fish habitat. The Report concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features. For more information, please refer to the Report.

6. Environmental Noise Impact Study

An Environmental Noise Impact Study was prepared by R. Bouwmeester & Associates to assess potential noise impacts on residential uses within the proposed subdivision. The Study notes the predicted outdoor sound levels resulting from road traffic exceed the limits established by the Ministry in certain areas, and mitigation measures are recommended to bring sound levels down to acceptable levels. The Study also recommends certain dwelling units meet the minimum non-acoustical requirements of the Ontario Building Code. The Study concludes the proposal can be developed in a manner that satisfies the requirements of the Ministry noise guidelines.

7. Functional Servicing Report (Including LSRCA Engineering Submission Checklist)

A Functional Servicing Report was prepared by The Jones Consulting Group Ltd. in December 2023, and updated as of July 2024, to demonstrate how the lands will be serviced by the surrounding municipal infrastructure. The Report notes the site will be serviced by the watermain pipe network currently being designed and constructed along Prince William Way and Lally Terrace, which is connected to a Transmission Watermain within Maplevue Drive East. The lands will contain an internal sanitary sewer system that will service the site. The system will drain into the Hewitts Creek Sanitary Trunk Sewer, which is proposed to be extended from the future McAush Street to the future intersection of Lally Terrace and Prince William Way, as well as further south to Lockhart Road. Further, the Report notes the stormwater management plan is intended to provide an environmentally sound approach to stormwater management issues, and the proposed design for the stormwater management system is outlined in the Preliminary Stormwater Management Report. The Report concludes the proposed development can be adequately serviced by the proposed watermains, gravity sanitary sewers, transportation infrastructure, site grading, and utility infrastructure. For more information, please refer to the Report and Drawing Set.

8. Preliminary Stormwater Management Report

A Preliminary Stormwater Management Report was prepared by The Jones Consulting Group Ltd. to demonstrate how the site can be serviced appropriately by the proposed stormwater management infrastructure while not adversely impacting receiving waters in the Hewitt's Creek subwatershed. The Report notes the stormwater management plan for the subject site includes the use of one (1) end-of-pipe extended detention wet pond, known as SWMF #9, and Low Impact Development measures are recommended to be implemented throughout the development. Further, the Report contains recommended erosion and sediment control measures. For more information, please refer to the Report.

9. Traffic Letter

A Traffic Letter was prepared by JD Engineering in support of the proposed development which included a review of the proposed unit count, compared to the anticipated unit count applied in the transportation planning studies completed for the Hewitts Secondary Plan Area, as well as a review of the traffic generated by the proposed development. LEA Consulting Ltd. prepared an updated Master Transportation Study for the anticipated development located within the Hewitt Secondary Plan Area in the City of Barrie, dated February 2019 (LEA MTS). The Letter concludes the minor increase in the unit count for the proposed development and the resulting minor increase in the traffic generation, compared to the LEA MTS, will have a negligible impact on the surrounding road network and will not trigger any changes to the recommendations or conclusions provided in the Study. For more information, please refer to the Letter.

10. Phase One Environmental Site Assessment (ESA)

A Phase One ESA was prepared by Peto MacCallum Ltd. in February 2022. The Report states that Based on the evaluation of the historical data and the Site reconnaissance, two (2) Potentially Contaminating Activities (PCAs) on the Site and two (2) PCAs within the Study Area were identified. The PCAs within the Site were related to the potential use of pesticides for agricultural land use, and an existing above-ground storage tank. Based on the Phase One ESA findings, a Phase Two ESA was recommended in order to assess the soil and ground water underlying the Site.

11. Phase Two Environmental Site Assessment (ESA)

A Phase Two ESA was prepared by GEI Consultants in June 2022, and states no impacts were identified in soil based on the Areas of Potential Environmental Concern (APECs) and Potentially Contaminating Activities (PCAs) identified from the Phase One Environmental Site Assessment. Please refer to the Report for more information.

12. Ecological Offsetting Policy Letter

An Ecological Offsetting Policy Letter was prepared by JDB Associates Ltd. to clarify and summarize our review of the existing vegetation and the compiled estimate for the Ecological Offsetting cost requirements within the proposed Hewitt's Central Subdivision. Please refer to the Letter for more information.

13. Water Supply Analysis Report (including subsequent Water Supply Letter)

A Water Supply Analysis Report was prepared by Schaeffers Consulting Engineers in August 2022 to assess water servicing alternatives for the Hewitts Central and Hewitts South subdivisions. This report provides the City of Barrie with the necessary water supply analysis to support the proposed water supply network design. Please refer to the Report for more information.

A subsequent memorandum was provided by Schaeffers Consulting Engineers in June 2024 to revise the previous study with modifications to the watermain network servicing and potential phasing plans with southern developments. The purpose of the memorandum was to analyze the watermain network system when the subject site and the surrounding developments are built, as well as two interim scenarios prior to the construction of the future surrounding developments. Please refer to the Letter for more information.

4.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed application has regard to the Planning Act, and is consistent with the Provincial Policy Statement, and conform to the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan, the current in-effect City of Barrie Zoning By-law, and the proposed new City of Barrie Zoning By-law.

4.1 Planning Act (R.S.O. 1990 c. P.13)

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Planning Act) and Subdivision of Land (Sections 50 and 51 of the Planning Act).

The matters of provincial interest have been listed below, along with an explanation of how the proposed applications have regard to those matters.

a) the protection of ecological systems, including natural areas, features and functions;

A Natural Heritage Evaluation Update was prepared which concludes the proposed development is not expected to negatively impact natural heritage features or their ecological functions identified on the subject and adjacent lands.

b) the protection of the agricultural resources of the Province;

The subject lands are located within the City of Barrie settlement area boundary, and are designated Neighbourhood Area in the City of Barrie Official Plan, which permits residential development.

c) the conservation and management of natural resources and the mineral resource base;

No mineral resources have been identified, and natural heritage resources are protected as outlined in point a) above.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Stage 1-2 Archaeological Assessments were prepared which conclude no archaeological resources were encountered, and no further archaeological assessment of the study area is warranted.

e) the supply, efficient use and conservation of energy and water;

The City of Barrie has invested significant monies in upgrading their water and wastewater treatment plans. The proposed development, and the corresponding Development Charge payments will, in part, reimburse the City for those expenses.

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process. The development efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The proposed development conforms to the City's Master Plans.

g) the minimization of waste;

The proposed development will adhere to the City's waste management program.

h) the orderly development of safe and healthy communities;

This Report assumes the modifications noted in the City of Barrie Official Plan Recommendations dated December 6th, 2023, which requests the removal of the phasing plan from the Official Plan. If

the Minister does not approve the subject lands fall within Phase of the Designated Greenfield Area (DGA) East. Development phasing will follow the installation of necessary infrastructure. The site has been designed in consideration of Crime Prevention through Environmental Design principles.

i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Development applications in the City of Barrie are reviewed by their in-house accessibility coordinator. Implementing specific requirements such as the location of curb cuts and tactile warning surfaces in accordance with Ontario Provincial Standards (OPSD) occurs at the detailed design stage, prior to construction.

j) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;

The proposed subdivision contains a 0.86 hectare park block that will be combined with the adjacent draft approved park block on the Hewitt's Gate East subdivision to form a large neighbourhood park. A secondary school is located to the north of the lands.

k) the adequate provision of a full range of housing, including affordable housing;

The proposed subdivision contains low and medium density housing options for people in various stages of life. Please refer to Section 6 of this Report for more details on affordable housing.

l) the adequate provision of employment opportunities;

Existing commercial uses are located at the intersection of Prince William Way and Mapleview Drive East, and additional commercial uses are proposed in the Hewitt's South subdivision to the south.

m) the protection of the financial and economic well-being of the Province and its municipalities;

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained. The developers of the previously in-effect Hewitts Secondary Plan area have supported the City by front-funding environmental assessments, and infrastructure design and construction.

n) the co-ordination of planning activities of public bodies;

The City has signed a service review agreement with the Lake Simcoe Region Conservation Authority, and circulation of the proposed applications will occur to all agencies and public bodies identified in the Planning Act.

o) the resolution of planning conflicts involving public and private interests;

Internal and external review of the application will be coordinated by the City's Development Services Department. A public notice sign will be posted on the lands which notifies and provides opportunity for the public to comment on the application.

p) the protection of public health and safety;

The proposed subdivision has been designed in consideration of Crime Prevention through Environmental Design principles. In addition, the Building Department and emergency services (Fire, Police) will be circulated a copy of the application for comment.

q) the appropriate location of growth and development;

The proposed development is located within the settlement of Barrie and will provide a range of residential and open space uses in a future mixed use community.

r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The subdivision is proposed at transit supportive densities and the subject lands are located along a future planned transit routes and within reasonable driving distance (2 kilometres) from a Major Transit Station (Barrie South GO Station).

s) the promotion of built form that,

- a. is well-designed,*
- b. encourages a sense of place, and*
- c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- d. the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The applications propose 338 residential units that will be designed and constructed to be compatible with the existing and planned built form and character in the surrounding area. Further, the proposed development contains small block lengths, a compact form and will include sidewalks to encourage safety and accessibility.

In our opinion, the proposed applications have regard to the matters of Provincial Interest identified in the Planning Act.

4.2 Provincial Policy Statement (PPS), 2020

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Policy Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

4.2.1 Building Strong Healthy Communities

Section 1.0 of the PPS contains policies for building strong healthy communities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Managing and Directing Land Use to Achieve Efficient and Resilient Development & Land Use Patterns.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by the following:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposed subdivision is located within a previously approved master planned community formerly known as the Hewitt's Secondary Plan that was planned to act as a gateway to the City of Barrie. The new City of Barrie Official Plan contains policies to provide a range of employment, housing and mix of other uses in this area that allow residents to live, work and play in their community.

The City prepared a number of implementation documents including a Financial Impact Assessment, Long-Range Financial Plan, and an Infrastructure Implementation Plan in order to ensure their financial well-being. In addition, to assist the City in managing the costs of growth,

the Hewitt's Creek Landowners Group have front ended, and continue to front end millions of dollars of environmental assessments, design and construction expenses.

- 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;*

The proposed subdivision will provide 338 units that includes single detached dwellings and townhouse units, as well as parkland. A secondary school is located to the north of the lands, and other institutional uses and parkland are planned for surrounding lands to meet the long-term needs of residents.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The Natural Heritage Evaluation Update prepared for the subject lands which concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features. Specific to public health and safety, a Traffic Letter has been prepared in support of the proposed development.

- 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;*

The application will not prevent the further expansion of the settlement area boundary as the lands are located within an area that was included in a previous expansion of the Barrie settlement area boundary.

- 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;*

The proposed rezoning application will implement the Zoning By-law framework for the previously in-effect Salem and Hewitt's Secondary Plan Area approved by the City of Barrie in 2017.

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The applications will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the subject lands can be discussed following that review.

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

A Functional Servicing Report and Preliminary Stormwater Management Report was prepared in support of the proposed applications.

- h) promoting development and land use patterns that conserve biodiversity; and,*

The Natural Heritage Evaluation concludes the proposed development is consistent with the PPS.

- i) preparing for the regional and local impacts of a changing climate.*

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), protecting the natural heritage system, and implementing a compact built form, which will be designed with direct street connections to promote active transportation.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

- a) *Policy 1.1.3.1: Settlement areas shall be the focus of growth and development*

The lands proposed for development are within the City of Barrie Settlement Area.

- b) *Policy 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.*

The proposed development efficiently uses land within a settlement area, it will be serviced with planned public service facilities and infrastructure as concluded in the Functional Servicing Report and Preliminary Stormwater Management Report, and the compact form of development will support multi-modal transportation.

- c) *Policy 1.1.3.2: 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.*

The subject lands are located within an area planned for residential development in accordance with the Designated Greenfield Area policies in the new Official Plan, which were updated from the previously approved Hewitts Secondary Plan area.

- d) *Policy 1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The City has approved a Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas that facilitates a more compact form, while maintaining appropriate levels of public health and safety. This framework is also being implemented in the new Draft City of Barrie Zoning By-law. The latter is achieved by creating walkable neighbourhoods with planned increase in the active transportation multi-modal split, while also ensuring that new developments adhere to the principles of Crime Prevention through Environmental Design.

- e) *Policy 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 subject lands are located within a planned future community, which contain a range of land uses. The application proposes multiple residential uses that allow for the efficient use of land, infrastructure and public service facilities.

- f) *Policy 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly*

progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The subject lands are located within Designated Greenfield Area (DGA) East, which is an area planned for future development.

The development of the subject lands will adhere to the Infrastructure Implementation Plan that ensures the timely provision of infrastructure.

3) Housing

Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing needs of current and future residents of the regional market area.

- a) Policy 1.4.3 a): Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. 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;*

The City of Barrie Official Plan policy 2.5 (l) states the annual affordable housing target is 15%. Refer to Section 6 of this report for more information on affordable housing.

- b) Policy 1.4.3 b): permitting and facilitating (1) all housing options to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and (2) all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The subject lands are designated as Neighbourhood Area, which permits all forms of residential uses. The proposed development will facilitate 338 single detached dwellings and townhouse units plus additional second suites and accessory dwelling units.

- c) Policy 1.4.3 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;*

The subject lands are located within the Neighbourhood Area designation, which permits all forms of residential development. Further, This Report assumes the modifications noted in the City of Barrie Official Plan Recommendations dated December 6th, 2023, are approved. As such, Appendix 2 has been amended to remove the Phasing Plan and identify the lands within Designated Greenfield Area (DGA) East, which is an area planned for future development. The lands will utilize municipal services.

- d) Policy 1.4.3 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;*

The development will be built at a density that is transit supportive and conforms to the City's Official Plan and the Growth Plan. The density proposed efficiently use land, resources, infrastructure and public service facilities.

- e) Policy 1.4.3 e): requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

The proposed development will be built at a density that is transit supportive and within 2 kilometres of a Major Transit Station Area.

- f) *Policy 1.4.3 f): 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 City has approved a Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas that facilitates a more compact form, while maintaining appropriate levels of public health and safety. This framework is also being implemented in the new Draft City of Barrie Zoning By-law. The proposed development of the subject lands adheres to the principles of Crime Prevention through Environmental Design, and will provide residential uses to encourage active transportation.

4) Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 promotes healthy, active communities through the following:

- 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;*

The proposed subdivision has been designed to include dual sidewalks on Streets 'A', 'B', and 'C', which connects the subdivision to adjacent lands.

The subdivision has been designed in accordance with the principles of Crime Prevention through Environmental Design. Examples of this design approach include locating a Pedestrian Connection to a dual sidewalk street (Street 'B') from the natural heritage system pathway.

- 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 proposed subdivision provides for pedestrian access/connections through the environmental protection lands. The overall parkland needs of the Hewitt's Secondary Plan area will be delivered in accordance with the executed Master Parkland Agreement between the City and the Hewitt's Creek Landowners Group. This Agreement identifies the park land and cash-in-lieu obligations, including the timing of payment and the configuration/location/size of the parkland areas. In accordance with this Agreement, cash-in-lieu will be provided for the subject lands.

5) Infrastructure and Public Service Facilities

Policy 1.6.1 requires that infrastructure and public service facilities be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Planning for infrastructure and public service facilities should ensure they are financially viable over their life cycle and meet current and projected needs.

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan, an Infrastructure Implementation Plan, a Capital Plan and a series of Master Plans that consider the needs and timing of delivery and their associated long-term costs. In addition, representatives from InnPower, Enbridge, the City of Barrie and the Hewitt's Landowners Group attend regular working group meetings to coordinate electricity and utility needs. Both InnPower and Enbridge have prepared and will continue to update their economic modelling to ensure viable service delivery.

Policy 1.6.2 requires Planning Authorities to promote green infrastructure. The design of the overall subdivision includes Low Impact Development measures. Refer to the Functional Servicing Report and Preliminary Stormwater Management Report for additional on-site details.

6) Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Lastly, water conservation and water use efficiency is promoted and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The City has significantly invested in upgrades to their Water and Wastewater Treatment Plants to support planned growth. Those plants are both located adjacent to Lake Simcoe and are required to meet the Ministry of the Environment Conservation and Parks regulatory criteria. Development Charges collected from growth will reimburse the City for the majority of the costs incurred as a result of the plant expansions.

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

The Lake Simcoe Region Conservation Authority (LSRCA) and the City of Barrie Engineering Department will review the stormwater management design for this subdivision to ensure their standards are being met. A significant amount of background and foundational work is available in the Subwatershed Impact Study (SIS) to inform the stormwater design. The proposed subdivision conforms to the SIS.

- b) *minimize, or, where possible, prevent increases in contaminant loads;*

The proposed subdivision conforms to the SIS.

- c) *minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure.*

As per the Conformity Review comments, a water balance and erosion and sediment control plan has been included in the Preliminary Stormwater Management Report. The Lake Simcoe Region Conservation Authority and the City of Barrie Engineering Department will review the Stormwater Management design and report to ensure their standards are being met. In addition, the design of the site will incorporate Low Impact Development measures.

- d) *mitigate risks to human health, safety, property and the environment;*

The subject lands are not located within any hazard land. The Lake Simcoe Region Conservation Authority will continue to review and be circulated on the applications.

- e) *maximize the extent and function of vegetative and pervious surfaces; and*

The detailed engineering design for the subdivision will cover matters such as the limit and extent of grading, infiltration, stormwater management including the use of Low Impact Development facilities, and a calculations/modelling of pre- and post-development monitoring.

- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed stormwater design is based on these objectives, as well as the foundational detail contained in the Subwatershed Impact Study. The Functional Servicing Report concludes the proposed development can be adequately serviced based on the provision of storm sewers, Low Impact Development (LID) measures, and end-of-pipe stormwater management facility. The Preliminary Stormwater Management Report further concludes how storm runoff can be controlled to avoid any adverse effects on the surrounding

environment, all in accordance with the Subwatershed Impact Study and all applicable design guidelines and regulations.

7) Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. The subdivision will primarily be accessed by Prince William Way (Street 'A'), Terry Fox Drive (Street 'B'), and Lally Terrace (Street 'C') which conveniently connects to Mapleview Drive East and Lockhart Road.

Policy 1.6.7.4 promotes land use patterns, densities and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

In support of the approval of the previously in-effect Hewitt's Secondary Plan, the City prepared a Multi-Modal Active Transportation Master Plan (MMATMP) that planned for an increase in the use of transit and active transportation. Specific to the proposed subdivision, residential block lengths are walkable, meaning they are less than 250 metres in length and dual sidewalks are located on key streets. A Pedestrian Connection is located adjacent to Street 'B' and connects to the natural heritage area. In addition, a mixture of residential typologies has been proposed, including single detached dwellings and townhouse units to support transit.

LEA Consulting Ltd. prepared an updated Master Transportation Study for the anticipated development located within the Hewitt Secondary Plan Area in the City of Barrie, dated February 2019 (LEA MTS). A Traffic Letter was prepared in support of the applications which concludes the minor increase in the unit count for the proposed development, compared to the development and traffic projections applied in the LEA MTS, will have a negligible impact on the surrounding road network and will not trigger any changes to the recommendations or conclusions provided in the LEA Master Transportation Study.

8) Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity is supported by the following:

a) promoting opportunities for economic development and community investment-readiness;

New development must conform to the City's Long-Range Financial Plan which ensures the economic well-being of the City.

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;

The proposed development will provide for additional housing options and supply for the City. The subject lands are within reasonable walking distance to community facilities, including a secondary school to the north, and within approximately 2 kilometres of a Major Transit Station Area.

c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;

The proposed development will be serviced by existing municipal water, sanitary and stormwater infrastructure, and the residents will utilize existing and planned parks and schools and other services in the area.

d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

The proposed subdivision does not impact downtowns or mainstreets.

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;

No built or cultural heritage resources will be impacted by the proposed development. Stage 1-2 Archaeological Assessments were prepared for the proposed subdivision which concludes no

further archaeological assessment of the study area is warranted. The subdivision proposes to protect the natural heritage features on and adjacent to the site.

f) promoting the redevelopment of brownfield sites;

The property is not a brownfield site.

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

The proposed development conforms to, and will implement, the City's Transportation Master Plan. The proposed development encourages the use of multi-modal transportation by way of its compact form and direct pedestrian connections to the street.

h) providing opportunities for sustainable tourism development;

Not applicable to the subject applications.

i) Sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;

The proposed development will not impact agricultural uses outside of the City of Barrie.

j) promoting energy conservation and providing opportunities for increased energy supply;

Energy conservation is promoted through this subdivision design that contains compact urban form that will efficiently use infrastructure and promote transit and active transportation.

k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change.

l) encouraging efficient and coordinated communications and telecommunications infrastructure.

The detailed engineering design for the site will contain provisions for wireline infrastructure in consultation with Bell and Rogers.

9) Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- promote compact form and a structure of nodes and corridors;*

The development of residential uses is proposed at transit supportive densities.

- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

The proposed subdivision contains is located along planned transit routes.

- Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed or designing these to facilitate the establishment of transit in the future;*

The development is proposed at transit support densities along a planned transit route.

- Focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*

Not applicable.

- *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The subdivision is proposed at transit supportive densities along a planned transit route, within 2 kilometres of a major transit station area.

- *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

The proposed development will conform to the energy efficiency requirements of the Ontario Building Code.

- *Maximize vegetation within settlement areas, where feasible;*

The natural heritage areas will be protected and enhanced, as concluded in the Natural Heritage Evaluation. A tree inventory and preservation plan has also been prepared.

4.2.2 Wise Use and Management of Resources

Section 2.0 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term.

A Natural Heritage Evaluation (NHE) Update has been prepared that identifies the natural heritage features on the subject lands and adjacent lands, and concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features. The NHE contains a full policy review demonstrating the developments consistency with the PPS.

2) Water

The Policies in Section 2.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Subwatershed Impact Study and Well Monitoring Study have previously been prepared and approved by the City. In addition, a Functional Servicing Report, Preliminary Stormwater Management Report and Hydrogeological Study have been prepared in support of the applications. These reports confirm that the site can be serviced and there will be no negative impacts to the quality and quantity of water. The Preliminary Stormwater Management Report includes calculations on water balance and phosphorus removal.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. The subject lands do not contain significant archaeological resources. The lands have also been subject to Stage 1-2 Archaeological Assessments that were accepted by the Ministry.

5.2.3 Protecting Public Health and Safety

Section 3.0 of the PPS contains policies for protecting public health and safety. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Natural Hazards

Policy 3.1 directs development away from natural hazards such as flooding or erosion hazards.

Development is not proposed within any natural hazards.

2) Human-Made Hazards

Policy 3.2 deals with development on, abutting or adjacent to human-made hazards. No human-made hazards exist on or in proximity to the site.

In our opinion, the proposed applications are consistent with the Provincial Policy Statement, 2020.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019 and was subsequently amended with Amendment No. 1 that took effect on August 28, 2020. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

The six principal parts of the Growth Plan include (i) Where and How to Grow, (ii) Infrastructure to Support Growth, (iii) Protecting What is Valuable, (iv) Implementation, and (v) the Simcoe Sub-area. The following sub-sections assess the applications conformity with the Growth Plan.

4.3.1 Where and How to Grow

Section 2 of the Growth Plan contains policies applicable to the proposed applications including: Managing Growth (Policy 2.2.1), Housing (2.2.6), and Designated Greenfield Areas (2.2.7).

1) Policy 2.2.1: Managing Growth

4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of climate change, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

The proposed development features a mix of residential typologies and will provide convenient access to parkland and a secondary school to the north. The applications will improve social equity and the quality of life of future residents by integrating pedestrian connectivity through the use of public trails in the natural heritage areas, and sidewalks along roadways. The residential uses provide varying unit and lot sizes to accommodate a range of people at different stages of life. Further, the proposed development, through the compact layout and built form, considers the impacts to climate change.

2) Policy 2.2.6: Housing

2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will

support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*
- c) considering the range and mix of housing options and densities of the existing housing stock; and*
- d) planning to diversify their overall housing stock across the municipality.*

The development proposes a range of single detached dwelling lot sizes, as well as street townhouses, which will contribute to a diversified housing stock and the range of housing options in the City.

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed subdivision contains 338 single detached dwelling and townhouse units, which will contribute to the range of unit types in the City to meet the needs of a diverse range of household sizes and incomes.

3) Policy 2.2.7: Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designed, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.*

The development is proposed at densities supportive of helping establish complete communities and will promote active transportation and public transit.

2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*
- b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.*

The development is planned to achieve a density of approximately 65 people and jobs per hectare (1138 people & jobs/17.69 ha.) based on the following:

- 338 units generate a total of 1077 people living on these lands, assuming the following:
 - 3.248 persons per single detached dwelling unit (121 units = 393 people); and
 - 2.571 persons per townhouse unit (217 units = 558 people)
 - 2.571 persons per second suite/accessory dwelling unit (50 units = 136 people)
- I estimate that approximately 51 jobs would be generated from home-based businesses (assuming 5.5% of population).
- The people and jobs are calculated over the total area of the property (28.04 hectares) less the environmental protection lands (10.35 hectares) which equals 17.69 hectares.

4.3.2 Infrastructure to Support Growth

Section 3 of the Growth Plan contains policies applicable to the proposed applications including: Integrated Planning (3.2.1), Transportation – General (3.2.2), Moving People (3.2.3), Water and Wastewater Systems (3.2.6), and Stormwater Management (3.2.7).

1) Policy 3.2.1: Integrated Planning

1. *Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.*

The City prepared a series of Master Plans to inform new development. The proposed development has been designed to conform to these Master Plans.

2) Policy 3.2.2: Transportation – General

1. *Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*

The City prepared a series of Master Plans. The proposed development has been designed to conform to these Master Plans.

3) Policy 3.2.3: Moving People

2. *All decisions on transit planning and investment will be made according to the following criteria:*
 - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
 - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
 - e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
 - f) *increasing the modal share of transit; and*
 - g) *contributing towards the provincial greenhouse gas emissions reduction targets.*

The City of Barrie has prepared a Master Plan in fulfillment of these policies.

4) Policy 3.2.6: Water and Wastewater Systems

1. *Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.*

The City of Barrie has prepared a Financial Impact Assessment and Long-Range Financial Plan.

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*

- c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
 - iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

The City has prepared a Wastewater Collection Master Plan, a Wastewater Treatment Master Plan and a Water Supply Master Plan in fulfilment of these policies. New development must conform to these Master Plans.

5) Policy 3.2.7: Stormwater Management

1. *Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*
 - a) *are informed by watershed planning or equivalent;*
 - b) *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
 - c) *characterize existing environmental conditions;*
 - d) *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
 - e) *incorporate appropriate low impact development and green infrastructure;*
 - f) *identify the need for stormwater retrofits, where appropriate;*
 - g) *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
 - h) *include an implementation and maintenance plan.*

In support of the above policies, the City of Barrie prepared a Drainage and Stormwater Management Plan as well as guidelines/standards to implement the use of Low Impact Development measures. The Hewitt's Landowners Group also prepared a Subwatershed Impact Study (SIS) that informs the drainage and stormwater management designs across the Secondary Planning area. A Functional Servicing Report and Preliminary Stormwater Management Report were prepared in support of the proposed development.

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - a) *is informed by a subwatershed plan or equivalent;*
 - b) *incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
 - c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
 - d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

A Functional Servicing Report and Preliminary Stormwater Management Report were prepared in

support of the proposed development.

4.3.3 Protecting What is Valuable

Section 4 of the Growth Plan contains policies applicable to the proposed applications including: Water Resource Systems (4.2.1), Natural Heritage System (4.2.2), and Cultural Heritage Resources (4.2.7).

1) Policy 4.2.1: Water Resource Systems

- Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.*

A Subwatershed Impact Study (SIS) was prepared for the Hewitt's Secondary Plan area. The proposed development conforms to the SIS.

2) Policy 4.2.2: Natural Heritage System

- A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.*

The GGH natural heritage mapping does not apply to the subject lands as they are located within an approved settlement area boundary as of July 1, 2017.

- Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
 - will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
 - may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The Natural Heritage Evaluation (NHE) was prepared for the proposed applications which provides an update to the original 2017 NHE, and concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features.

3) Policy 4.2.7: Cultural Heritage Resources

- Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

Stage 1-2 Archaeological Assessments have been prepared for the properties that confirms no further archaeological assessment of the study area is warranted.

4.3.4 Implementation

Section 5 of the Growth Plan contains policies applicable to the proposed applications including Growth Forecasts (5.2.4).

1) Policy 5.2.4: Growth Forecasts

- 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.*

The development is planned to achieve a density of approximately 56 people and jobs per hectare (992 people & jobs/17.69 ha.).

4.3.5 Simcoe Sub-Area

Section 6 of the Growth Plan contains policies applicable to the proposed applications including Managing Growth (6.3).

1) Policy 6.3: Managing Growth

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

The City of Barrie is identified as a Primary Settlement Area in Schedule 8 of the Growth Plan.

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

- a) *identify primary settlement areas;*

The subject lands are located within the settlement area boundary of the City of Barrie.

- b) *identify and plan for strategic growth areas within primary settlement areas;*

The City of Barrie has identified and planned for strategic growth areas as identified on Map 1. The subject lands are not within a strategic growth area; however, they are located approximately 2 kilometres from a Major Transit Station Area.

- c) *plan to support the achievement of complete communities within primary settlement areas; and*

The proposed applications will provide a range of residential and recreational land uses within a planned mixed-use area, which will contribute to Barrie being a complete community.

- 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.*

The proposed development facilitates appropriate intensification, building form, and massing on lands designated for residential development. The compact built form and pedestrian connections will encourage active transportation, and the subdivision will be built at transit supportive densities.

In our opinion, the proposed applications conform to the Growth Plan.

4.4 The Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed.

In fulfillment of the watershed policies of the LSPP the Hewitt's Landowners Group retained a number of consultants to prepare a detailed Subwatershed Impact Study (SIS) that was reviewed and accepted by the Lake Simcoe Conservation Authority and the City of Barrie. The detailed design will be submitted to the City and the LSRCA in support of the proposed development and will include Low Impact Development facilities, and calculations relating to phosphorus loading and water balance.

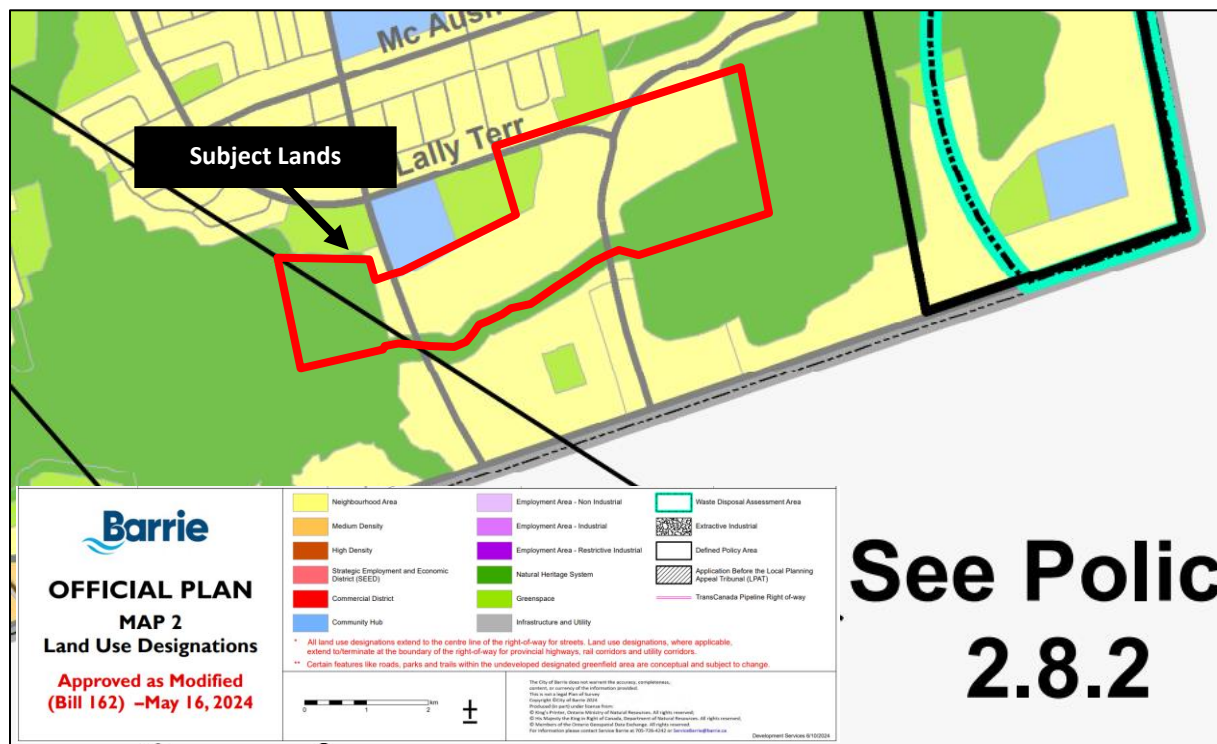
In accordance with policy 6.40-DP, a Natural Heritage Evaluation and Hydrogeological Assessment have been prepared in support of the applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored. In our opinion, the proposed applications conform to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

On May 16, 2024, Bill 162 (Get it Done Act, 2014) received Royal Assent, which brought the new City of Barrie Official Plan into effect pursuant to Minister Modifications. The new Official Plan directs the city's growth to accommodate for population and job growth by 2051. The document provides municipal policies and objectives for protecting employment lands, natural spaces, and building up the downtown and other growth areas to create more homes, as these matters adhere to provincial interest.

The subject lands are designated Neighbourhood Area, Open Space and Natural Heritage System according to Map 2–Land Use Designations (**Figure 9**).

Figure 9. City of Barrie Official Plan, Map 2: Land Use Designations



4.5.1 Official Plan Policies

The proposed application has been reviewed to determine its conformity with the following Official Plan policies.

4.5.1.1 Designated Greenfield Area

The lands are identified to be within the Designated Greenfield Area, as shown on Map 1 of the Official Plan. Section 2.4.2.3 contains policies for Designated Greenfield Areas which have been assessed below:

- a) *The City's balanced approach to growth management means that 50% of annual residential growth will be directed towards the Designated Greenfield Area.*

The proposed development will provide 338 single detached and townhouse dwelling units which will contribute to the City's housing supply and residential growth targets. A minimum of 50 additional second suites/accessory dwelling units will also be provided.

- b) *The development of new neighbourhoods on Designated Greenfield Area lands shall generally be planned and designed according to a modified grid street pattern.*

The subdivision proposes a modified grid street pattern, which is based on the proposed extension of Prince William Way, Lally Drive and Terry Fox Drive as shown in the Official Plan.

- c) *Development on Designated Greenfield Area lands will follow a logical progression where new development is contiguous with or abuts developed areas and progresses outward, excepting where physical barriers or significant natural heritage features and areas prohibit this development pattern.*

This Report assumes the modifications noted in the City of Barrie Official Plan Recommendations dated December 6th, 2023, are approved. As such, Appendix 2 has been removed to remove the Phasing Plan and identify the lands within Designated Greenfield Area (DGA) East, which is an area planned for future development.

- d) *Designated Greenfield Area lands shall be planned to maximize the potential for the creation of complete communities and sustainable development. This will be achieved through:*
- i) The efficient use of land and infrastructure;*
 - ii) Preservation of the Natural Heritage System;*
 - iii) A varied land use arrangement including a mix of uses along Intensification Corridors and within Strategic Growth Areas, the provision of live-work opportunities, and a mix of housing options and employment opportunities;*
 - iv) The opportunity to provide viable transit service and the provision of active transportation facilities;*
 - v) The creation of neighbourhoods with parks, schools and the Natural Heritage System as their focal points within a five-minute walk of most residents; and,*
 - vi) The implementation of measures to maintain the natural hydrologic cycle and function of the watersheds, and to protect ground and surface water quantity and quality.*

The development will efficiently utilize lands designated for residential development. A Natural Heritage Evaluation, Supplemental Geotechnical Investigation and a Hydrogeological Study were prepared for the subject lands to assess protection of natural heritage features and surface water quantity and quality. The lands are located along a planned transit route, and the mix of uses will encourage active transportation.

- e) *Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051. The portion of Designated Greenfield Area lands identified as Phase 1 West, Phase 2 West, and Phase 3 West on Appendix 2: Phasing Plan as adopted by By-law 2022-016, excluding Employment Areas, may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.*

The development of the subject lands is planned to achieve a density of approximately 65 people and jobs per hectare (1,138 people & jobs/17.69 ha.). The overall density is to be measured across the entirety of the Designated Greenfield Area. The surrounding lands will be further developed with a range of residential uses, including the southern portion of the properties subject to the applications. More specifically, the adjacent Hewitt's South plan of subdivision, which is in the same ownership, is proposed at 142 people and jobs per hectare on a similarly sized parcel. When combined, these two plans of subdivision (Hewitt's Central and Hewitt's South) will achieve a density of 103 people and jobs per hectare (3,603/35.09 ha.).

Additionally I note that the Hewitt's Central plan of subdivision contains a stormwater management pond that in part, provides quality and quantity control for a portion of the Hewitt's Gate East subdivision.

- f) *For developments in the Designated Greenfield Area that received approval prior to the approval of this Plan, consideration should be given as to whether the Designated Greenfield Area density target can still be met (on remaining vacant blocks, future development blocks, or future phases of draft plans of subdivision), provided that the infrastructure will support the increased density.*

The development is planned to achieve a density of approximately 65 people and jobs per hectare (1,138 people & jobs/17.69 ha.), or a combined 103 people and jobs per hectare (3,613/35.09 ha.) between the Hewitt's Central and Hewitt's South subdivisions that are in the same ownership. A Functional Servicing Report was prepared to confirm the lands will be effectively serviced by municipal infrastructure.

- g) *To meet the Designated Greenfield Area density target and to help meet housing need, development across the Designated Greenfield Area shall provide a range and mix of housing options, unit types, and built form.*

The development will provide 338 single detached dwelling and townhouse units to provide additional housing options in this area of the City. An additional 50 second suites/accessory dwelling units will be constructed on these lands.

- h) *All new neighbourhoods and employment areas in the Designated Greenfield Area will be designed to support resource conservation and environmental preservation, protection and enhancement, and should include the best practices in the use of energy, water conservation/recycling, and sustainable community planning.*

New buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further, the proposed compact built form of the development promotes greater energy efficiency.

- i) *To ensure new development on Designated Greenfield Area land is integrated, co-ordinated, and financially viable, all growth shall occur in accordance with the phasing policies set out in Section 9.5.2, and servicing shall be co-ordinated in accordance with the infrastructure policies of Sections 5.6 and 6.6.*

A Functional Servicing Report and Preliminary Stormwater Management Report have been prepared in support of the applications.

4.5.1.2 General Land Use Policies

Section 2.5 contains general land use policies that are applicable to all land use designations. The applicable policies are outlined below:

- h) *All new development shall be on full municipal services.*

The proposed development will utilize municipal services, as concluded in the Functional Servicing Report.

- i) *The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.*

Refer to Section 5 of this Report for an analysis on affordable housing.

4.5.1.3 Neighbourhood Area Designation

A majority of the subject lands are designated Neighbourhood Area, as shown on Map 2, which recognize new and existing neighbourhoods and communities. The applicable policies of Section 2.6.1 are outlined below:

1) Policy 2.6.1.1 Permitted Uses

The following uses shall be permitted in areas designated as Neighbourhood Area:

- a) Residential;
- b) Home occupation;
- c) Parks and other open space areas;
- d) Assisted living, long-term care homes, and other co-housing opportunities;
- e) Supportive housing;
- f) Public service facilities;
- g) Community facilities;
- h) Commercial, including small scale office, provided the use is located on a collector or arterial street as indicated on Map 4b; and,
- i) Retail provided the use is located on a collector or arterial street as indicated on Map 4b

The lands designated Neighbourhood Area are shown as single detached dwellings, and blocks for townhouses, parkland and stormwater management.

2) Policy 2.6.1.2 Land Use Policies:

- 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.*

The proposed subdivision will provide 338 single detached dwelling and townhouse units, which will contribute to the City's low-rise housing stock.

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

The subdivision will incorporate sidewalks and trails to encourage active transportation. Also, a future transit route is proposed along the collector roads of the subdivision.

- 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).*

The lands are designated Neighbourhood Area within the Designated Greenfield Area. This Report assumes the modifications noted in the City of Barrie Official Plan Recommendations dated December 6th, 2023, are approved. As such, Appendix 2 has been removed to remove the Phasing Plan and identify the lands within Designated Greenfield Area (DGA) East, which is an area planned for future development.

- 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.*

The development will provide a mix of single detached dwellings and townhouse units which will be compatible with the surrounding built form of the existing area and proposed future development.

- 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.*

The proposed subdivision will facilitate an appropriate intensification on lands designated for residential development, use municipal services and avoid natural heritage features. Further the southern portion of the lands is proposed to contain a range of low and medium density residential building types, and the surrounding area is planned to be a mixed use community.

- 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 lots will be permitted to contain additional residential units.

3) Policy 2.6.1.3 Development Policies:

- a) *Unless otherwise specified in this Plan, development on lands designated Neighbourhood Area which front onto a local street or collector street, as identified on Map 4b, shall be kept to three storeys or less, unless otherwise specified in the Zoning By-law and in which case shall be no more than four storeys.*

The proposed single detached dwelling and townhouse units will not exceed four storeys in height.

- h) *To promote transit supportive development, new development occurring on lands fronting on streets classified on Map 4b as collector or arterial streets, or fronting onto Intensification Corridors as per Map 1, should be planned to a minimum residential density of 50.0 units per hectare.*

The properties do not have frontage on Lockhart Road, which is an arterial street. The subject lands include the northern portion of these properties, and the proposed development will achieve a residential density of 22 units per hectare (338 units & 50 second suites/accessory dwelling units /17.69 hectares). The proposal is appropriate as the southern portion of the properties, known as Hewitts South, are proposed to contain a range of low and medium residential uses which is planned to achieve a residential density of 73 units per hectare (1,276 units/17.40 hectares). When combined these two subdivisions, which are in the same ownership, will achieve approximately 47 residential units per hectare. The density on only the collector and arterial roads would be well above 50 units per hectare.

- k) *Where limited or no commercial and retail uses exist within 450.0 metres of a new development proposed for an Intensification Corridor or arterial street, a mix of uses would be required, as per the following:*
- i. The mix of uses would need to include a combination of two of the following: residential, commercial, retail, community facilities, and office use development;*
 - ii. A minimum of 50% of the building frontage should consist of non-residential uses; and,*
 - iii. Variation from the requirements in 2.6.1.3(j)(i) and (j)(ii) may be considered and will be evaluated against the needs of the surrounding area.*

The subject lands are the northern portions of three properties on Lockhart Road, and as such, do not have direct frontage on an Intensification Corridor or arterial street. The lands to the south, known as Hewitts South, are proposed to contain commercial uses.

- m) *To accommodate servicing capacity, Neighbourhood Area lands that are adjacent to municipal boundaries may develop at lower density and height requirements than what is provided for in this Plan to allow for more appropriate transitions.*

The properties are located along Lockhart Road which is adjacent to the municipal boundary of Barrie and Innisfil. The proposed development will achieve a residential density of 22 units per hectare (338 units & 50 second suites/accessory dwelling units /17.69 hectares). The proposed density is appropriate as it will allow an appropriate transition between the adjacent low density residential development, and the medium density residential uses proposed on the southern portion of the properties, known as Hewitts South.

4.5.1.4 Natural Heritage System (NHS) Designation

A portion of the lands are designated Natural Heritage System (NHS), as shown on Map 2, which identifies the system of natural heritage features and areas, and adjacent lands, within the city. The applicable policies of Section 2.6.6 are outlined below:

1) Policy 2.6.6.1 Permitted Uses

The following uses shall be permitted in areas designated as NHS::

- a. *Environmental conservation and preservation;*
- b. *Environmental stewardship, restoration, and rehabilitation;*
- c. *Flood or erosion control mechanisms, if demonstrated in the public interest;*
- d. *Hazard management, if demonstrated in the public interest;*
- e. *Naturalized trails, boardwalks and interpretive/wayfinding signage installed, or as permitted, by a public authority;*
- f. *Low impact recreational facilities and minor recreation uses;*
- g. *Low intensity active transportation infrastructure installed by a public authority; and,*
- h. *Invasive species management.*

The lands designated NHS are shown in the Draft Plan of Subdivision as environmental protection blocks. The pedestrian plan submitted with the application proposes a recreational trail within the NHS area to encourage active transportation.

2) Policy 2.6.6.2 Land Use Policies

- a) *The Natural Heritage System, identified by the land use designation of the same name on Map 2, is critical to providing residents with a connection to the natural environment, which in turn supports a healthy lifestyle and improves quality of life.*

The lands designated Natural Heritage System are identified as Environmental Protection blocks on the proposed subdivision. A recreational trail is proposed within these blocks to encourage residents connecting with the natural environment, as well as active transportation.

- b) *To ensure a high-quality of life, economic competitiveness, and most importantly, to protect and preserve the city's natural heritage resources while building climate resilience and combatting ecosystem and community vulnerability, the features and ecological functions of the Natural Heritage System shall be protected, preserved, and enhanced over the long term.*

A Natural Heritage Evaluation (NHE) Update was prepared for the proposed applications which concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features identified on the subject lands and adjacent lands.

- c) *Features that make up the Natural Heritage System include: provincially significant wetlands, other wetlands, significant woodlands, other woodlands, significant valleylands, significant wildlife habitat, habitat of endangered or threatened species, watercourses, fish habitat, natural areas abutting Lake Simcoe, areas of natural and significant interest, cultural thickets, cultural meadows, natural areas of local significance, natural corridors and linkages, and areas of natural and scientific interest. These features are important for their environmental and social values, and are accompanied by natural hazard lands, which include floodplains, erosion hazard areas, steep slopes, and unstable soils.*

The NHE identifies the candidate key natural heritage features within the study area, which include habitat for threatened and endangered species, wetland, significant woodland, candidate significant wildlife habitat and fish habitat. The Report provides mitigation measures and concludes the development not expected to negatively impact the ecological functions of the natural heritage features.

- d) *Development on lands designated Natural Heritage System and considered Environmental Protection Area 1 or 2, as per Map 3, shall not be permitted, except for the following: i) Site alteration to improve, protect, or enhance ecological features and functions; ii) Improvement or enhancement of the natural heritage feature (e.g. creek daylighting); iii) Erosion and flood control in the public interest; iv) Protection from hazard lands and natural hazards; and, v) Where permitted subject to the environmental protection area policies in Section 5 and 6 and any other applicable policies of this Plan.*

No development is proposed on lands designated Natural Heritage System or considered Environmental Protection Area 1 or 2.

- e) *Where development is permitted as described in 2.6.6.2(d) of this Plan, the lands subject to the site alteration or development proposal may be redesignated by way of an Official Plan amendment as appropriate, to permit a wider range of land uses.*

No development is proposed on lands designated Natural Heritage System or considered Environmental Protection Area 1 or 2.

- f) *The City shall use the Province's Land Use Compatibility Guideline when making land use decisions regarding the Natural Heritage System to ensure land uses can co-exist and thrive in the long term.*

No development is proposed on lands designated Natural Heritage System, and the Report concludes the development not expected to negatively impact the ecological functions of the natural heritage features.

4.5.1.5 Greenspace Designation

A portion of the lands are designated Greenspace, as shown on Map 2, which identifies lands for parks and other outdoor recreational and functional open spaces. The applicable policies of Section 2.6.7 are outlined below:

1) Policy 2.6.7.1 Permitted Uses

The following uses shall be permitted in areas designated as Greenspace:

- a. *Environmental Passive and active recreation uses, which may include, but are not limited to:*
 - i. *Various forms of recreation facilities or recreation spaces, as further guided by the policies of the parks network in Section 5.6 of this Plan, and permitted by the Zoning By-law;*
 - ii. *Community garden, rain garden, or urban agriculture installments;*
 - iii. *Naturalized areas;*
 - iv. *Celebration spaces (e.g., open theatre stages and urban squares); and,*
 - v. *Marina or boat launch;*
- b. *Low impact development facilities and stormwater management facilities/ponds, though their use in parks is restricted;*
- c. *Cemeteries; and,*
- d. *City-owned renewable energy infrastructure.*

The lands designated Greenspace are shown on the proposed subdivision as a parkland block. The pedestrian plan submitted with the application proposes a recreational trail within the NHS area to encourage active transportation.

2) Policy 2.6.7.2 Land Use Policies

- a) *Development shall only be permitted on land designated Greenspace, where it is directly related to and required for the permitted uses.*

The portion of the subject lands designated Greenspace will comprise of a parkland block, which is a permitted use noted in Section 2.6.7.1.

- b) *Buildings or structures as part of a permanent development shall not be permitted on the waterfront except for public washrooms, boat launches and docks, and pavilions.*

Not applicable to the subject lands.

- c) *The establishment of new cemeteries shall be in accordance with, or require an amendment to, the Zoning By-law, and shall be subject to the following criteria: i) The proposal has demonstrated no negative impacts on the natural environment, including groundwater, by way of an environmental impact study; and, ii) The proposal has no adverse traffic, parking and visual impacts on the surrounding land uses as demonstrated through appropriate studies.*

Not applicable to the subject lands.

- d) *Public access to private cemeteries is restricted.*

Not applicable to the subject lands.

- e) *The permission of low impact development features in parklands will only be considered in cases where there would be no adverse impact to existing or future parkland programming, design and operations.*

A Preliminary Stormwater Management Report was prepared for the submission which confirms low impact development (LID) features are proposed in one of the parkland blocks within the subject lands (Block 159). To avoid adverse impacts, the Report notes the LIDs comprise of site design strategies that minimize runoff and utilize distributed, small-scale structural practices that mimic natural or pre-development hydrology.

4.5.1.6 General Urban Design Guidelines

Section 3.2 of the Official Plan contains general urban design policies for all land use designations, which are addressed below:

1) Policy 3.2.1 Human Scale Design

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*
- i. *A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:*
 - a. *Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;*
 - b. *Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,*
 - c. *Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;*
 - ii. *A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*
 - iii. *Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;*
 - iv. *Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,*
 - v. *Appropriate transitions between the private and public realm. This should be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.*

The proposed subdivision provides block lengths of less than 250 metres and includes pedestrian sidewalks and trails to encourage active transportation. The proposed street network integrates with adjacent lands and a Traffic Letter was prepared which concludes the proposed development will not adversely affect the capacity or result in any traffic safety issues on the planned surrounding road network. The proposed built form will utilize high quality architectural elements, which will be further reviewed in detailed design.

- b) *Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use*

designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.

The proposed subdivision will contain low-density residential uses which will be compatible with the surrounding lands. All buildings will need to meet the development standards in the Zoning By-law to provide sufficient building heights and setbacks.

- c) *Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive, recognizing that areas including intensification corridors, Strategic Growth Areas, Major Transit Station Areas and the Urban Growth Centre are the focus for increased heights and densities and will experience built form changes to achieve the City's stated goals of evolving into a medium-sized City.*

The subject lands are not within an intensification corridor, strategic growth area, major transit station area or urban growth centre. The subdivision will provide ground related housing at an appropriate density and height for the future residential area.

- d) *The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. The determination of over-development should be weighed across a variety of characteristics that include:*
- i. demands on city infrastructure and services;*
 - ii. impacts on public realm and local character;*
 - iii. height or density;*
 - iv. shadow impacts, over-look conditions, or access to daylight; and,*
 - v. impacts to a site's functionality or the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.*

The proposed application will not result in over-development as the lands will provide a low-density residential built form, be efficiently serviced by municipal infrastructure, provide additional parkland for future residents, and the street network and lots will integrate with the adjacent lands.

2) Policy 3.2.2 Complete Neighbourhood Design

- a) *To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, should generally be designed to contribute to:*
- i. The diversity of land uses in the neighbourhood;*
 - ii. The diversity of housing types and options in the neighbourhood;*
 - iii. The diversity of, and connectivity between, different open space types in the neighbourhood;*
 - iv. Connectivity to transit facilities and active transportation networks in the neighbourhood;*
 - v. Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;*
 - vi. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;*
 - vii. For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;*
 - viii. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,*
 - ix. Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.*

The subdivision will contribute to the range of housing options in the City through single detached dwellings, street townhouses, second suites and accessory dwelling units. The lands contain streets that are planned transit routes, and will contain sidewalks to encourage active transportation. A neighbourhood park is proposed to provide recreational opportunities to future residents, as well

as pedestrian connections to integrate with the streetscape. The site has been designed in consideration of Crime Prevention through Environmental Design principles.

3) Policy 3.2.3 Sustainable and Resilient Design

a) *To support the City's sustainable design priorities, all development applications should demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:*

- i. *Optimization of passive and renewable energy design strategies;*
- ii. *Minimization of non-renewable energy consumption, as well as waste;*
- iii. *Use of environmentally-friendly products;*
- iv. *Protection and conservation of water*
- v. *Enhancement of the natural environment;*
- vi. *Mitigation of climate change and major weather events, including through the use of design elements and durable materials;*
- vii. *Adaptation to Barrie's seasonal changes; and,*
- viii. *Resource conservation through operational and maintenance practices.*

A Natural Heritage Evaluation, Hydrogeological Study and Geotechnical Report were prepared in support of the proposed applications to ensure the protection of water resources and natural heritage features. All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process.

4) Policy 3.2.4 Public Realm Design

To pursue design excellence in the development of a high quality, sustainable and attractive public realm, the streets, squares, parks, and other public places that comprise the public realm should not be seen in isolation, but within the wider network of public and private spaces, as well as the context of adjacent buildings and their uses.

The proposed parkland will be integrated with adjacent uses through pedestrian connection blocks. Further, the Pedestrian Circulation Plan identifies potential trail connections to be further reviewed during detailed design.

5) Policy 3.2.5 Heritage Conservation

a) *Development in Barrie's historic neighbourhoods should conserve and appropriately manage the character of each individual neighbourhood, subject to the appropriate studies and the City-Wide Urban Design Guidelines.*

The subject lands are not within a historic neighbourhood.

d) *Indigenous heritage preservation will be a consideration for future development, and consultation with Indigenous Nations on proposed development within Treaty 16, Treaty 18, and Williams Treaty lands, as applicable and where appropriate, shall be undertaken.*

The subject lands are within Treaty 18 as identified on Map 8. Stage 1-2 Archaeological Assessments were completed which concludes no further archaeological assessment of the study area is warranted.

4.5.1.7 Built Form Types and Development Criteria

Section 3.3 of the Official Plan contains general design policies for all built form, which are addressed below:

1) Policy 3.3.1 General Built Form Development Criteria

- a) *Buildings should be oriented to create a strong street presence, with main entrances located to face the street.*
- b) *Corner buildings should address both streets by providing two articulated façades facing the street.*

- c) *Blank facades facing a street, open space, or park are strongly discouraged.*
- d) *Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.*
- e) *Intersections of major streets should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.*
- f) *Buildings should be designed to completely screen roof-top mechanical equipment from public view.*
- g) *Long building facades that are visible along a public street may incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to create articulation and visual interest in the mass of such facades.*

A standard draft plan condition that is expected to be imposed on the subdivision is to require enhanced elevations on corner lots to improve the streetscape in the subdivision.

2) Policy 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.*
- d) *Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should generally provide a front-yard and front-door pedestrian entrance facing the public street. Where such elements cannot be included, enhanced architectural elements may be required to address the street-facing nature of the flanking elevation.*
- e) *Stacked townhouses should be a maximum of four storeys in height and should be designed to generally resemble a traditional street townhouse.*
- 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 Plan of Subdivision will facilitate 338 single detached dwellings and townhouse units through a Zoning By-law Amendment application and Draft Plan of Subdivision application. The proposed low-rise residential units will be designed to compliment the streetscape and provide a consistent building façade within the neighbourhood, which will be further reviewed during detailed design. No stacked townhouses are proposed.

4.5.1.8 Complete Streets

Section 4.2 of the Official Plan contains policies on the concept of complete streets to ensure streets are planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for all users and abilities regardless of their mode of transportation. The policies state the mobility network will be planned in the following manner:

- a) All streets shall be designed to be complete streets with appropriate customization according to the street hierarchy (e.g., arterial, collector, and local streets).
- b) Streetscapes shall be designed to generally consider the complete street zones demonstrated in Figure 1 below and described in Section 4.2.1.
- c) Street cross-sections shall be planned, designed, and built in accordance with the Transportation Master Plan and engineering standards as updated by the City.
- d) Sub-typologies for street types, if developed as part of Transportation Master Plan, must be established to respond to the community structure and different land uses.

The proposed street pattern has been designed in conjunction with the surrounding future development and City of Barrie Transportation Master Plan. A Pedestrian Circulation Plan has been prepared which demonstrates how the subdivision will incorporate sidewalks, transit routes, and recreational trails to encourage active transportation. Further, a Traffic Letter was prepared which states the proposed development will not adversely affect the capacity or result in any traffic safety issues on the planned surrounding road network.

4.5.1.9 Natural Heritage System General Policies

Section 5.3.1 of the Official Plan contains general policies for the Natural Heritage System, which are addressed below:

- a) *Lands part of the Natural Heritage System are subject to a series of natural heritage protection overlays identified on Map 3.*

The lands are identified with natural heritage protection overlays in Map 3, including Natural Core, High Constraint Stream Corridor Area, High (S) Constraint Stream Corridor Area – Special, and High (S) Constraint Stream Corridor – Special Policy Area.

- b) *The City will protect its natural heritage features and areas for the long term.*

The Natural Heritage Evaluation prepared for the proposed applications concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features.

4.5.1.10 Natural Heritage Protection Overlays

Section 5.4 contains policies for each protection overlay for the Natural Heritage System, which are addressed below:

- 1) Policy 5.4.3 Natural Core Overlay

- b) *A core area approach focuses on protecting not only the features, but also their ecological functions. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site-specific factors. The factors are based on both features and functions and the boundaries include a 30.0 metre buffer from the edge of the woodlands within the Lake Simcoe watershed, wetlands and watercourses within the natural core areas, a 10.0 metre buffer from the dripline of the woodland features and to woodlands outside of the Lake Simcoe watershed and a 5.0 metre buffer where the boundary of the natural core areas is an existing meadow or thicket. The general ecological principles considered included: i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species; ii) Size – Sufficient size to protect interior habitat; iii) Contiguity – Designed to create contiguous units; iv) Connectivity – The unit can be linked to other units; v) Significance – The area supports significant species or habitats; and, vi) Overall*

watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

The Natural Heritage Evaluation recommends buffer widths, which includes a 30 metre setback to woodlands within the Lake Simcoe watershed and a 30 metre setback to wetlands and watercourses within the natural core area.

2) Policy 5.4.5.1 High Constraint Stream Corridor Area and High Constraint Stream Corridor Area Special

- a) *High constraint stream corridor areas, as illustrated on Map 3, include identified watercourses with associated riparian lands, and the corridor area shall include buffers measured from stable top-of-bank. These areas are located within natural core and natural linkage areas.*

The subject lands are identified to contain High Constraint Stream Corridor Area and High Constraint Stream Corridor Area Special Policy Area.

3) Policy 5.4.5.3.1 Special Environmental Area

In addition to the requirements of Sections 5.4.5.1 and 5.4.5.3 (b), the location and boundaries of the floodplain related to the high (S) constraint stream corridor area within the special environmental area identified on Map 3 shall only be modified and/or relocated according to the following:

- a) *Such that the floodplain area, meander belt width and related features, including channel and required setbacks, are accommodated within the high (S) constraint stream corridor area overlay which will have a width of 60.0 metres.*
- b) *Pursuant to the relocated floodplain area occurring within 60.0 metres of the corridor, cut/fill will be permitted on adjacent residential land as part of the floodplain area redesign.*
- c) *Any proposed road crossings through the corridor area will be subject to road ecology principles, in order to maintain corridor function objectives and connectivity.*

The Natural Heritage Evaluation prepared in support of the applications concludes the information contained within the Official Plan related to the 60-metre corridor is consistent with the OMB Minutes of Settlement (2015). No private development is proposed within this area.

4.5.1.11 Greenspace Design Policies

Section 5.6 of the Official Plan contains policies on the city's Greenspace, which is comprised of parks, as well as other recreational and functional open space uses, such as the waterfront, cemeteries, and utilities and corridors. The proposed subdivision contains two parkland blocks, which are reviewed below:

1) Policy 5.6.2.3 Neighbourhood Parks

- a) *Neighbourhood parks are intended to function as the social and recreational focal points of a neighbourhood, and generally be located within a five-minute walk of the communities they serve. Neighbourhood parks shall be between 0.75 hectares to 5.0 hectares in size and shall provide a balance of active, passive, multiple, and shared uses, such as children's playgrounds, smaller scale skateboard zones, basketball courts, tennis courts, multi-use play courts, un-lit sports fields, and social gathering spaces. Neighbourhood parks will meet the needs of the local community, and in some instances, accommodate City-wide facilities. Where possible, neighbourhood parks shall be co-ordinated with school sites to maximize efficiencies and shared use.*

The larger parkland block (Block 158) would meet the definition of a Neighbourhood Park as it is 0.86 hectares in size and provides sufficient space for outdoor recreational uses for future residents, and will contribute to the needs of the community.

2) Policy 5.6.2.6 Linear Parks/Greenways

- b) *Linear parks and greenways improve connections between significant destinations such as other parks and other open spaces, and community facilities. Both provide important linkages for pedestrians and cyclists, while linear parks provide further opportunities for small-scale recreational activities and additional programming. While greenways shall typically be a*

minimum of 12.5 metres in width, linear parks are encouraged to be a minimum of 25.0 metres in width.

The smaller parkland access block (Block 159) and pedestrian connection blocks (Blocks 160 & 161) would meet the definition of linear parks/greenways as they will provide connections between the parkland block within the subdivision, as well as the future open space block to the north of the lands. These blocks will provide pedestrian access and opportunities for small-scale recreational activities.

4.5.1.12 Affordable Housing

Section 6.4.2 of the Official Plan contains affordable housing policies. Refer to Section 5 of this Report.

4.5.1.13 Water Resources

Section 6.5 of the Official Plan contains policies on planning for safe, accessible, and clean drinking water. The applicable policies are assessed below:

1) Policy 6.5.1.1 Groundwater Protection

- b) *The City shall require a risk assessment and/or hydrogeology analysis, where appropriate, where there is potential for a proposed development to pose significant risk to a vulnerable aquifer.*

The subject lands are identified within a highly vulnerable aquifer on Map 7 of the Official Plan. A Hydrogeological Study was prepared in support of the application.

2) Policy 6.5.1.2 Groundwater Recharge Areas

- b) *Development and site alteration within a significant groundwater recharge area identified in policy 6.5.1.2(a)(i) and policy 6.5.1.2(a)(iii) shall be supported by a Hydrogeological Study which demonstrates that the quality of groundwater in these areas, and the function of the recharge areas, will be protected, improved, or restored.*

The subject lands are identified within a significant groundwater recharge area on Map 7 of the Official Plan. A Hydrogeological Study was prepared in support of the application.

4.5.1.14 Infrastructure

Section 6.6.2 contains development control policies for Infrastructure, which are addressed below:

- b) *Infrastructure, including wastewater, water facilities, and gas pipelines, should be planned and located in conjunction with the street right-of-way or existing infrastructure corridors.*

The proposed development will utilize municipal water and wastewater services. A Functional Servicing Report was prepared in support of the proposed development.

4.5.1.15 Stormwater Management

Section 6.6.4 contains development control policies for Stormwater Management, which are addressed below:

- a) *All new development shall utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible.*

The Functional Servicing Report concludes the proposed development can be adequately serviced based on the provision of storm sewers, Low Impact Development measures and the stormwater management facility. A Preliminary Stormwater Management Report was prepared in support of the proposed applications which concludes the stormwater management design is consistent with the Subwatershed Impact Study (SIS), City of Barrie Guidelines & Policies, LSRC Technical Guidelines for Stormwater Management, and the Ministry Design Guidelines.

4.5.1.16 Archaeological Resources

Section 8.4.4 contains policies for protecting archaeological resources, which are addressed below:

- a) *Archaeological assessments by archaeologists licensed under the Ontario Heritage Act, carried out in accordance with the Standards and Guidelines for Consultant Archaeologists, shall be required as part of a development application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision approval, or consent, and any application under the Planning Act or any public works undertaking where there is potential for archaeological resources including marine archaeological resources.*

Stage 1-2 Archaeological Assessments were prepared for the applications which concludes no further archaeology work is required.

4.5.1.17 Implementation

Section 9.5 contains policies for the City to consider when evaluating different types of development applications and land use controls, which are addressed below:

1) Policy 9.5.3: Plans of Subdivision

- a) *New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing complete communities while minimizing impacts on the City's existing property tax base.*

The proposed application will meet the intent of the proposed Neighbourhood Area designation as the lands will facilitate low-density residential uses that will be built at an appropriate density and contribute to the housing supply in the City.

- b) *New plans of subdivision must be integrated with adjacent lands, subdivisions, and roads.*

The plan of subdivision integrates the City's Transportation Master Plan to connect future roadways between adjacent lands. Further, the subdivision continues blocks of residential areas, stormwater management blocks (Block 163) and provides connections to adjacent open spaces (Blocks 159 & 160).

- c) *New plans of subdivision must include traffic calming on local roads to improve the safety of all street uses and create a more uniform speed.*

A Traffic Letter was prepared for the proposed applications which states the development will not adversely affect the capacity or result in any traffic safety issues on the planned surrounding road network.

- d) *New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that they do not adversely impact the transportation system, the natural environment, or adjacent land uses.*

The lands will efficiently utilize municipal services, as concluded in the Functional Servicing Report. The Traffic Letter concludes the development will have a negligible impact on the surrounding road network. The Natural Heritage Evaluation concludes the proposal is not expected to negatively impact any natural heritage features.

- e) *New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, sewage disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other community facilities.*

The lands will utilize municipal services and will have access to community facilities. The subdivision contains two parkland blocks and the lands to the north contains additional parkland and a secondary school.

- f) *The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency.*

The proposed layout of the subdivision maximizes energy efficiency through a compact built form and new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process.

- g) *New plans of subdivision must indicate the proposed use for all lots, blocks, and parcels within the subdivision.*

The proposed Plan will provide 119 single detached dwellings lots, 217 townhouse units, as well as blocks for parkland, stormwater management, environmental protection, and future development (additional single detached dwelling lots)

2) Policy 9.5.7: Zoning By-law Amendment

- a) *Conformity with the Plan's land use designation and overall intent of the Plan.*

The proposed application will meet the intent of the proposed Neighbourhood Area designation as the lands will facilitate low-density residential uses that will be built at an appropriate density and contribute to the housing supply in the City.

- b) *The inherent nature of the planned land uses and their potential for negative impacts, relative to any new proposed land use being sought by the amendment.*

The lands will contain residential, open space and environmental uses which are permitted in the Official Plan.

- c) *The availability of servicing the proposed land use, if the servicing needs are significantly different that the planned/permitted land uses.*

The lands will utilize municipal services, as described in the Functional Servicing Report.

- d) *The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed.*

A Plan of Subdivision application has been submitted concurrently.

- e) *How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.*

The proposed applications will meet the principles and policies of the Official Plan through providing a compact development that efficiently uses land, optimizes the use of planned infrastructure, provides a range of residential unit types and sizes, and protects the natural heritage system.

In our opinion, the proposed applications conform to the general intent of the City of Barrie Official Plan.

4.6 City of Barrie Zoning By-law 054-04

The lands are currently zoned Agricultural (AG) and Environmental Protection (EP), which was carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town but remains in effect on the lands by virtue of the Barrie-Innisfil Boundary Adjustment Act (**Figure 10**).

The purpose of the application for Zoning By-law Amendment is to rezone the lands Neighbourhood Residential (R5), Open Space (OS) and Environmental Protection (EP) (**Figure 11**). The proposed zoning will be implemented by the Draft Plan of Subdivision once approval is received. The rezoning is required to permit the uses and densities proposed within the Draft Plan of Subdivision, as follows:

- Neighbourhood Residential (R5) zone will apply to the various single detached dwelling lots (Lots 1- 119), street townhouses (Blocks 120-157), stormwater management block (Blocks 162 & 163), and pedestrian connection blocks (Blocks 160 & 161)
- Open Space (OS) zone will apply to the parkland blocks.
- The Environmental Protection (EP) zone will recognize and protect the natural heritage features (Blocks 206-208).

There are no special exceptions requested by the Zoning By-law Amendment application at this time.

Figure 10. City of Barrie Zoning By-Law 054-04 (Former Town of Innisfil Lands)

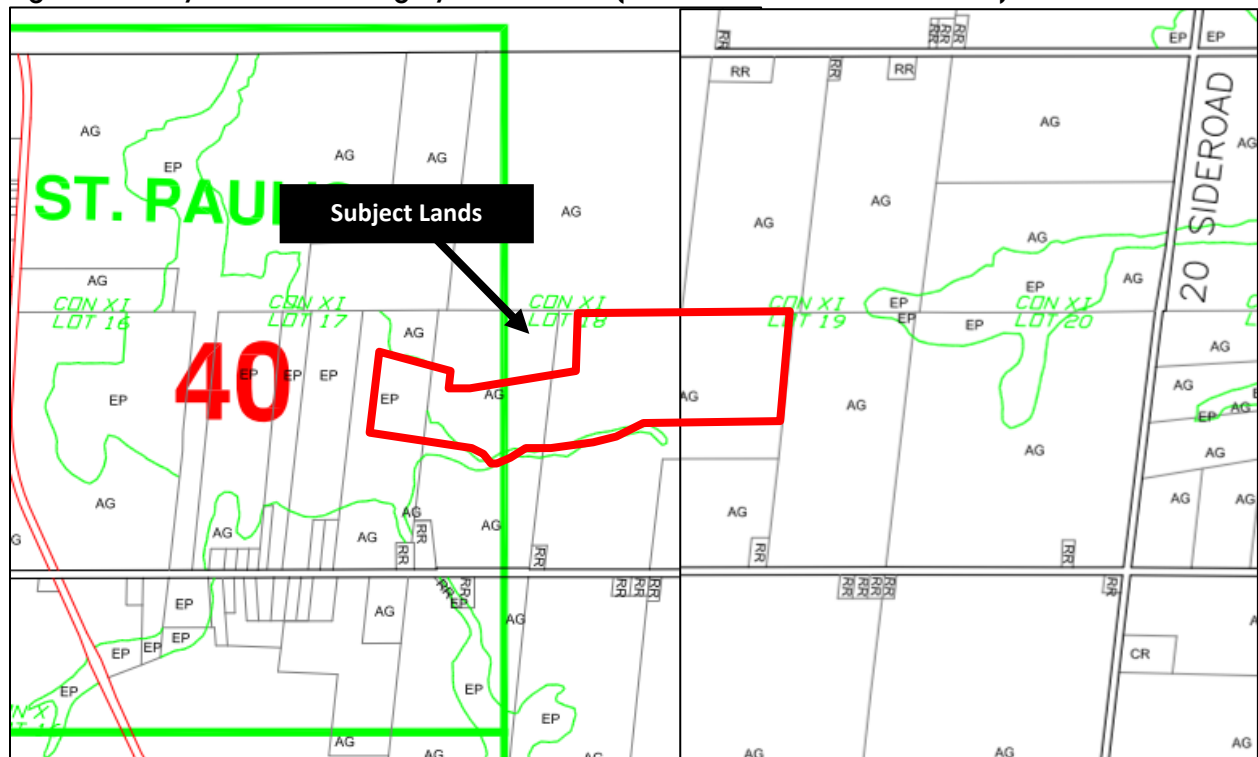
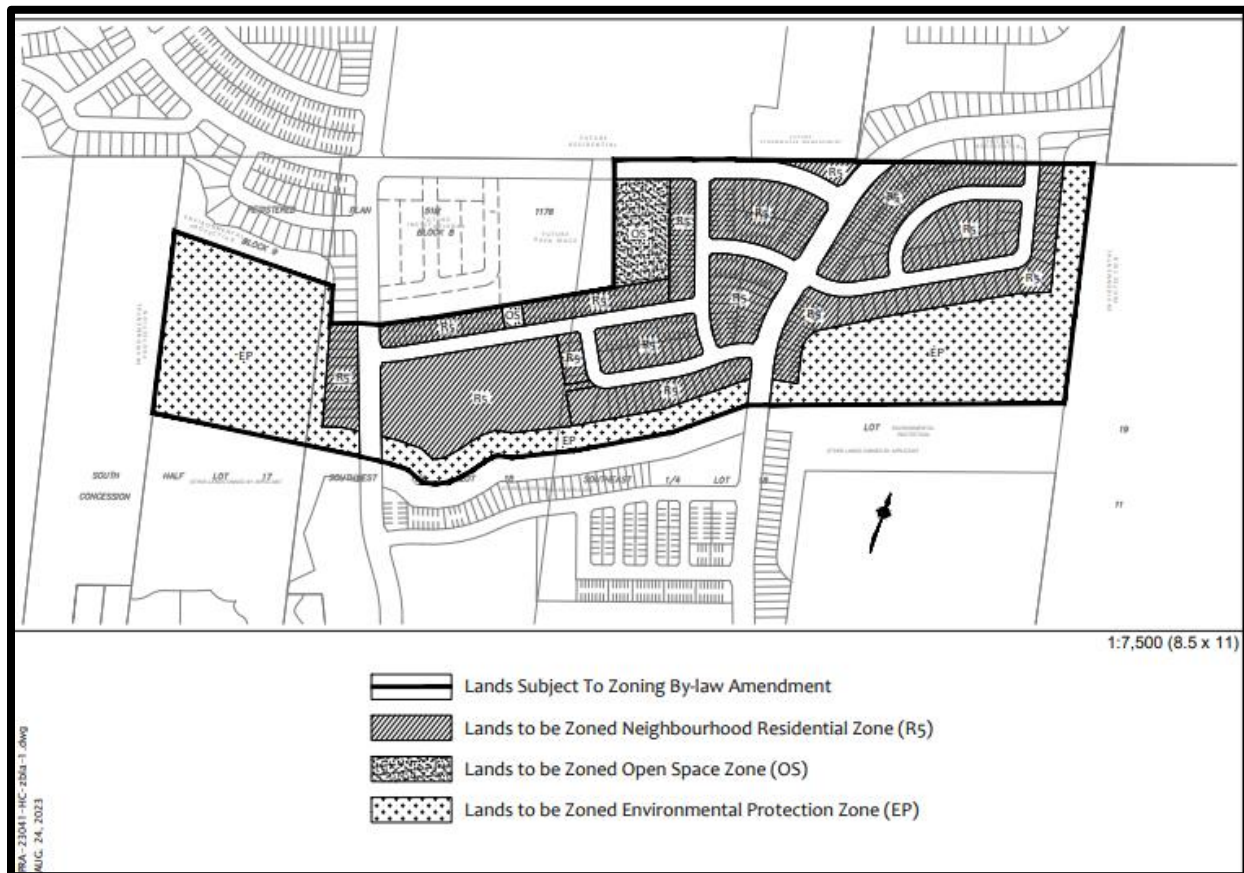


Figure 11. Draft Zoning By-law Schedule under Current In-Effect Zoning By-law 054-04



4.7 Proposed City of Barrie Zoning By-law

The City of Barrie is in the process of creating a new comprehensive Zoning By-law, which will be designed to implement the vision and policies of Barrie's recently approved Official Plan. The City has released Draft 2 of the new Zoning By-law for public and stakeholder consultation, which is now closed. Staff have advised that they anticipate that a third draft of the Zoning By-Law, will be released for statutory public consultation in the first quarter of 2024.

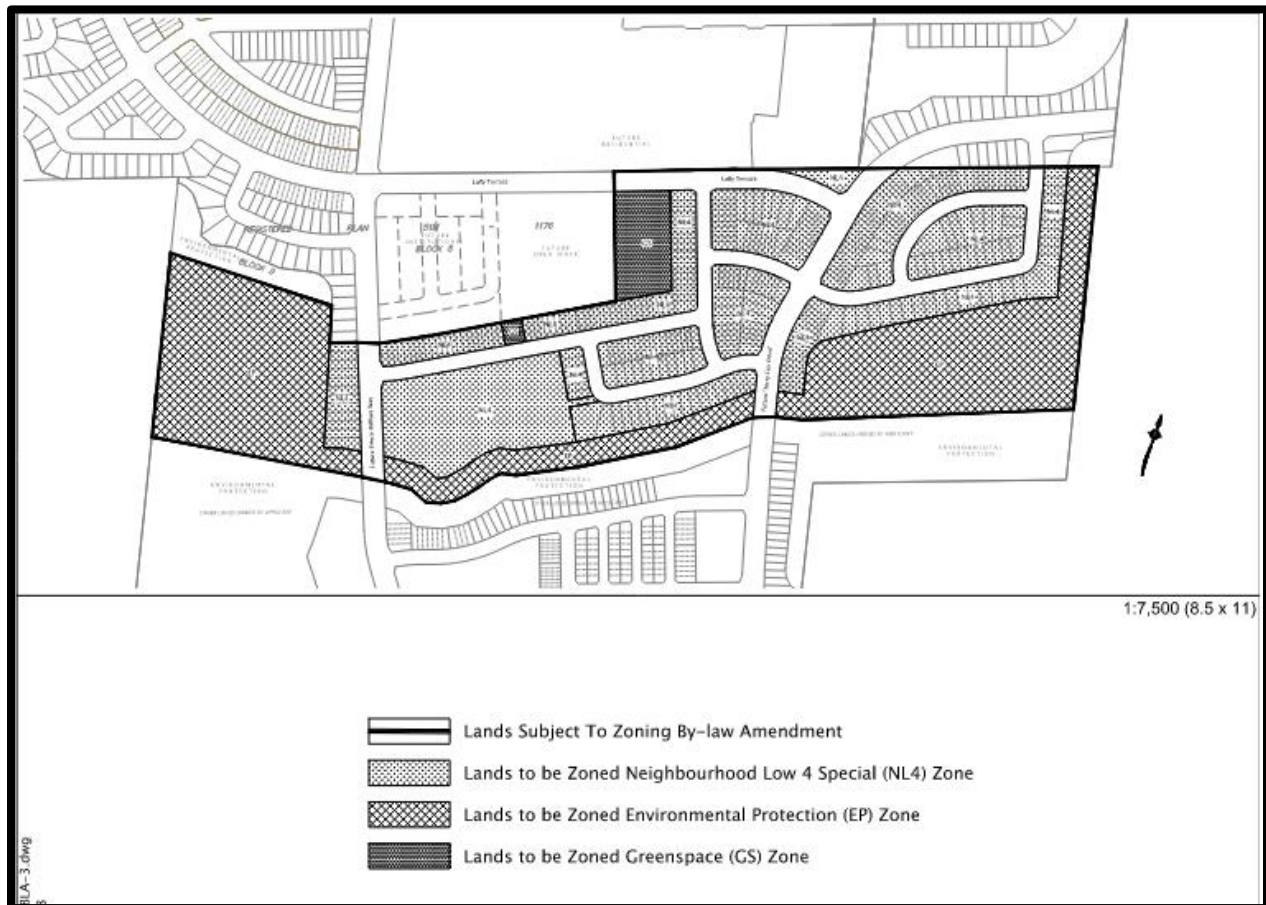
The lands are proposed to be zoned Neighbourhood Low 4 Special (NL4) and Environmental Protection (EP) in the current version of the new draft Zoning By-law. We would recommend the proposed subdivision be rezoned as Neighbourhood Low 4 Special Provision (NL4 (SP-xxx)), Neighbourhood Intensification Special Provision (NI (SP-XX)), Neighbourhood Commercial Special Provision (NC (SP-xxx)), Greenspace (GS), and Environmental Protection (EP), as illustrated in **Figure 12**.

1. The Neighbourhood Low 4 Special Provision (NL4 (SP-xxx)) zone would apply to the single detached dwelling lots and street townhouse blocks, and stormwater management block. The special

provisions would mirror the standards applicable to the current R5 Zone. This would include but not be limited to, the following:

- a. Rear yard setback of 5 metres.
 - b. Side yard setback (one-side) of 0.6 metres and 1.2 metres on the other side.
 - c. Private driveway length of 5.5 metres.
 - d. Exterior side yard setback of 2.0 metres.
 - e. Permit townhouse units with a lot frontage of 4.5 metres.
 - f. Permit a 1 metre setback to a daylight triangle.
2. The Greenspace (GS) zone would apply to the proposed parkland block.
 3. The Environmental Protection blocks are currently proposed to be zoned Environmental Protection (EP), which recognizes and protects the natural heritage system within the City.

Figure 12. Draft Zoning By-law Amendment under new Zoning By-law



5.0 AFFORDABLE HOUSING

In accordance with Section 6.4.2 of the Official Plan, and as confirmed during Pre-Consultation, the City of Barrie has requested an affordable housing report to be prepared in support of the proposed applications. The purpose of the report is to examine the impact that a proposed development will have on the supply of affordable housing options in the City and to address the Official Plan policies that speak to the need for preserving and enhancing the City's existing stock of affordable housing. The report is to include information and an assessment of the following:

a) Proposed Development:

- Description of proposal and concept plan
- Number of existing residential (including rental) units
- Number of residential units to be retained, added, or lost due to the proposed development
- Type and size of units, and whether the units are intended to be condominium registered
- Proposed rental or sale prices
- Any proposed phasing and the number of affordable housing being added or removed through each phase
- Site and contextual considerations

b) Plans and Policies:

- Review of relevant Provincial Policy Statement, Growth Plan, and Official Plan policies
- Review and compliance with the Affordable Housing Strategy

c) Analysis and Recommendations:

- Demonstrating how the proposal is consistent with relevant policies and regulations and how the proposed development will add to, or compensate for, the loss of the stock of affordable housing units.

5.1 Proposed Development

Section 3 of this Report details the proposed development, which includes 338 residential units. Refer to Section 3 of this Report for more information on the proposed development.

5.1.1 Tenure

The Owner is proposing that this development will be a freehold in tenure and second suites/accessory dwelling units would be rental.

5.1.2 Unit Sizes

In terms of estimated unit sizes, please note the following:

- **Single Detached (approximate).**
 - 9 metre Building Lots: Approximately 139m² (1,500ft²) – 167m² (1,800ft²).
 - 10.4 metre Building Lots: Approximately 167m² (1,800ft²) – 223m² (2,400ft²).
 - 11.0 metre Building Lots: Approximately 167m² (1,800ft²) – 223m² (2,400ft²).
 - 13.7 metre Building Lots: Approximately 260m² (2,800ft²) – 307m² (3,300ft²).
- **Townhouses (approximate).**
 - 6.0 metre Building Lots: Approximately 102m² (1,100ft²) – 167m² (1,800ft²).

The final decision on unit sizes will be determined based on additional market research and other business and construction considerations prior to building permits for the singles and townhouses units and final site plan approval for the apartment units.

5.1.3 Prices

In terms of sale prices, the Owner feels that there is no reasonable way, at this pre-approval/pre-tendering stage, to estimate sale prices in light of market changes, continuing development charge increases, interest rate uncertainty, changing material costs, and the exact timing of the units being constructed. The final decision on sale prices will be made when tender prices have been received; however, the Owner will provide a minimum of 15% of the total number of units (50 units) to contain second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. The City's most recent proposal is to permit up to 4 residential dwelling units on a lot.

5.2 Legislation, Provincial Plans & Provincial Policies

The provision of affordable housing is supported by legislation, Provincial Plans and Policies and well as local policies as outlined below:

5.2.1 Planning Act

As detailed in Section 4.1.1 of this Report, affordable housing is a matter of provincial interest according to Section 2f) of the Planning Act. Barrie City Council must have regard to affordable housing when carrying out their duties and considering whether to approve the proposed Zoning By-law Amendment application.

5.2.2 Provincial Policy Statement (PPS)

Section IV of the Provincial Policy Statement contains the Vision for Ontario's Land Use Planning System which includes creating efficient development patterns that optimize the use of land, resource and public investment in infrastructure and public service facilities which promote a mix of housing including affordable housing.

Section 1.1.1.b) state that healthy, liveable and safe communities are sustained by:

"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)..."

The Housing policies in Section 1.4.3 state that Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs 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 and which aligns with applicable housing and homelessness plans."

The PPS defines Affordable to mean the following:

- a) In the case of home ownership, the least expensive of*
 - 1) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.*
- b) In the case of home ownership, the least expensive of*
 - 1) A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) A unit for which the rent is at or below the average market rent of a unit in the regional market area.*

The PPS defines “low and moderate income households” as follows:

- a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or*
- b) In the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.*

5.2.3 A Place to Grow, Growth Plan for the Greater Golden Horseshoe

One of the “Guiding Principles” of the Growth Plan is to support a range and mix of housing options, which includes affordable housing. The context of the Growth Plan, as outlined in Section 2.1 states that “many communities in the GGH are facing issues of housing affordability” and the Plan helps to address this issue by providing direction to plan for a range and mix of housing options, including affordable housing.

The “Managing Growth” policies in Section 2.2.1.4c) state that applying the policies of the Growth Plan will support the achievement of complete communities that:

- “c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.”*

The “Housing” policies in Section 2.2.6a)i. state that municipalities will support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

- a) Identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
- b) Establishing targets for affordable ownership housing and rental housing.*

The Growth Plan’s definition of “affordable” and “low and moderate income households” is the same as the PPS.

5.3 Barrie Official Plan Policies

Section 6.4.2 of the Official Plan contains affordable housing policies, which have been provided below:

6.4.2 Affordable Housing Policies

- a) The City will take measures to ensure that housing options meet the needs of all residents.*

Note: The definition of ‘housing options’ includes housing arrangements and forms such as “affordable housing”.

- b) The City will explore partnership opportunities between the County of Simcoe, housing providers and agencies, private developers, as well as community groups, to provide innovative affordable housing options, including deeply affordable housing.*
- c) As a measure of social and economic resiliency, the City will plan for and support the provision of attainable and affordable housing to meet the diverse needs of the City’s residents, regardless of age or circumstance, so that all people can call Barrie home.*
- d) All development proposing ground-related housing, including single-detached, semi-detached, and street townhouse dwellings, shall include design options that provide purchasers the ability to have two residential units within the main building and/or an additional residential unit in an ancillary structure.*
- e) The City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this:*

- iii) *All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units*

The Owner will provide a minimum of 15% of the total number of units (50 units) to contain second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. The City's most recent proposal is to permit up to 4 residential dwelling units on a lot. As outlined in Section 5.5 of this report, those unit will be specifically designed to be affordable rental.

- iv) *All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(1), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three bedroom units or larger; and,*

The Owner will provide a minimum of 15% of the total number of units (50 units) to contain second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. The City's most recent proposal is to permit up to 4 residential dwelling units on a lot. As outlined in Section 5.5 of this report, those unit will be specifically designed to be affordable rental.

- v) *Consideration will be given to alternative parking ratios and development standards, the creation of a cash in lieu fund dedicated to affordable housing, and/or other alternative provisions of the implementing Zoning By law to assist in the provision of affordable housing units.*

For reference, policy 2.5l) states that *"The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The target is to be measured city-wide. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target"*

The subject lands are designated Neighbourhood Area. The Owner estimates that 15% of the total number of units will contain second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. As outlined in Section 5.5 of this report, those unit will be specifically designed to be affordable rental.

5.4 Barrie Affordable Housing Strategy (2015 & 2023)

In 2015 Barrie approved an "Affordable Housing Strategy", which was a 10-year plan to increase the supply of affordable housing units in the City. The intent of the Strategy was the construction of 840 affordable housing units in the City. Staff have prepared periodic 'Report Cards' or updates as to how the City has performed in meetings its objective. The most recent Report was published in September 2023 for the 2022 calendar year.

According to the most recent City Report, the overall affordable rent for apartment units, as of October 2022, in the regional market area was \$1,444 (\$1,073 for bachelor, \$1,335 for 1 bedroom, \$1,540 for 2 bedroom, and \$1,611 for 3 bedroom). The overall affordable rent for townhouses as of October 2022, in the regional market area, was \$1,841 (\$1,642- 2 bedroom and \$1,911 - 1 bedroom).

The overall affordable house price for ownership units is \$317,000 based on household income.

The implementation of the Strategy has occurred through a variety of ways such as:

- Establishing a built form task force.
- Increased the permissions for second residential units.
- Allowed for the provision of affordable housing as a community benefit in exchange for increased height and density pursuant to Section 37(1) of the Planning Act.

- Amend the Community Improvement Plan policies of the Official Plan to reference affordable housing.
- Provide financial incentives for the development of brownfield lands for the purpose of affordable housing.
- Investigate municipal development charge incentives for affordable housing.
- Undertake a review of financial incentive opportunities for no-for-profit housing groups to develop not-for-profit affordable housing.
- Waiving planning, legal and building permit fees.

In 2023, the City initiated an update to their Affordable Housing Strategy that included a Housing Needs Assessment and Policy Options Review, all of which focused on the 10 action items noted below:

1. Undertake a Comprehensive Review of the City's Zoning By-law
2. Offer Development Incentives for Targeted Projects Through a CIP or MCFB.
3. Prioritize Housing Outcomes on Public Land.
4. Work Towards a Decision Faster.
5. Create a Funding Stream Specifically for Affordable Housing.
6. Create a Concierge Program Connecting Parties Who are Interested in Partnering to Deliver New Housing.
7. Enhance the Simcoe County Secondary Suite Program for Barrie.
8. Enact a Rental Replacement By-law to Preserve Existing Rental Stock.
9. Continue Shifting the Public Discourse Around Growth/Housing.
10. Explore the Potential for Inclusionary Zoning in Barrie.

5.5 Affordable Housing Analysis & Recommendations

The Owner will provide a minimum of 15% of the total number of units (50 units) to contain second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. The City's most recent proposal is to permit up to 4 residential dwelling units on a lot.

The Owner is specifically designing second suites/accessory dwelling units to be smaller in size so as to reduce construction costs, purchase cost and rental rates. Examples of the approach taken to reduce the size of the units is to limit the number of bathrooms, restrict the size of living rooms, provide eat-in-kitchens rather than dining rooms, and providing smaller bedrooms.

6.0 CONCLUSION

This report reviewed the land use planning merits of a Zoning By-law Amendment application and Plan of Subdivision application for 338 proposed residential units on the northern portion of the lands located at 830, 864 and 912 Lockhart Road in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan, and the City of Barrie Official Plan.

The proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development includes a range of residential unit types and sizes and integrates the natural heritage system with the design of the subdivision.

In our professional opinion, the applications for a Zoning By-law Amendment and Plan of Subdivision represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

THE JONES CONSULTING GROUP LTD.



Amanda Hoffmann, BURPL., MCIP, RPP
Planner



Ray Duhamel, M.C.P., MCIP, RPP
Partner