



Planning Justification Report

Hewitts South (Hansen Group Inc.)

830, 864, 894 & 912 Lockhart Road, City of Barrie

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

December 2023, Revised November 2024

The Jones Consulting Group Ltd.

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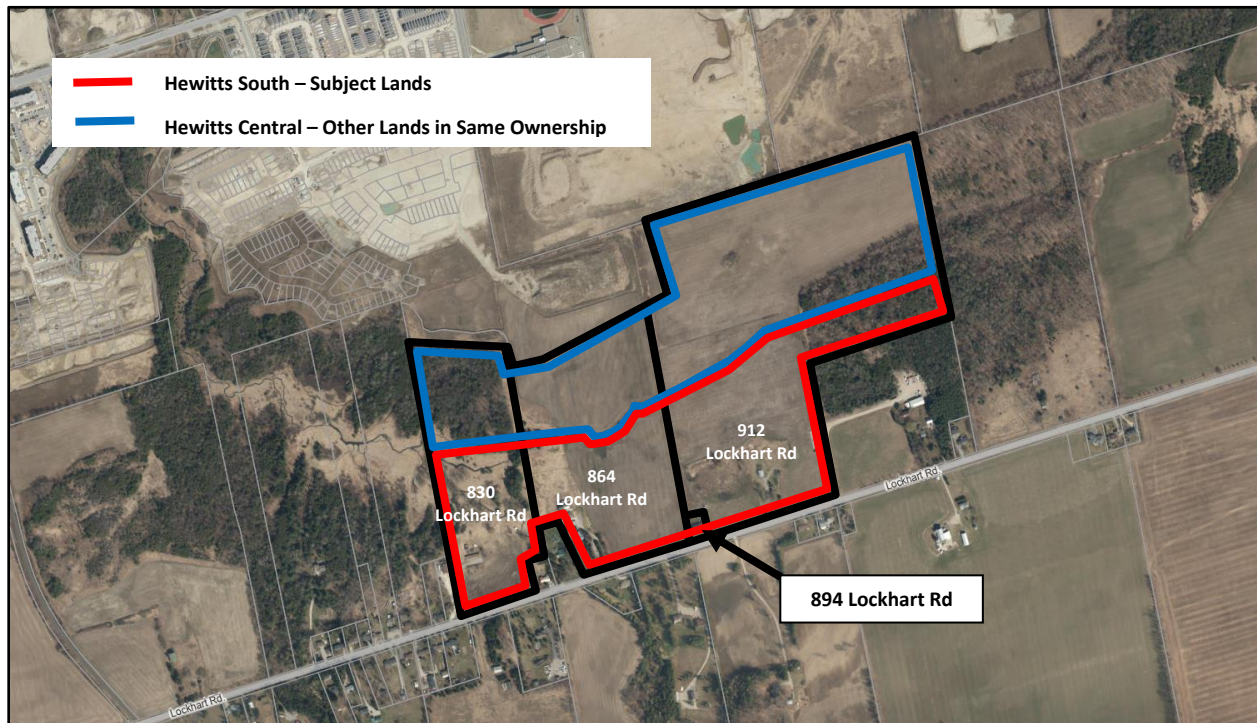
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1.0 INTRODUCTION

On behalf of the applicant, Hansen Group Inc., we are pleased to provide this Planning Justification Report which examines the planning merits of applications for a Zoning By-law Amendment and Draft Plan of Subdivision for lands known as “Hewitt’s South”. The applications apply to the southern portion of the lands located at 830, 864, 912 Lockhart Road, and all of 894 Lockhart Road in the City of Barrie, herein after referred to as the subject lands and outlined in red in **Figure 1**.

Figure 1. Aerial Photography of Subject Lands



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), Environmental Protection (EP) and Rural Residential (RR) zones according to former Town of Innisfil Zoning By-law 054-04 to the Neighbourhood Residential (R5), Neighbourhood Residential Multiple (RM3), Neighbourhood Residential Multiple with special provisions (RM3 SP-XX), Neighbourhood Mixed Use (NMU SP-XX), Environmental Protection (EP) and Open Space (OS) zones under the current in-effect City Zoning By-law 2009-141. The special provisions are detailed in Section 4.6.

In light of the fact that the timing of this rezoning application coincides with the City’s release of their 3rd draft of the new City-Wide Zoning By-law, we have also prepared a zoning analysis of that document and provided a corresponding draft zoning by-law amendment schedule to amend that document. The need for this second amendment, and any revisions thereto, will depend on the timing of the City’s adoption of the new By-law.

The lands are proposed to be zoned Neighbourhood Low 2 (NL2) and Environmental Protection (EP) in the 3rd draft of the new City-Wide Zoning By-law. We would recommend the subject lands be rezoned as Neighbourhood Low 2 Special Provision (NL2 (SP-XX)), Neighbourhood Intensification Special Provision (NI (SP-XX)), Neighbourhood Commercial Special Provision (NC (SP-

XX)), Greenspace (GS), and Environmental Protection (EP). The special provisions are detailed in Section 4.7.

- 2. Plan of Subdivision:** This application will facilitate 1,187 residential units consisting of single detached dwellings, street townhouses and apartment buildings, as well as a commercial block on the subject lands. The Plan also contains municipal roadways, blocks for parkland, stormwater management and drainage, and environmental protection.

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 Planning Statement and conforms to the Lake Simcoe Protection Plan, and the City of Barrie Official Plan.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The applications applies to the southern portion of the lands located at 830, 864, 912 Lockhart Road, and all of 894 Lockhart Road in the City of Barrie, herein after referred to as the subject lands (**Figure 1**). The lots are irregular in shape with a total area of 54.3 hectares (133.7 acres) with approximately 700 metres of frontage along Lockhart Road. The lands subject to the application comprise 26.5 hectares (65.4 acres). The subject lands currently contain agricultural lands, woodlots and two single detached dwellings that are proposed to be demolished prior to final subdivision approval.

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

- **North:** Other lands in the same Ownership that are proposed for development in what is known as the “Hewitt’s Central” subdivision. A Secondary School is located further north and registered and draft plan approved 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 facilities (**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:** Vacant agricultural lands and single detached dwellings in the Town of Innisfil (**Figure 5**).
- **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 6**).

Figure 2. Surrounding Uses

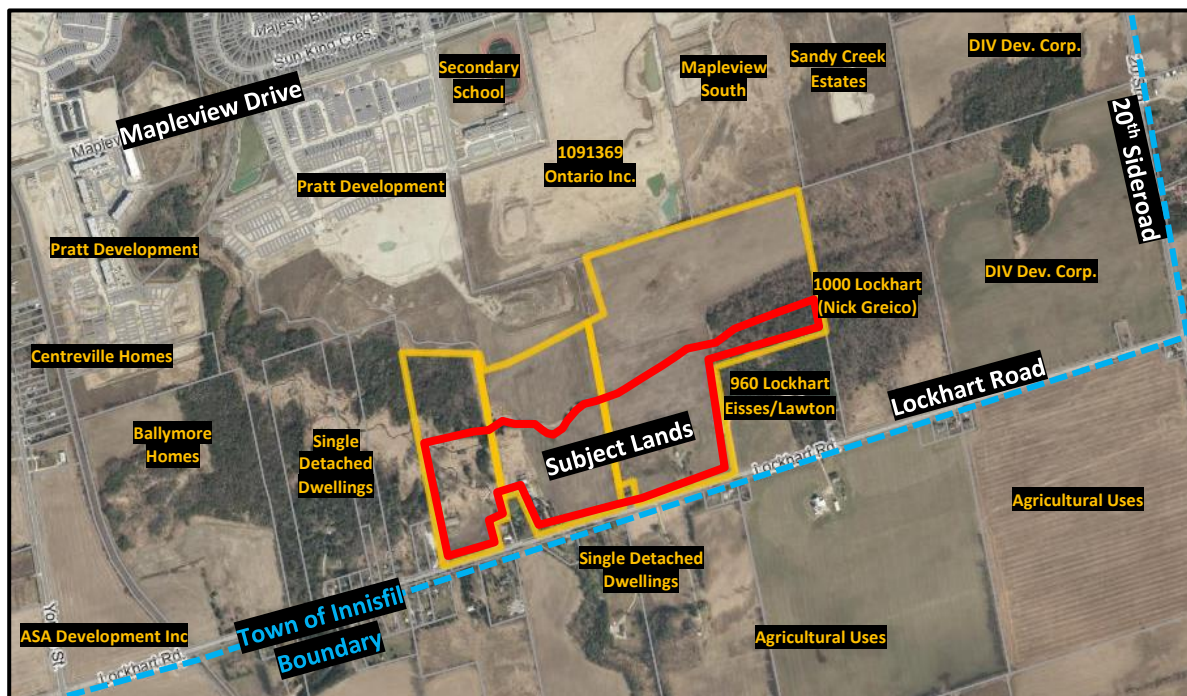


Figure 3. Future Development Under Construction to the North



Figure 4. Agricultural Lands to the East



Figure 5. Single Detached Dwelling in Innisfil to the South



Figure 6. 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 1,187 residential units of varying single detached dwelling lot sizes, street townhouses and multiple apartment buildings. The Plan also includes blocks for commercial uses, environmental protection, stormwater management, parkland and municipal roads (**Figure 7**).

Major Collector Street 'A', Major Collector Street 'B' and Minor Collector Street 'C' connects the subject lands with the future subdivision to the north (Hewitt's Central). An additional private access has been provided to the lands to the east (960 Lockhart).

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	34
• 10.4m single	17
• 11.0m single	1
<i>Sub-Total</i>	<i>52 units</i>
Medium Density - Townhouses	
• 4.5m Street Town	81
• 6.0m Street Town	14
• 7.0 m Back to Back Town	90
<i>Sub-Total</i>	<i>185 units</i>
Medium Density – Apartment	
• Apartment Buildings	950
TOTAL Residential Units	1,187 units
Other Uses	
• Commercial (0.14 ha)	
• Environmental Protection (9.17 ha)	
• Stormwater Management (1.56 ha)	
• Open Space (0.50 ha)	
• Roads (4.47 ha)	

830, 864, 894 & 912 Lockhart Road (Hewitts South) – Hansen Group Inc.
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), Rural Residential (RR), 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), Neighbourhood Residential Multiple (RM3 SP-XX), Neighbourhood Mixed Use (NMU SP-XX), 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 Neighbourhood Residential Multiple (RM3) will permit the medium density residential blocks to contain multiple apartment buildings. The Neighbourhood Mixed Use (NMU) zone will permit the commercial uses. The Environmental Protection (EP) zone will apply to the woodland and linkage/channel. Lastly, the Open Space (OS) zone will apply to the parkland block.

In light of the fact that the timing of this rezoning application coincides with the City's release of their 3rd draft of the new City-Wide Zoning By-law, we have also prepared a zoning analysis of that document and provided a corresponding draft zoning by-law amendment schedule to amend that document. The need for this second amendment, and any revisions thereto, will depend on the timing of the City's adoption of the new By-law. Please refer to Section 4.7 of this Report for details on the proposed 3rd draft of the new City-Wide Zoning By-law.

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 the proposed 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: D28-103-2023) 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 Central. 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 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 all properties except for 894 Lockhart Road. That site is a more recent acquisition and it is a small residential lot, the majority of which has been graded and/or contains buildings, septic systems, and driveways. The 5 metre interval pedestrian survey of the adjacent surrounding properties confirmed that no archaeological resources were found. The study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment by either high intensity test pit methodology or 5 metre interval pedestrian survey. The Reports conclude that 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 (except 894 Lockhart Road) noting the Ministry is satisfied that the fieldwork and reporting for the archaeological assessment.

3. Hydrogeological Assessment (including Water Balance Calculations & LSRCA Hydrogeological Checklist)

A Hydrogeological Assessment was prepared by R.J. Burnside & Associates Limited for the subject lands. In 2016, a Subwatershed Impact Study (SIS) was completed for the Hewitt's Creek Landowners Group, which included recommendations for additional studies to be completed in support of draft plan approvals for the individual parcels within what is now, the former 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. For more information, please refer to the Study.

4. Environmental Noise Impact Study

An Environmental Noise Impact Study was prepared by R. Bouwmeester & Associates to assess potential traffic noise impacts on the proposed residential uses within the subject lands. The Study notes the subject development as proposed can be developed in a manner that satisfies the requirements of MECP noise guideline NPC-300.

5. Shadow Study

A Shadow Study was prepared by ISM Architects Inc. to demonstrate the shadows cast by the proposed development during various times in the months of April, June, September, and December.

6. Functional Servicing Report

A Functional Servicing Report was prepared by The Jones Consulting Group in November 2024. The Report identifies the recommended servicing design for the proposed Hewitt's South Draft Plan of Subdivision, and outlines the proposed infrastructure required to service the lands with regards to stormwater management, water, wastewater, roads, grading, and conventional utilities. For more information, please refer to the Functional Servicing Report.

7. Preliminary Stormwater Management Report (including Stormwater Management LSRCA Checklist)

A Preliminary Stormwater Management Report was prepared by The Jones Consulting Group in November 2024 and demonstrates 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 recommends the stormwater management plan for the subject site includes the use of one (1) end-of-pipe extended detention wet pond, known as SWMF #8 to address both stormwater quality and quantity control for the subject property. The Report also recommends the plan include the use of four (4) underground infiltration galleries in the proposed medium density areas and open space park block. For more information, please refer to the Report.

8. Geotechnical Investigation

A Geotechnical Investigation was prepared by GEI Consultants for the subject development to assess the subsurface soil conditions at the site, and based on this information, provide geotechnical engineering recommendations in support of the proposed development. The report summarizes the borehole findings, provides design geotechnical engineering recommendations regarding available bearing capacities for foundations, site grading and earthworks, floor slabs, earth pressure coefficients for basements, drainage requirements, site servicing installation, SWM pond, infiltration and pavement design. Considerations for constructability such as soil excavation, compaction, on-site backfill suitability and temporary groundwater control are also provided. For more information, please refer to the Geotechnical Investigation.

9. Natural Heritage Evaluation (Update)

A Natural Heritage Evaluation (NHE) was prepared by Azimuth Environmental for the proposed subdivision to provide an update to the original 2017 NHE report. The original NHE report was prepared by Azimuth in 2017 which includes the entire area known as Hewitt's Gate, which included the lands located to the north fronting onto Mapleview Drive East, Hewitt's Central (lands to the north) and the Hewitt's South (subject lands), and the NHE submitted with the applications is for the Hewitt's South lands only. The Report notes the lands contain the candidate key natural heritage features of Habitat for Threatened and Endangered Species, Wetland, Significant Woodland, Candidate Significant Wildlife Habitat, and Fish Habitat. The Report concludes the environmental conditions are not limiting to the proposed development through incorporation of the recommended environmental protection measures, and no negative impacts to natural heritage features are anticipated. For more information, please refer to the Report.

10. Traffic Impact Assessment

A Traffic Impact Assessment was prepared by JD Engineering in support of the proposed subdivision to review the proposed unit count, compared to the anticipated unit count applied in the transportation planning studies completed for the Hewitt Secondary Plan Area [HSPA], and 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 proposed development will result in an increase in the total trip generation from the subject site, compared to the trip generation applied in the LEA MTS; however, the development will be constructed in phases which will allow for updates to the traffic analysis to be completed as development occurs. The Assessment concludes the traffic generation from Phase 1 of the proposed development will not trigger any changes to the recommendations or conclusions provided in the LEA MTS. For more information, please refer to the Report.

11. Phase One and Two Environmental Site Assessments (ESA)

A Phase One ESA was prepared by Peto MacCallum Ltd. for the lands located at 830 Lockhart Road, 864 Lockhart Road, and 912 Lockhart Road. Based on the evaluation of the historical data and the Site reconnaissance, two (2) PCAs on the Site and two (2) PCAs within the Study Area were identified. Based on the Phase One ESA findings, a Phase Two ESA is recommended in order to assess the soil and ground water underlying the Site.

A Phase One ESA was prepared by GEI Consultants for the lands located at 894 Lockhart Road. Based on the Phase One ESA findings, a Phase Two ESA is recommended in order to assess the soil and ground water underlying the Site.

A Phase Two ESA was prepared by GEI Consultants for the lands located at 830 Lockhart Road, 864 Lockhart Road, and 912 Lockhart Road. As a result of this Phase Two ESA, 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.

12. Floodplain Investigation Technical Memorandum

A Floodplain Investigation Technical Memorandum was prepared by R.J Burnside & Associates Limited in November 2024 to undertake updates to the Hewitt's Creek flood plain model that was originally studied and reported on in Hewitt's Secondary Plan Subwatershed Impact Study (2017). The Memorandum states the floodplain analysis model has been refined to ensure complete coverage of the area with topographic data. Further, as demonstrated through the detailed design, the channel and adjacent development grading conforms to the geometry set out in the OMB Minutes of Settlement, and furthermore, the updated modelling demonstrates that the detailed design of the channel can sufficiently convey proposed Regulatory flows from the east in the catchment including the uncontrolled overland flows from the adjacent rear lots, and SWM pond discharge from the adjacent developments. Please refer to the Memorandum 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 Planning Statement, and conforms to 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 was prepared which concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features on the subject lands provided the recommended environmental protection measures are implemented.

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 and commercial 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 previously prepared for subject lands that confirmed no archaeological resources were encountered, and no further archaeological assessment of the study area is warranted. Refer to Section 3.5 (2) of this Report concerning 894 Lockhart Road.

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.

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;

The subject lands are designated for residential uses, and 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 one park, but the adjacent lands in the same ownership, which will be developed as the "Hewitt's Central" subdivision, contain a community park that will accommodate some of the local amenity/recreational needs of the Hewitt's South residents. In addition, a secondary school is located to the north of the lands that contains outdoor fields.

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;

The lands contain commercial uses, which will contribute to providing employment opportunities.

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, commercial, 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 1,187 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 Planning Statement (PPS), 2024

The new Provincial Planning Statement (PPS) comes into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Planning Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. Chapter 1 of the PPS states the Vision is to increase the supply and mix of housing options, address the full range of housing affordable needs, and support 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 four (4) principal parts of the PPS include (i) Chapter 2: Building Homes, Sustaining Strong and Competitive Communities, (ii) Chapter 3: Infrastructure and Facilities, (iii) Chapter 4: Wise Use and Management of Resources, and (iv) Chapter 5: Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

4.2.1 Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS contains policies for building homes and sustaining strong and competitive communities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Planning for People and Homes

- a) *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

The proposed subdivision will provide 1,187 residential units through multiple built forms, which will contribute to the City's residential growth targets. The lands are designated for residential uses

and will efficiently utilize municipal infrastructure as concluded in the Functional Servicing Report and Preliminary Stormwater Management Report.

6. *Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed subdivision will provide 1,187 units that includes single detached dwellings, townhouse units, and apartment buildings. The subdivision also contains a parkland block, 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.

2) Housing

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

The City of Barrie Official Plan policy 2.5 (l) states the annual affordable housing target is 15%. The site will provide affordable housing options as described in Section 5 of this Report.

- b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The subject lands are designated as Neighbourhood Area, which permits all forms of residential uses. The proposed development will facilitate 1,187 residential units in the form of single detached dwellings, townhouse units, and apartment units.

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

The subject lands are located within the Neighbourhood Area designation, which permits all forms of residential development. The Functional Servicing Report and Preliminary Stormwater Management Report concludes the lands will efficiently utilize municipal services.

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

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

3) Settlement Areas

Policy 2.3 contains policies for settlement areas, which are included below:

- a) *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

The subject lands are within the City of Barrie Settlement Area.

- b) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *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 demonstrated in the Functional Servicing Report and Preliminary Stormwater Management Report, and the compact form of development will support multi-modal transportation.

- c) *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The subject lands are located within an area planned for mixed use 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) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

The subject lands are located within a planned future community, which contain a range of land uses. The application proposes a variety of residential housing forms and local commercial uses that allow for the efficient use of land, infrastructure and public service facilities.

- e) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The development is planned to achieve a density of approximately 136 people and jobs per hectare (2,362 people & jobs/17.32 ha.) based on the following:

- a) 1,187 units generate a total of 2,231 people living on these lands, assuming the following:
 - b) 3,248 persons per single detached dwelling unit (52 units = 169 people);
 - c) 2,571 persons per townhouse unit (185 units = 476 people); and
 - d) 1,669 persons per apartment unit (950 units = 1,586 people).
- e) I estimate that approximately 123 jobs would be generated from home-based businesses (assuming 5.5% of population).

- f) I estimate that approximately 8 jobs would be generated from the future businesses in the commercial block (assuming block area x 25% floor area ratio divided by 45m² per employee).
 - g) The people and jobs are calculated over the total area of the property (26.49 hectares) minus the environmental protection lands (9.17 hectares) which equals 17.32 hectares.
- f) Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The subject lands are located within the Designated Greenfield Area (DGA), 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.

4) Employment

Policy 2.8.1.1 states that planning authorities shall promote economic development and competitiveness by the following:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The proposed development will provide additional housing options and supply for the City, as well as a commercial block. 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.

5) Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
The development of residential and commercial uses is proposed at transit supportive densities.
- b) Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
The Preliminary Stormwater Management Report concludes the proposed Stormwater Management Plan satisfies the criteria and requirements of the City of Barrie.
- c) support energy conservation and efficiency;*
The development of the lands will need to conform to the energy efficiency requirements of the Ontario Building Code.
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

The natural heritage areas will be protected and enhanced. Further, the subdivision will

incorporate sidewalks to encourage active transportation.

- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Additional approaches may be further considered through detailed design.

4.2.2 Infrastructure and Facilities

Chapter 3 of the PPS contains policies for infrastructure and public service facilities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) General Policies for Infrastructure and Public Service Facilities

Section 3.1 contains general policies, which are provided below:

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*

The proposed development of the subject lands will utilize planned and existing municipal infrastructure.

2) Transportation Systems

Policy 3.2 contains policies on transportation systems.

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*

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 subsequent Traffic Impact Assessment was prepared by JD Engineering dated October 29, 2024 which concludes that the traffic generation from Phase 1 of the proposed development will not trigger any changes to the recommendations or conclusions provided in the LEA MTS. Subsequent traffic analysis will be completed for each medium density block at the time of site plan approval.

2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

The Traffic Impact Assessment states Phase 1 of the proposed development (237 units) includes 98 fewer units than what was applied in the LEA MTS for the subject site, and as such, will not trigger any changes to the recommendations or conclusions provided in the LEA MTS. The Assessment further states that the proposed development will result in an increase in the total trip generation from the subject site, compared to the trip generation applied in the LEA MTS; however, the development will be constructed in phases which will allow for updates to the traffic analysis to be completed as development occurs.

3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

The subdivision will primarily be accessed by Lockhart Road, as well as extensions of Prince William Way (Street 'A') and Terry Fox Drive (Street 'B'), which conveniently connects to Mapleview Drive East to the north. The proposed development provides a density that supports transit and active transportation use.

3) Sewage, Water and Stormwater

Policy 3.6.1 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. Also, 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.

The Functional Servicing Report and Preliminary Stormwater Management Report concludes the proposed development can be adequately serviced with municipal water, sanitary, stormwater and utility infrastructure.

Policy 3.6.8 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*

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. In addition, a stormwater management and grading design charette was held with the LSRCA.

- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*

The proposed subdivision conforms to the SIS.

- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*

A water balance assessment and sediment and erosion control plan was included in the Functional and 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 as demonstrated through the Floodplain Investigation prepared by RJ Burnside. The Lake Simcoe Region Conservation Authority will be circulated and will review the application.

- 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 best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

The proposed stormwater design is based on these objectives, as well as the foundational detail contained in the Subwatershed Impact Study. The Preliminary Stormwater Management Report 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.

- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

A Preliminary Stormwater Management Report was submitted with the application, which concludes the Stormwater Management Plan satisfies the criteria and requirements of the City of Barrie.

4) Waste Management

Section 3.7.1: Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

The proposed subdivision will adhere to the waste requirements of the City of Barrie. Any blocks on the plan that require private waste collection will be reviewed through Site Plan Control.

5) Energy Supply

Section 3.8.1: Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, renewable energy systems, and alternative energy systems, to accommodate current and projected needs.

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The lands will utilize municipal infrastructure efficiently, as described in the Functional Servicing Report and Preliminary Stormwater Management Report.

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

Policy 3.9.1 promotes healthy, active communities through the following:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including 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. Refer to the Pedestrian Circulation Plan that accompanies the submission.

The subdivision has been designed in accordance with the principles of Crime Prevention through Environmental Design. Examples of this design approach include providing a park location that is open to the public with no blind spots and providing pedestrian connections from the medium density blocks to public sidewalks.

- b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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, as shown in the Pedestrian Trail Plan. The overall parkland needs of the former 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.

4.2.3 Wise Use and Management of Resources

Chapter 4 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 4.1.1 states that natural features and areas shall be protected for the long term.

A Natural Heritage Evaluation (NHE) has been prepared that concludes the proposed works are not expected to negatively impact the ecological functions of the natural heritage features on the subject lands provided the recommended environmental protection measures are implemented. Further, the NHE contains a full policy review demonstrating the developments consistency with the PPS.

2) Water

The Policies in Section 4.2 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 Assessment 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 Functional Servicing Report and Preliminary Stormwater Management Report includes calculations on water balance and phosphorus removal.

3) Cultural Heritage and Archaeology

Policy 4.6.2 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.

4.2.4 Protecting Public Health and Safety

Chapter 5 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) General Policies

Policy 5.1.1 states development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

Development is not proposed within any natural or human-made hazards.

2) Natural Hazards

Policy 5.2.2 directs development away from natural hazards such as flooding or erosion hazards.

Development is not proposed within any natural hazards. The Floodplain Investigation prepared by RJ Burnside confirmed the limits of the regional floodplain, which is proposed to be modified in accordance

with the LSRCA policies. The LSRCA will review and ultimately need to issue a permit for all works within their regulated area.

3) Human-Made Hazards

Policy 5.3.1 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 Planning Statement, 2024.

4.3 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.

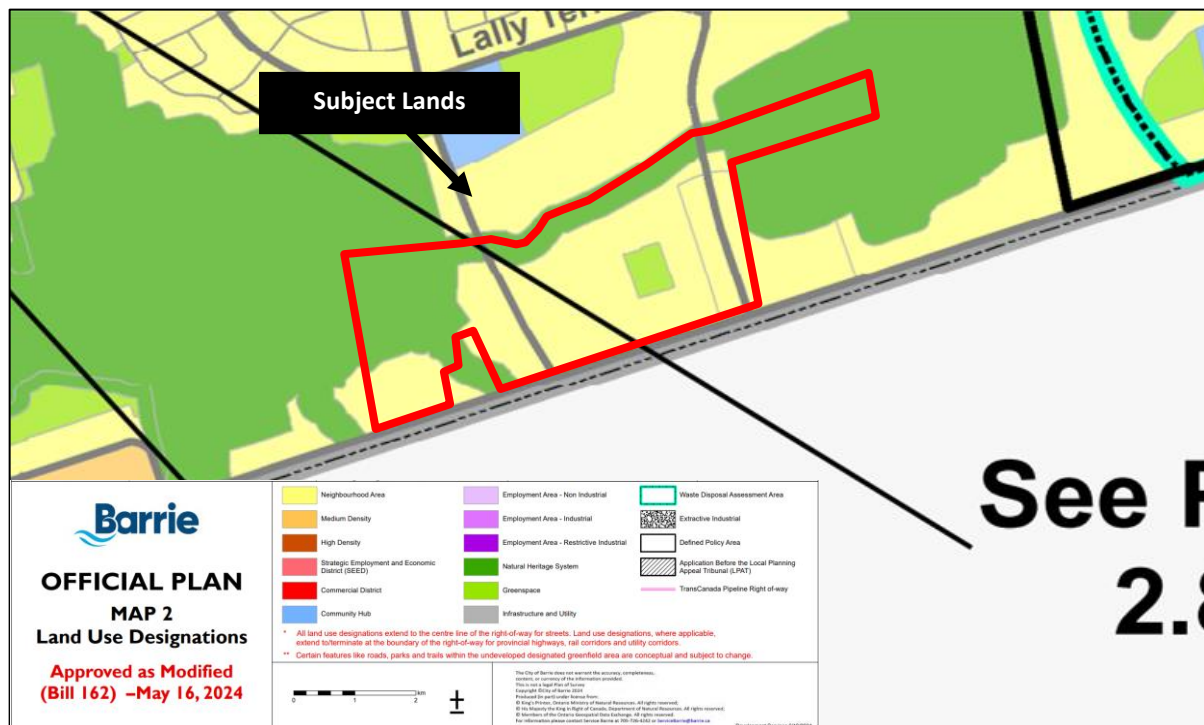
In fulfillment of the watershed policies of the LSPP the Hewitt's Landowners Group retained a number of consultants to prepare a detailed Subwatershed Impact Study (SIS) that was reviewed and accepted by the Lake Simcoe Conservation Authority and the City of Barrie. The detailed design will be submitted 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.

4.4 City of Barrie Official Plan

Bill 162, the Get it Done Act, 2023 received Royal Assent on May 16, 2024, bringing into effect the new City of Barrie Official Plan 2051. The subject lands are designated Neighbourhood Area, Open Space and Natural Heritage System according to Map 2–Land Use Designations (**Figure 8**).

Figure 8. 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 1,187 residential units which will contribute to the City's housing supply and residential growth targets.

- 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 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.*

The subject lands are located within a designated Greenfield Area. Development is proceeding from Mapleview Drive down to Lockhart Road in this vicinity. The same Owner/family is developing the lands to the north.

- 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 development. A Natural Heritage Evaluation, Geotechnical Investigation and Hydrogeological Assessment 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.*

Although the overall density target is to be measured across the entirety of the Designated Greenfield Area, the proposed development is planned to achieve a density of approximately 136 people and jobs per hectare (2,362 people & jobs/17.32 ha.) through a mix of residential and commercial uses. Refer to Section 4.2.13e) of this report for more detail.

- f) *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 136 people and jobs per hectare (2,362 people & jobs/17.32 ha.). Refer to Section 4.2.13)e) of this report for more detail. In addition, a Functional Servicing Report and Preliminary Stormwater Management Report was prepared to confirm the lands will be effectively serviced by existing 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 1,187 residential units in a variety of built forms to provide additional housing options to the City.

- 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 has 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 and Preliminary Stormwater Management 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 proposed to contain residential and commercial uses, as well as blocks for 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 subject lands are located along Lockhart Road, which is an arterial street, and the proposed subdivision will provide commercial uses and 1,187 residential units through low-rise single detached dwellings and townhouse units as well as mid-rise apartment buildings, 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, as shown in the Pedestrian Circulation Plan and Trail Plan submitted with the applications. 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.

- 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 commercial and residential uses which will be compatible with the existing and proposed built form in the surrounding area.

- 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.*

Intensification is not proposed as the subject lands are within the Designated Greenfield Area.

- 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 Zoning By-law permits additional residential units.

3) Policy 2.6.1.3 Development Policies:

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

- i) The lands are comprehensively planned through a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to 12 storeys;*
- ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;*
- iii) Appropriate transitions can be achieved, as per the Section 3 policies of this Plan; and,*
- iv) Servicing availability can be confirmed by the City (MMAH modification No.15).*

A Zoning By-law Amendment application has been submitted to permit the proposed low-density single detached dwellings and townhouse units, as well as nine (9) apartment buildings that will be 6 to 8 storeys in height. The subject land are located on Lockhart Road, which is an arterial road, and the subdivision contains two collector roadways consisting of the extensions of Prince William Way (Street 'A') and Terry Fox Drive (Street 'B'). The development will utilize municipal services.

- 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 subject lands have direct frontage on Lockhart Road, which is an arterial road. The proposed development will achieve a residential density of 69 units per hectare (1,187 units/17.32 hectares).

- i) Commercial, retail, and office (excluding major office) uses should be located on and oriented towards Intensification Corridors, arterial or collector streets.*

The commercial block on the subdivision is located along Terry Fox Drive, which is a proposed collector road, and Lockhart road, which is an arterial road.

- j) The maximum size on the ground floor for commercial, retail and offices use should be 2,000.0 square metres. Additional floor area for these uses is permitted on each subsequent floor of the building.*

The commercial block will be further reviewed during site plan approval.

- 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 proposed subdivision will contain a mix of commercial and residential uses.

- m) 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 69 units per hectare (1,187 units/17.32 hectares). The proposed density is appropriate as it will allow medium density residential uses to be located and oriented towards Lockhart Road, as well as transitions with adjacent low density residential development in the surrounding area.

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 Circulation Plan submitted with the applications 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 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 on the subject lands provided the recommended environmental protection measures are implemented.

- 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 Natural Heritage Evaluation was prepared for the proposed applications which states the lands contain the candidate key natural heritage features of Habitat for Threatened and Endangered Species, Wetland, Significant Woodland, Candidate Significant Wildlife Habitat, and Fish Habitat. The Report concludes the environmental conditions are not limiting to the proposed development through incorporation of the recommended environmental protection measures, and no

negative impacts to natural heritage features are anticipated. Further, a Floodplain Investigation was completed to undertake updates to the Hewitt's Creek flood plain model.

- 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 or considered Environmental Protection Area 1 or 2.

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 Circulation Plan and Trail Plan submitted with the applications proposes a recreational trail within the NHS area.

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 Functional Servicing Report and Preliminary Stormwater Management Report was prepared for the submission which states infiltration facilities, which is a low impact development feature, are proposed in the parkland block.

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 generally 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 Impact Assessment was prepared in support of the applications. 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 a mix of low and medium 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 appropriate 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 will contain a range of residential and commercial land uses, and the proposed built form will be built 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 conceptual layout of the medium density blocks has been provided in this submission and they will be further refined through future site plan control applications. The proposed applications will not result in over-development as the lands will provide low and medium density residential built forms, be efficiently serviced by municipal infrastructure, provide additional parkland for future residents, and the street network will integrate with the adjacent lands.

2) Policy 3.2.2 Complete Neighbourhood 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. 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, townhouse units and apartment units. The lands contain streets that are planned transit routes, and will contain sidewalks to encourage active transportation. A parkland block is proposed to provide recreational opportunities to future residents. 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 Assessment and Geotechnical Investigation 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 as the block is located directly along a collector road and two local streets. 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.*

The architectural features of the apartment units will be reviewed during the site plan control process to ensure that an activated streetscape is provided along Lockhart, Terry Fox Drive and Price William Way, and that the built form is compatible with the surrounding future neighbourhood.

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 Zoning By-law Amendment application and Plan of Subdivision application will permit a range of residential development on the lands, including low-rise built forms of single detached dwellings and townhouse units. 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.

3) Policy 3.3.3 Mid Rise Development

- a) The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.*
- b) Mid-rise buildings should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further: i) The base should generally be between three and six storeys in height; and, ii) Building elements above the base should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.*
- c) Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.*
- d) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building shall be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.*
- e) Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.*
- f) Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.*
- g) The first storey should generally be taller in height to accommodate a range of non-residential uses.*
- h) The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.*

The Medium Density blocks will contain buildings that are proposed to be 6 to 8 storeys in height, which is defined as mid rise development. The built form will be further reviewed during the future site plan control application(s).

4.5.1.8 Complete Streets

Section 4.2 of the Official Plan contains policies on the concept of complete streets to ensure roads 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 Impact Assessment was prepared in support of the proposed applications.

4.5.1.9 Natural Heritage System General Policies

Section 5.3 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.*

A Natural Heritage Evaluation was prepared which concludes that no negative impacts to natural heritage features are anticipated due to the incorporation of the recommended environmental protection measures.

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.*

A Natural Heritage Evaluation was prepared which states an analysis of the proposed buffers has been undertaken and it has been determined that the proposed buffers adjacent to the Significant Natural Heritage Features within the Natural Core Area are sufficient to protect the overall form and ecological functions for which the Natural Heritage System has been identified.

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 Natural Heritage Evaluation states the High Constraint Stream Corridor areas include identified watercourses with associated riparian lands, and the corridor areas shall include buffers measured from stable top-of-bank.

Section 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. Further, a Floodplain Investigation was prepared in support of the applications to undertake updates to the Hewitt's Creek flood plain model.

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 proposed parkland block matches the Greenspace designation on Map 2 of the City of Barrie Official Plan. The block is 0.5 hectares in size and will function as a recreational space for the neighbourhood, provide sufficient space for outdoor recreational uses for future residents, and contribute to the needs of the community.

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 Assessment 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 Assessment 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 and Preliminary Stormwater Management 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.*

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

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.*

A Stage 1-2 Archaeological Assessment was prepared for the application which concludes no archaeological resources were encountered, and no further archaeological assessment of the assessed properties is warranted.

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 Neighbourhood Area designation as the lands will facilitate residential and commercial uses on lands that front onto an arterial roadway that will be built at an appropriate density. The range of residential uses will contribute to the housing options in the City and the subdivision will provide additional commercial uses for the surrounding area.

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.

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 Impact Assessment was prepared for the proposed applications which concludes the traffic generation from Phase 1 of the proposed development will not trigger any changes to the recommendations or conclusions provided in the updated Master Transportation Study completed for the Hewitts Secondary Plan Area.

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 and Preliminary Stormwater Management Report. A Traffic Impact Assessment was prepared in support of the applications. The Natural Heritage Evaluation concludes no negative impacts to natural heritage features are anticipated provided the recommended environmental protection measures are implemented.

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 a parkland block, and additional parkland and a secondary school is located to the north.

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 1,187 residential units, as well as blocks for commercial uses, parkland, stormwater management, and environmental protection.

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 Neighbourhood Area designation as the lands will facilitate residential and commercial uses on lands that front onto an arterial roadway that will be built at an appropriate density. The range of residential uses will contribute to the housing options in the City and the subdivision will provide additional commercial uses for the surrounding area.

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, commercial, 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 efficiently utilize municipal services, as described in the Functional Servicing Report and Preliminary Stormwater Management 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.*

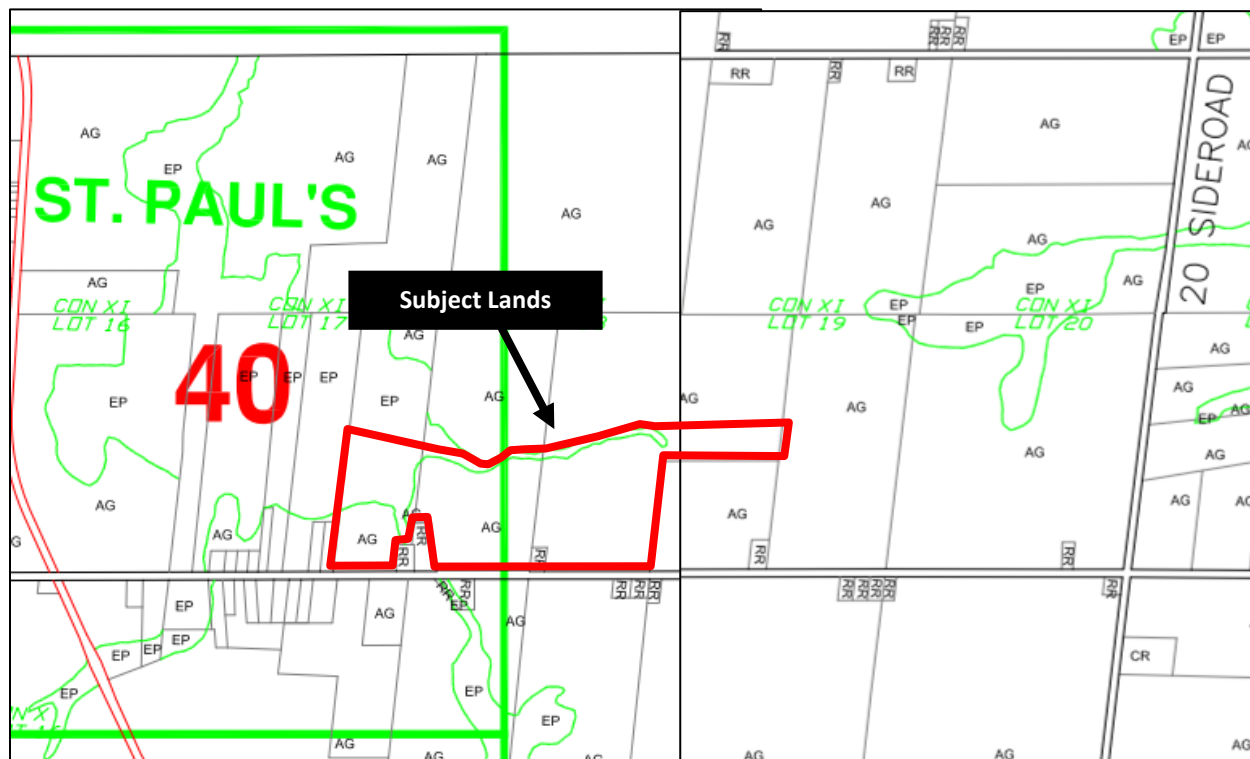
The proposed applications will meet the principles and policies of the Official Plan through providing a compact mixed-use development that efficiently uses land, optimizes the use of planned infrastructure, provides a range of residential unit types and sizes, and protects the natural heritage system.

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), Rural Residential (RR) 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 9**).

Figure 9. City of Barrie Zoning By-Law 054-04 (Former Town of Innisfil Lands)



The purpose of the application for Zoning By-law Amendment is to rezone the lands Neighbourhood Residential (R5), Neighbourhood Residential Multiple (RM3), Neighbourhood Residential Multiple with special provisions (RM3 SP-XX), Neighbourhood Mixed Use with special provisions (NMU-XX), Open Space (OS) and Environmental Protection (EP) (**Figure 10**). 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 permit the various single detached dwelling lots, street townhouses, and stormwater management block.
- Neighbourhood Residential Multiple (RM3) zone will permit the medium density blocks which contain back-to-back townhouses.
- Neighbourhood Residential Multiple with special provisions (RM3 SP-XX) zone will permit the medium density blocks which contain the future apartment buildings. Special provisions are outlined in Section 4.6.1.
- Neighbourhood Mixed Use with special provisions (NMU SP-XX) zone will permit the commercial block. Special provisions are outlined in Section 4.6.1.
- Open Space (OS) zone will permit the parkland block.
- The Environmental Protection (EP) zone will protect the natural heritage features.

4.6.1 Special Provisions

This section details the special provisions requested for the Residential Multiple (RM3 SP-XX) and Neighbourhood Mixed Use (NMU SP-XX) zones.

1. RM3 SP-XX:

- a. **Parking Ratio:** *"Notwithstanding the requirements of Section 4.6.1 (Table 4.6) of By-law 2009-141 which requires a minimum parking ratio of 1.5 parking spaces per unit, on lands Zoned RM3 SP-XX, a minimum parking ratio 1.2 spaces per unit shall be permitted."*

Justification for a reduced parking ratio was provided and approved for the Hewitt's Gate East (Bistro 6 and Elements) site plans which contain the same built form as proposed. The justification for the reduced parking remains the same and was supported by staff and approved by Council in that instance. Furthermore, the new Zoning By-law proposed by staff (currently version #3), includes a reduction in parking consistent with what is proposed.

- b. **Front Yard:** *"The front yard for the following Blocks shall be defined as follows:*

- i) Block 76: Terry Fox Drive.*
- ii) Block 77: Street 'C'.*
- iii) Block 78: Terry Fox Drive and Prince William Way. Dual frontage means there shall be no rear yard."*

- c. **Interpretation:** *"Notwithstanding Section 4.1.4.2, and despite any future severance, partition or division of the lands this By-law shall continue to apply to the lands as if no severance, partition or division occurred"*.

This special provision will ensure that the overall south parcel will be treated as one block for zoning purposes, even if there are future severance, condominium or part lot control applications that partition the land for financing or other reasons. This is a common provision included in large medium and high density development sites with multiple unit types.

2. NMU SP-XX:

- a. **Front Yard "fully paved":** Notwithstanding Section 5.4.3.2a), the front yard setback areas do not need to be fully paved and seamlessly connected with the abutting sidewalk.

The intent of this "fully paved" requirement stems from the desire to activate the streetscape of mixed use developments, **particularly where they are located at key intersections that serve the needs of the surrounding neighbourhoods.** In this instance, **the NMU block is limited in size to provide neighbourhood commercial services. Due to this point, and the fact that there is a grading to Lockhart, a large daylight triangle and higher traffic volumes at this intersection, we do not feel that a "fully paved" streetscape is desirable. Instead, as a part of the site plan review process, there will be an opportunity to closer review the location of doors and the activation of the streetscape of this block.**

3. **New Zoning By-law:** As noted in subsection 4.7 of this report, there may be a need for special provisions depending on the final form of the City's proposed new Zoning By-law.

1:7,500 (8.5 x 11)

	Lands Subject To Zoning By-law Amendment
	Lands to be Zoned Neighbourhood Residential (R5) Zone
	Lands to be Zoned Neighbourhood Residential Multiple (RM3) Zone
	Lands to be Zoned Neighbourhood Residential Multiple Special (RM3 (SP-xxx)) Zone
	Lands to be Zoned Neighbourhood Mixed Use Special (NMU(SP-xxx)) Zone
	Lands to be Zoned Environmental Protection (EP) Zone
	Lands to be Zoned Open Space (OS) Zone

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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 3 of the new Zoning By-law for public and stakeholder consultation, and that a 4th and 'final' draft of the By-law will ultimately be provided to Committee and Council for adoption. We understand that final approval of the new by-law may be delayed as a result of changes to the Provincial Planning Statement.

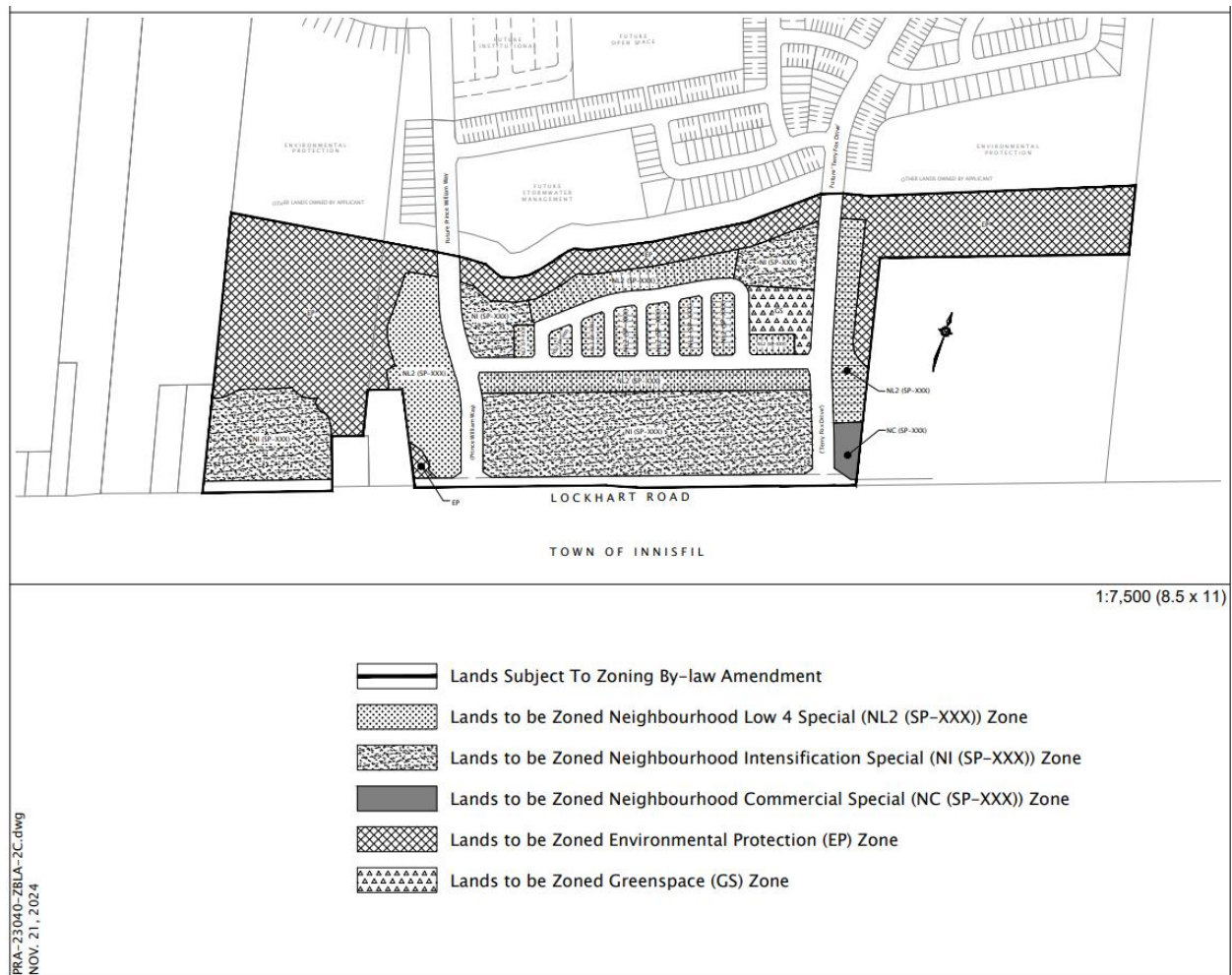
a. **Neighbourhood Low 2 Special Provision (NL2 (SP-XX)) zone:** Permit the single detached dwelling lots, street townhouse blocks, back-to-back townhouse blocks, and stormwater management

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

- a. Permit detached and rowhouse units on collector roads
 - b. Permit a 1 metre setback to a daylight triangle.
 - c. The primary entrance provisions currently provided in Section 5.7 of draft 3 of the new City-Wide By-law do not apply.
 - d. The minimum front yard setback shall be 3 metres.
 - e. The minimum garage size shall be 15m².
 - f. Planting buffer requirements of the By-law do not apply.
 - g. Site triangle requirements in the By-law do not apply.
 - h.
- b. **Neighbourhood Intensification Special Provision (NI (SP-XX)) zone:** Permit the medium density blocks to contain the mid-rise buildings. The special provisions would include but not limited to, the following:
- a. Street C shall be considered the front yard for Block 77.
 - b. Terry Fox Drive (Street B) shall be considered the front yard block 76.
 - c. Prince William Way and Terry Fox Drive will be considered the front yard for Block 78. Dual frontages mean that there is no rear yard.
 - d. Increased Maximum Building Height to 12 storeys for mid-rise buildings.
 - e. Minimum amenity area of 10m² per unit required. Separate private and common amenity areas are not required.
 - f. Eliminate maximum block lengths.
 - g. Permit a 1 metre setback to a daylight triangle.
 - h. Minimum rear yard setback shall be 5 metres.
 - i. Permit parking spaces to be 2.7 metres by 5.5 metres.
 - j. Bicycle parking shall be 0.2 spaces per unit.
 - k. Permit snow storage in landscaped areas.
 - l. Non-residential use requirements in the By-law do not apply.
 - m. Angular Plane requirements of the By-law do not apply.
 - n. Building Step-Back and building setback requirements of the By-law do not apply.
 - o. Facing distance requirements in the By-law do not apply.
 - p. Floor Plate and Podium Length requirements in the By-law do not apply.
 - q. Window to Wall Ratio requirements in the By-law do not apply.
 - r. Landscaped Area requirements in the By-law do not apply.
 - s. Site triangle requirements in the By-law do not apply.
 - t. Attached waste accessory buildings and structures are permitted subject to the setbacks of the principal building.

- u. Parking structure requirements of the By-law do not apply.
- v. Electric Vehicle Ready Parking requirements in the By-law do not apply. Electric vehicle rough-ins are required for all underground/structured parking spaces.
- c. **Neighbourhood Commercial Special Provision (NC (SP-XX) zone:** Permit the proposed commercial block to contain a range of commercial uses.
- d. **Greenspace (GS) zone:** Permit the proposed parkland block.
- e. **Environmental Protection blocks:** Proposed to be zoned Environmental Protection (EP), which protects the natural heritage system within the City.

Figure 11. 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 Planning Statement 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 1,187 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 combination of typical freehold and condominium tenure. Freehold tenure would apply to the singles and townhouse lots. The condominium tenure would apply to most of the apartment buildings; however, the Owner is contemplating whether one or two of the apartment buildings will 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 148m² (1,600ft²) – 214m² (2,300ft²).
 - 10.4 metre Building Lots: Approximately 165m² (1,780ft²) – 251m² (2,700ft²).
 - 11.0 metre Building Lots: Approximately 165m² (1,780ft²) – 251m² (2,700ft²).
- **Townhouses (approximate).**
 - 4.5 metre Building Lots: Approximately 102m² (1,100ft²) – 125m² (1,350ft²).
 - 6.0 metre Building Lots: Approximately 102m² (1,100ft²) – 125m² (1,350ft²).
 - 7.0 metre Back-to-back Building Lots: Approximately 86m² (930ft²) – 129m² (1,390ft²).

- **Apartments (approximate).**

- Studio (20%): Approximately 42m² (450ft²).
- 1 Bedroom (40%): Approximately 46m² (500ft²) – 74m² (800ft²).
- 2 Bedroom (30%): Approximately 91m² (600ft²) – 102m² (1,100ft²).
- 3 Bedroom (10%): Approximately 74m² (800ft²) – 111m² (1,200ft²).

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 estimates that 15% of the units will meet the affordable definition, comprised mostly of apartment units, in addition to second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots.

5.2 Legislation, Provincial Plans & 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

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. Section 2(k) states a matter of provincial interest includes:

"The adequate provision of a full range of housing, including affordable housing"

Barrie City Council must have regard to affordable housing when carrying out their duties and considering whether to approve the proposed applications.

In our opinion, the proposed applications have regard to the matters of Provincial Interest identified in the Planning Act as the proposed development includes a range of smaller and more affordable housing types such as apartment units, townhouses and back-to-back townhouses. Also, second suites/accessory dwelling units will be offered as turn-key options in some of the freehold lots.

5.2.2 Provincial Planning Statement (PPS)

The new Provincial Planning Statement (PPS) comes into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

Chapter 1 of the Provincial Planning 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.

The Housing policies in Section 2.2.1 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 that is affordable to low and moderate income households and coordinating land use planning and planning for housing"

with Service Managers to address the full range of housing options including affordable housing needs.”

The PPS defines Affordable to mean the following:

- a) in the case of ownership housing, the least expensive of:*
 - i. 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*
 - ii. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;*
- b) in the case of rental housing, the least expensive of:*
 - i. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - ii. a unit for which the rent is at or below the average market rent of a unit in the municipality.*

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 municipality; or*
- b) In the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.*

5.2.3 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*
 - 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,

- 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 units will meet the definition of affordable, comprised mostly of apartment units, in addition to second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. Those units would fall under the rental affordable category.

5.3 Barrie Affordable Housing Strategy (2024)

The City's Affordable Housing Strategy was adopted by Council on January 17, 2024 (Motion 24-G-005). One of the implementation tools was the creation of a Housing Community Improvement Plan (CIP). According to the staff presentation to Committee in May 2024, the 2024 affordable ownership and rental rates were as follows:

- 2024 Affordable Ownership Rate: \$399,338
- 2024 Affordable Rental Rate:
 - \$1,145 (Bachelor)
 - \$1,430 (1 Bedroom)
 - \$1,610 (2 Bedroom)
 - \$1,781 (3 Bedroom)

5.4 Affordable Housing Analysis & Recommendations

The Owner estimates that 15% of the units will meet the definition of affordable, comprised mostly of apartment units, in addition to second suites/accessory dwelling units that will be offered as turn-key options in some of the freehold lots. Those units would potentially fall under the rental affordable category.

The Owner has also advised that the delivery of this 15% of units will depend in part of a variety of factors outside of their control, such as construction costs, delays to the timing of construction, increases to development charges, increases in municipal/agency fees, interest rate uncertainty and the future calculation of what exactly an affordable housing unit must sell or rent for.

6.0 CONCLUSION

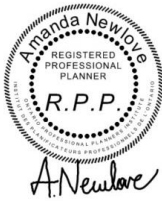
This report reviewed the land use planning merits of a Zoning By-law Amendment application and Plan of Subdivision application for 1,187 proposed residential units on the southern portion of the lands located at 830, 864, 912 Lockhart Road, and all of 894 Lockhart Road, in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of 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, as well as commercial uses, 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.



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