



PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Zoning By-Law Amendment
and Draft Plan Approval
Sandy Creek Phase 2**
City of Barrie

File no. 16191U

**December 2024
[Updated February 2025]**

Your Vision

Designed | Planned | Realized

MacNaughton Hermesen Britton Clarkson Limited
113 Collier Street Barrie, ON L4M 1H2
T: 705 728 0045
F: 705 728 2010
www.mhbcplan.com



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Contents

- 1.0 Introduction3
- 2.0 Site Description and Surrounding Land Uses4
- 3.0 Pre-Consultation.....5
- 4.0 Proposal7
 - 4.1 Proposed Development.....7
 - 4.2 Draft Plan of Subdivision.....7
 - 4.3 Zoning By-Law Amendment8
- 5.0 Planning Analysis9
 - 5.1 Planning Act9
 - 5.2 Provincial Planning Statement (2024).....15
 - 5.3 Lake Simcoe Protection Plan20
 - 5.4 City of Barrie Official Plan (2024).....21
 - 5.5 City of Barrie Zoning By-law.....38
- 6.0 Technical Reports.....43
 - 6.1 Functional Servicing & Stormwater Management Report43
 - 6.2 Natural Heritage Evaluation.....43
 - 6.3 Archaeological Assessment44
 - 6.4 Hydrogeological Assessment45
 - 6.5 Geotechnical Report45
 - 6.6 Affordable Housing Report45
 - 6.7 Energy Conservation Report.....45
 - 6.8 Traffic Impact Study.....46
 - 6.9 Urban Design Report46
- 7.0 Summary and Findings48

Figures

Figure 1: Site Location

Figure 2: Site Aerial

Figure 3: Concept Site Plan

Figure 4: City of Barrie Official Plan Map 1: Community Structure

Figure 5: City of Barrie Official Plan Map 2: Land Use Designations

Figure 6: City of Barrie Official Plan Map 3: Natural Heritage Protection Overlays

Figure 7: City of Barrie Official Plan Map 4B: Mobility Network

Figure 8: City of Barrie Official Plan Map 5: Right-of-Way Widths

Figure 9: City of Barrie Official Plan Map 6: Greenspace Network

Figure 10: City of Barrie Official Plan Map 7: Drinking Water System Vulnerable Areas

Figure 11: City of Barrie Official Plan Map 8: Cultural City Features

Figure 12: Proposed Zoning

Appendices

Appendix A: Figures

Appendix B: Proposed Draft Plan of Subdivision

Appendix C: Approved Draft Plan of Subdivision (Phase 1)

Appendix D: Proposed Zoning By-law Amendment

1.0 Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Sandy Creek Estates Inc. ("Owner"), to review the planning merits of a proposed Zoning By-law Amendment (the "Proposed ZBA") and a Residential Draft Plan of Subdivision (the "Proposed Draft Plan") for the lands known municipally as 989 Maplevue Drive East in the City of Barrie (the "Site") (**Figure 1**).

The Proposed ZBA and Proposed Draft Plan would facilitate the development of three hundred twenty-eight (328) residential units, including twenty-eight (28) single-detached units, two hundred nine (209) street townhouse units, twenty-two (22) back-to-back townhouse units, and sixty-nine (69) condominium townhouse units. In addition, a 0.50 hectares (1.2 acres) park, several rights-of-way, and an open space block associated with the natural heritage system are proposed (the "Proposed Development"). A copy of the Draft Plan of Subdivision is included as **Appendix B**. Further details about the Proposed Development are set out in **Section 4.0** of this Report.

The Site is part of a broader landholding consisting of additional lands located to the north. There are active planning applications on the lands to the north, known as "Phase 1", to implement a mixed-use townhouse development. A Zoning By-law Amendment was approved on December 22, 2022 (D30-001-2022) which site specifically zoned a portion of the site NMU(SP-623). The associated Draft Plan Approval was granted on June 13, 2023, and an application for Site Plan Approval was submitted July 19, 2024 (D28-056-2022) and is actively under review with the City. The Site is identified as a "Future Development Block" (Block 11) on the approved Draft Plan for Phase 1. A copy of the approved Draft Plan is included as **Appendix C** to this Report.

This Report provides a summary of the Proposed Development, the proposed ZBA and proposed Draft Plan applications, and the conclusions and recommendations of the associated technical reports. Additionally, this Report provides a summary and analysis of planning policy applicable to the Site, which includes the Provincial Planning Statement and the City of Barrie Official Plan. Regulations and requirements in the City of Barrie Zoning By-law have also been considered.

2.0 Site Description and Surrounding Land Uses

The Site is located in the City of Barrie, within the former Hewitt Secondary Plan Area. As noted, the Site forms part of a broader landholding with an approved Draft Plan of Subdivision. The total landholding is approximately 20 hectares (49.4 acres) and fronts onto the south side of Maplevue Drive East, an arterial road in the City of Barrie.

The Site is approximately 13.4 hectares (33.2 acres) and is separated from Phase 1 by a creek corridor. The Site is generally flat and has historically been used for agricultural purposes. A small section of the southern extent of the Site is wooded. The Site is currently vacant (**Figure 2**).

The Site is bounded by the following:

North: Immediately north of the Site is an approved draft plan of subdivision with residential and commercial uses (Phase 1) and Maplevue Drive East. Beyond Maplevue Drive East, is a residential draft plan being developed.

East: Immediately east of the Subject Lands is a proposed draft plan of subdivision, which is proposed to be developed with single detached dwellings, semi detached dwellings, rowhouses and an apartment, as well as an institutional block for a future school

South: Immediately south of the Subject Lands is a wooded area.

West: Immediately west of the Subject Lands is an approved draft plan of subdivision, which includes single detached dwellings, rowhouses and blocks for medium density residential development.

3.0 Pre-Consultation

A pre-consultation submission was made on August 31, 2023, with a meeting subsequently held on November 2, 2023 with the City. Comments, dated April 30, 2024, were received from the City on May 1, 2024.

The pre-application proposal was for Zoning By-law Amendment and Draft Plan of Subdivision applications to facilitate a three hundred and forty (340) unit residential development consisting of nineteen (19) single detached units, two hundred and thirty (230) townhouse units, twenty-two (22) back-to-back townhouse units, sixty-nine (69) condominium townhouse units, a 0.60 hectare (1.5 acre) park on the southern portion of the Site, and associated natural heritage system components. Access to the Site was provided through the extension of Terry Fox Drive to the north and via McAush Street into Fagan Boulevard to the west.

In addition to the comments received from the City of Barrie Planning Department on April 30, 2024, comments were provided from the following agencies, utilities, and City Departments:

- Alectra Utilities – dated October 6th, 2023
- Bell Canada – dated September 28th, 2023
- Canada Post – September 30th, 2023
- Barrie Fire & Emergency Services – dated October 17th, 2023
- Development Services – Zoning – dated November 15, 2023
- Development Services – Addressing – dated October 6, 2023
- Development Services – Approvals – dated October 16, 2023
- Development Services – Parks Planning – dated October 20, 2023
- Development Services – Transportation Planning – dated October 30, 2023
- Finance – Development Charges – October 18, 2023
- Environmental Risk Management and Compliance – dated October 23, 2023
- Waste Management – dated October 20, 2023

In summary, the comments provide general guidance on the materials, including technical studies and plans that are required to support the Zoning By-law Amendment and Draft Plan of Subdivision applications necessary to facilitate the Proposed Development. Two key comments received through the pre-consultation process include the following:

- Park should be centrally located within the Site; and
- Consider options with built form/design that would limit the number of individual driveways onto the municipal road network, specifically Terry Fox Drive which is a major collector road.

No in-principal objections were raised with the Proposed Development through the pre-consultation process.

A primary change in the development concept following the pre-consultation meeting was the relocation of the proposed park from the southern extent of the Site to the centre of the Site. The relocation of the park has resulted in a revised unit layout and a reduction in the total number of units. Additionally, the revised park location has assisted in further limiting the number of individual driveways onto both

Terry Fox Drive (major collector road) and Fagan Boulevard (minor collector road). The Traffic Impact Study completed by Tatham confirmed that from a traffic operations perspective, there are no concerns with the proposed driveway density on Terry Fox and Fagan Boulevard.

The Applicant has given due consideration to the comments received and a detailed response to these comments is submitted alongside this application.

4.0 Proposal

The proposal is for a Zoning By-law Amendment and Draft Plan of Subdivision in support of a residential development.

4.1 Proposed Development

The Site is proposed to be developed for a total of three-hundred and twenty-eight (328) units, consisting of twenty-eight (28) single-detached units, two hundred nine (209) street townhouse units, twenty-two (22) back-to-back townhouse units, and sixty-nine (69) condominium townhouse units. In addition, a minimum of 10% of the street townhouses within the Proposed Development will include an additional residential unit within the basement. Other components of the Proposed Development include a park, Natural Heritage System, and open space (**Figure 3**).

The Proposed Development has been designed around a modified grid pattern and is proposed to be connected to the surrounding area through an extension of Terry Fox Drive (27 metres) to the north and via Fagan Boulevard (24 metres) to the east and west. A large park is proposed to be centrally located within the Proposed Development to allow for convenient access from the neighbourhood. The Proposed Development will be fully serviced by municipal water and sanitary services.

4.2 Draft Plan of Subdivision

The Proposed Draft Plan of Subdivision consists of three-hundred and twenty-eight (328) units and includes five (5) different unit types:

- 10.7 metre single detached
- 6.1 metre townhouse (freehold)
- 6.1 metre townhouse (condominium)
- 6.4 metre back-to-back townhouse (freehold)
- 6.4 metre back-to-back townhouse (condominium)

Two hundred and fifty-nine (259) units are freehold and sixty-nine (69) units will be contained within a condominium block.

In addition to the residential lots/blocks, the Proposed Draft Plan consists of one (1) parkland block (Block 72), one (1) open space block (Block 73), one (1) natural heritage block (Block 74), and six (6) rights-of-way (Streets A to D, Fagan Blvd. & Terry Fox Drive).

A copy of the Proposed Draft Plan of Subdivision is included as **Appendix B** to this Report.

4.3 Zoning By-Law Amendment

The Site is currently zoned 'Agricultural General (AG)' in the Town of Innisfil Zoning By-law No. 054-04. A Zoning By-law Amendment is required to permit residential development on the Site and implement the Proposed Draft Plan.

Overall, the Proposed ZBA seeks to:

- Re-zone the single detached dwelling and street townhouse units to a site-specific Neighbourhood Residential 5 (R5-XX) Zone;
- Re-zone the back-to-back townhouse units to a site-specific Neighbourhood Residential Multiple Zone 3 (RM3-XY) Zone;
- Re-zone the condominium townhouse block to a site-specific Neighbourhood Residential Multiple Zone 3 (RM3-XX) Zone;
- Re-zone the natural heritage system to the Environmental Protection (EP) Zone; and,
- Re-zone the park to the Open Space (OS) Zone.

Section 5.4 of this Report details the proposed zoning for the Site in relation to the City of Barrie Zoning By-law.

The Draft Zoning By-law Amendment Text and Schedule are provided in **Appendix D** to this Report.

It is noted that at the time of writing this report, the City of Barrie has released the 3rd draft of the City's proposed new comprehensive Zoning By-law. The statutory public meeting was held in November 2024 and the City is currently working through comments received from the public and development industry towards a next draft. Depending on the timing of the Proposed ZBA and the City adopting the proposed new Zoning By-law, the format of this proposed site-specific zoning may need to be revised or the City may need to include detailed site specific exceptions on the Site in order to appropriately carry forward the zoning to allow the Proposed Development to continue uninterrupted.

5.0 Planning Analysis

The following is a review of the land use planning policy framework and other material considerations relevant to the consideration of the Proposed Development of the Site.

5.1 Planning Act

The Planning Act establishes the framework for land use planning in Ontario, and effectively describes how land uses may be controlled, and who may control them. With respect to the applications made, Section 51(24) of the Planning Act identifies that a Plan of Subdivision is to have regard, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.

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. The proposed Draft Plan will have no detrimental effect on matters of provincial interest as outlined in Section 2 of the Planning Act and as detailed in the table below.

Matters of Provincial Interest		
a)	the protection of ecological systems, including natural areas, features and functions;	A Natural Heritage Evaluation was completed to review the natural environmental conditions and the potential for impacts related to the proposed development on significant natural heritage features and functions of the property and adjacent land. The Natural Heritage Evaluation confirmed that the Site's environmental conditions are not limiting to the proposed development through incorporation of the environmental protection measures described in the report. Additional details regarding the Natural Heritage Evaluation are outlined in Section 6.2 of this Report.
b)	the protection of the agricultural resources of the Province;	The Site is located within the Settlement Area of Barrie and is designated for urban development.
c)	the conservation and management of natural resources and the mineral resource base;	There are no mineral or natural resources located on or near the Site.
d)	the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	There are no known or identified cultural or historical resources on the Site and an Archaeological Assessment has been prepared which confirmed that the Proposed Development is clear of any archaeological concern. The conclusions of the Archaeological Assessment are outlined in Section 6.3 of this Report.

e)	the supply, efficient use and conservation of energy and water;	The Proposed Development will use municipal water and sanitary servicing. The technical requirements of the site design have been reviewed and confirmed through a Functional Servicing and Stormwater Management Report, detailed in Section 6.1 of this Report. In addition, an Energy Conservation Report has been prepared which provides a number of recommendations to be considered within the development related to the efficient use and conservation of energy and water. Additional details on the Energy Conservation Report are outlined in Section 6.7 to this Report.
f)	the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The Site is located within a Settlement Area where infrastructure with sufficient capacity exists or is planned to exist. The proposed development will use municipal water and sanitary servicing, and the Functional Servicing and Stormwater Management Report has confirmed that existing and planned infrastructure can appropriately service the Proposed Development.
g)	the minimization of waste;	The Proposed Development will adhere to the City's waste management programs and policies.
h)	the orderly development of safe and healthy communities;	The Proposed Development provides four (4) points of connection to the broader community based on the road network proposed. The proposed grid system makes efficient use of land and will allow for ease of travel for both vehicular and active transportation users through the Site, and the Proposed Development will be fully serviced with municipal sewage and water services.
h.1)	the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	Details regarding accessibility will be reviewed during detailed design. Items such as the appropriate location of curb cuts will be undertaken in accordance with Provincial Standards. The proposed road pattern and location of walkways provides for efficient connectivity within the development and to the surrounding community.
i)	the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	The Site is in close proximity to several local parks, schools and other community facilities which were master planned through the previous Hewitts Secondary Plan process. A large centralized park is also proposed in the development.

j)	the adequate provision of a full range of housing, including affordable housing;	The Proposed Development will contribute towards diversifying the housing stock available in the local area through the provision of a variety of unit types, including two different types of townhouse units, condominium townhouse units, and single detached dwelling units. The introduction of smaller units within the Proposed Development will provide for a more attainable price point in the local area. In addition, a minimum of 10% of all street townhouses within the Proposed Development will include an additional residential unit within the basement. It is anticipated that as a result of these additional residential units being located within smaller sized townhome units that they will naturally be smaller than the average basement apartment located within a single detached dwelling and will therefore command lesser rent on the open market in line with the City's affordable rental rate as outlined in the City's Development Services Housing Bulletin (Version 1.2).
k)	the adequate provision of employment opportunities;	The Proposed Development will provide an opportunity for construction jobs, long term property maintenance jobs, and opportunity for home occupations. In addition, the Proposed Development will locate additional future population within close proximity to existing commercial areas and designated growth areas.
l)	the protection of the financial and economic well-being of the Province and its municipalities;	The Proposed Development is orderly, within a Settlement Area and will protect the financial and economic well-being of the Province.
m)	the co-ordination of planning activities of public bodies;	The City hosts an approvals process which includes coordination of planning the activities of public bodies.
n)	the resolution of planning conflicts involving public and private interests;	There do not appear to be any conflicts between public and private interests.
o)	the protection of public health and safety;	There are no anticipated concerns with respect to public health and safety.
p)	the appropriate location of growth and development;	The Site is located within a Settlement Area where growth and development is to be focused. Furthermore, the Site is designated in the City Official Plan for residential development and was previously master planned through the Hewitt's Secondary Plan process.

q)	the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The Proposed Development makes efficient use of the land, provides a transit supportive density and provides for pedestrian connections on short blocks within the site connecting to the broader community.
r)	The promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	It is submitted that the Proposed Development will facilitate a built form that is efficient and well designed and compatible with existing development in the area. Furthermore, the Proposed Development provides a sense of place through access to parkland and open space on Site.
s)	the mitigation of greenhouse gas emissions and adaptation to a changing climate;	The Proposed Development provides for development in a compact form within a Settlement Area where services and infrastructure are existing and planned. The proximity to community services and facilities will enable forms of active transportation to be used as an alternative to automobile dependency.

Furthermore, the Planning Act outlines specific criteria to be considered by an approval authority when contemplating a Draft Plan of Subdivision including:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The Proposed Development will have no detrimental effect on matters of the Provincial Interest as outlined in Section 2 of the <i>Planning Act</i> and as detailed in the table above.
(b) whether the subdivision is premature or in the public interest;	The Site is located within a settlement area and is currently designated for residential development within the City of Barrie Official Plan. The Proposed Development will utilize existing and planned infrastructure and will implement the planned function of the lands in the City of Barrie Official Plan.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The Site is located within a "Designated Greenfield Area (DGA)" and is designated for residential development within the "Neighbourhood Area" designation within the City of Barrie Official Plan. The Site is surrounded by existing residential development and the Proposed Development has been designed to accommodate road connections to adjacent lands.
(d) the suitability of the land for the purposes for which it is to be subdivided;	The City of Barrie Official Plan designates the Site for the uses which are proposed and encourages development of this nature. Technical studies were completed to determine the supportability of the Proposed

	Development and have concluded that the Proposed Development can be appropriately accommodated on the Site.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	A minimum of 10% of all street townhouses within the Proposed Development will include an additional residential unit which are intended to function as affordable housing units. It is anticipated that as a result of these additional residential units being located within smaller sized townhome units that they will naturally be smaller than the average basement apartment located within a single detached dwelling and will therefore command lesser rent on the open market in line with the City's affordable rental rate as outlined in the City's Development Services Housing Bulletin (Version 1.2).
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The existing road network provides access to the Site. A Traffic Impact Study has been completed for the Site which confirms that the Proposed Development can be appropriately accommodated on the Site from a traffic perspective subject to implementation of traffic signals.
(f) the dimensions and shapes of the proposed lots;	The Proposed Development contains lots and blocks that are appropriate in size and shape to accommodate the intended uses and make efficient use of the land and existing/planned infrastructure.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	There are no known restrictions affecting the Site.
(h) conservation of natural resources and flood control;	The Site contains a mapped watercourse at the southeastern corner and is within the Lake Simcoe Region Conservation Authority's regulated area. The Proposed Development has been designed to protect the required Natural Heritage System where the watercourse is located.
(i) the adequacy of utilities and municipal services;	The Site can be serviced by proposed municipal water and sewage infrastructure as confirmed in the Functional Servicing and Stormwater Management Report.

(j) the adequacy of school sites;	There are several schools in the local area, including a local public school, Hewitt's Creek Public School and La Source Elementary School. The local School Boards will be circulated and provided the opportunity to provide comment on the Proposed Draft Plan and Proposed ZBA.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	There are various lands to be dedicated for public purposes including: • A Park Block of 0.5 hectares; • A Natural Heritage System Block of 1.52 hectares; • An Open Space Block of 0.1 hectares; and • Six (6) right-of-ways.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The Site provides for an efficient modified grid road pattern, is compact, and provides for a mix of residential dwelling types on Site. The Proposed Development provides for park and open space on Site, and is located in close proximity to services, education facilities and recreation facilities, which will enable forms of active transportation to be used as an alternative to automobile dependency for the access of these community amenities.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).	The majority of the Proposed Development is not anticipated to be subject to future site plan control as the proposed units are freehold. A future site plan control application may be required for the townhouse condominium block within the Proposed Development.

Section 34(10) of the Planning Act addresses Zoning By-law Amendments and states that:

Despite any other provision of this section, any by-law passed under this section or a predecessor of this section may be amended so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law if such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed.

A Zoning By-law Amendment is proposed in order to facilitate the Proposed Development.

5.2 Provincial Planning Statement (2024)

The Provincial Planning Statement ("PPS") is a consolidated statement of the Provincial government's policies on land use planning and is intended to provide policy direction on key land use planning matters. All land use planning decisions are required to be consistent with the minimum standards set in the PPS.

The PPS contains four (4) main policy sections:

1. Building Homes, Sustaining Strong and Competitive Communities
2. Infrastructure and Facilities
3. Wise Use and Management of Resources
4. Protecting Public Health and Safety

Section 2.1 of the PPS contains policies related to Planning for People and Homes, with Section 2.1.6 stating that:

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, longterm 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 Development supports the achievement of complete communities through the provision of a range of range of housing options and a central parkland block well connected to the development and the broader community. In addition, a minimum of 10% of the street townhouse units will have additional residential units which are anticipated to be available for rent at an affordable price point, further diversifying the housing options within the development.

Section 2.2 contains policies related to Housing. Section 2.2.1 states:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet 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;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing 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;*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

As noted above, the Proposed Development will provide a range of housing options, including single-detached dwelling units, street townhouses, back-to-back townhouses, and condo townhouses. As noted above, a minimum of 10% of the street townhouse units within the Proposed Development will have an additional residential unit that is anticipated to be available for rent at an affordable rate. Additionally, the Proposed Development is of a density which efficiently uses land and infrastructure and will support the use of active transportation and public transit.

Section 2.3 contains policies pertaining to Settlement Areas and Settlement Area Boundary Expansions. The Site is located within the City of Barrie, which is a settlement area. General policies for settlements are outlined in Section 2.3.1 and include, but are not limited to, the following:

1. 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 Site is located within a settlement area and the Proposed Development will support development in a location identified for residential growth. The Site is not located within a strategic growth area.

2. 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 has been designed to have a compact form, will utilize both planned and existing infrastructure, provides for additional residential dwellings within proximity to services and amenities, and provides for a density which is more transit supportive. Furthermore, the Proposed Development has been designed to provide connectivity within the Site and to the broader community which will support active transportation.

Section 2.9.1 contains policies related to Energy Conservation, Air Quality and Climate Change and states that:

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;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The Proposed Development is compact in nature and will support the achievement of complete communities through the provision of a variety of dwelling types and a large, central park. Additionally, Phase 1, which is located directly to the north of the Site, contains a variety of commercial units fronting Maplevue Drive East which furthers the services and amenities located within walking distance of the Site.

An Energy Conservation Report has been prepared which provides a number of building and recommendations to be considered within the Proposed Development related to energy conservation and efficiency. Additional details on the Energy Conservation Report are outlined in **Section 6.7** to this Report. In addition, the proposed stormwater management strategy for the Site will utilize a number of low impact design initiatives to minimize the environmental impact of the Proposed Development as outlined in the Functional Servicing and Stormwater Management Report. The density and connectivity within the Proposed Development also supports the use of active transportation.

Chapter 3 of the PPS contains policies related to Infrastructure and Facilities, with section 3.2 containing policies pertaining to 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.*
- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 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 Proposed Development has been designed around a modified grid network and will provide external connections to the north, east and west. Overall, the proposed road network provides connectivity within the site and to the broader community, which will allow for the efficient movement of vehicles and active transportation uses. A Traffic Impact Study has been completed by Tatham, which confirms that the Proposed Development can be supported from a transportation perspective subject to the implementation of traffic signals. It is anticipated that the public transportation network will be expanded within the Site area as development unfolds.

Sewage, Water and Stormwater policies are outlined in Section 3.6 and state:

- 1. Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *is feasible and financially viable over their life cycle;*
 - 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. *aligns with comprehensive municipal planning for these services, where applicable.*
 - c) *promote water and energy conservation and efficiency;*
 - d) *integrate servicing and land use considerations at all stages of the planning process;*
 - e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
2. *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems*

The Proposed Development will be serviced by full municipal water and sewage systems. A Functional Servicing and Stormwater Management Report was prepared by WMI to review the feasibility of the servicing strategy for the Proposed Development. Overall, the report concluded that the Proposed Development can be serviced in accordance with the Subwatershed Impact Study and all applicable design guidelines and regulations. Additional detail regarding the Functional Servicing and Stormwater Management Report is outlined in **Section 6.1** of this Report.

8. *Planning for stormwater management shall:*

- 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;*
- b. *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c. *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d. *mitigate risks to human health, safety, property and the environment;*
- e. *maximize the extent and function of vegetative and pervious surfaces;*
- f. *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g. *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

The Proposed Development will utilize an internal storm drainage system and convey drainage eastward to the proposed stormwater management facility within the Dorsay lands, in accordance with the Subwatershed Impact Study, to provide quality and quantity controls. In addition, the stormwater management strategy for the site includes the use of low impact development initiatives and a treatment train approach to provide the maximum possible quality control benefit.

A Functional Servicing and Stormwater Management Report was prepared by WMI to review the feasibility of the stormwater management strategy for the Proposed Development. The report confirmed that storm runoff can be controlled to be least impactful to the surrounding environment, that water balance will be maintained to pre-development levels, and that an enhanced level of quality control will be provided. Details regarding the Functional Servicing and Stormwater Management Report are outlined in **Section 6.1** of this Report.

Section 3.9 of the PPS contains policies pertaining to Public Spaces, Recreation, Parks, Trails and Open Space. Section 3.9.1 states that:

Healthy, active, and inclusive communities should be promoted by:

- 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;*
- 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;*
- c) providing opportunities for public access to shorelines; and*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The streets within the Proposed Development have been designed around a modified grid network which will provide connectivity both within the development and to the broader community. The public streets and sidewalks will be designed in accordance with City standards for accessibility and the proposed connections within the development will support active transportation. Programming of the park will ultimately be determined by the City. However, the park block is of a scale which can provide a range of recreational opportunities and is in an accessible location within the Proposed Development. A block for natural heritage has been provided at the southern extent of the Site which recognizes and protects this portion of the City's Natural Heritage System.

A portion of the Site is within the Natural Heritage System. Policies in Section 4.1 of the PPS state that natural features shall be protected, and the diversity and connectivity of such natural features should be maintained or improved. As noted, the Proposed Draft Plan includes a natural heritage block which will maintain and protect the designated Natural Heritage System on the Site. A Natural Heritage Evaluation was also completed by Azimuth to identify the candidate Key Natural Heritage Features present and to address potential impacts to these identified features. Overall, the Natural Heritage Evaluation concluded that the that the environmental conditions of the Site are not limiting to the Proposed Development provided the environmental protection measures outlined in the report are implemented. Additional details regarding the Natural Heritage Evaluation, including the recommendations, are outlined in **Section 6.2** of this Report.

The Site does not host any known significant built heritage resources or significant cultural heritage landscapes. A Stage 1-2 Archaeological Assessment was completed on the Site and has been accepted into the Ontario Public Register of Archaeological Reports by the Ministry of Heritage, Sport, Tourism, and Culture Industries. The Assessment concluded that no further archaeological assessment is warranted and that the proposed undertaking is clear of any archaeological concern.

Based on a comprehensive review of the proposal and applicable policies of the PPS, it is the opinion of the undersigned that the Proposed Development is consistent with the policies of the PPS

5.3 Lake Simcoe Protection Plan

The Site is subject to the policies of the Lake Simcoe Protection Plan (LSPP). Two mapped watercourses within the Innisfil Creek Subwatershed, and tributaries within the Sandy Cove Creek subwatershed, flow across the property from west to east. Wetlands (unevaluated, non-provincially significant) are also identified on the Site.

The Lake Simcoe Protection Plan provides policies and implementation tools that guides efforts to protect and restore the ecological health of the Lake Simcoe Watershed. Through the work related to the Hewitt's Secondary Plan, the Landowners Group prepared a Subwatershed Impact Study. The Subwatershed Impact Study was reviewed and accepted by the City as well as the Lake Simcoe Conservation Authority (LSRCA). The proposal will follow the intention of the Subwatershed Impact Study, including the future detailed engineering design.

The Site is located within a Settlement Area, and therefore the Settlement Area policies of the LSPP apply. Overall, these policies require the City to have Official Plan policies which appropriately address stormwater, that vegetation removal, grading and soil compaction be kept to a minimum, and that sediment erosion be controlled during construction. The City Official Plan contains stormwater management policies and these policies will be met as discussed in **Section 6.1** of this Report. Detailed grading and erosion measures will be developed to City standards at the time of detailed design.

As outlined in the Hydrogeological Assessment, the calculated infiltration deficit in the post-development scenario will trigger the Lake Simcoe Protection Plan Water Balance Offsetting Policy.

Additionally, the Natural Heritage Evaluation prepared by Azimuth concluded that the environmental conditions of the Site are not limiting to the proposed development through incorporation of the recommended environmental protection measures. Additional details of the Natural Heritage Evaluation are outlined in **Section 6.2** of this Report.

Ecological offsetting with the LSRCA will be required to compensate for the removal of wetlands within the Site. An Ecological Offsetting Strategy was prepared and approved by the LSRCA in September of 2022 for the Site and Phase 1 to the north as part of the Natural Heritage Evaluation completed for Phase 1.

It is submitted that the Proposed Development and associated applications conform to the Lake Simcoe Protection Plan.

5.4 City of Barrie Official Plan (2024)

The City of Barrie Official Plan (the “City OP”) was approved in May 2024 and is intended to guide Barrie’s growth to 2051. The City OP responds to land use, development, and conservation goals, and is underpinned by a series of founding principles including managing and directing growth to create healthy, complete, and safe communities, design excellence, connectivity and mobility, green and resilient, economic prosperity and growth, and vibrant and diverse culture. Within the City OP, the Site is predominantly designated “Neighbourhood Area”, with a small section of the southern extent designated “Natural Heritage System” and a square in the middle of the Site designated “Greenspace” on Map 2 (**Figure 5**). The Site is identified as being within the “Designated Greenfield Area (DGA)” in the City (**Figure 4**).

Neighbourhood Area

Policies pertaining to the City’s Neighbourhoods are contained within Section 2.3.7 of the City OP, with policies specific to the Neighbourhood Area designation outlined in Section 2.6.1. The Neighbourhood Area designation is considered a neighbourhood in the context of the City OP. Section 2.3.7 identifies neighbourhoods as being where the majority of residents live and includes, but is not limited to, the following policies:

- a) Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, in accordance with the policies of the respective land use designation, Section 3 of this Plan, and the City-Wide Urban Design Guidelines.*

The Site is designated Neighbourhood Area in the City OP and the Proposed Development is in keeping with the built form and permitted uses for this designation. A more detailed review of the policies applicable to the Neighbourhood Area designation is included within this section of the Report.

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

A draft plan of subdivision and Zoning By-law Amendment have been filed to facilitate the Proposed Development. The Proposed Development includes a variety of unit types around a modified grid street layout, which is in keeping with the Neighbourhood Area designation.

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

The Proposed Development includes a centrally located park and linkages to the City’s Natural Heritage System at the southern extent of the Site.

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

The Proposed Development includes a range of housing forms and types permitted in the Neighbourhood Area designation, including single detached dwellings, street townhouses, back-to-back townhouses, and a condominium townhouse block. In addition, a minimum of 10% of all street townhouses within the Proposed Development will include an additional residential unit that is anticipated to be available for rent at an affordable rate given the reduced size.

Growth Management & Phasing

Section 2.4 of the City OP outlines the City's Growth Management goals and strategy. As it relates to the Site, Section 2.4.2.1 b) identifies that:

All new development will be evaluated by the City in the context of housing, so that the City can plan for an appropriate housing mix to ensure a gradual transition towards more compact forms of development, support intensification and Designated Greenfield Area density targets, and meet future housing needs.

The Site is located within the designated greenfield area and the Proposed Development will provide for a density of approximately 71.6 people per hectare, which will contribute towards the overall density target for the designated greenfield area in the City. The Proposed Development includes a range of dwelling unit types which supports diversifying the housing mix in the City and the draft plan has been designed to locate more compact forms of development closer to higher density development types to the north. Overall, the Proposed Development will provide 328 new housing units which will contribute towards meeting future housing needs within the City.

Additionally, Section 2.4.2.1 k) states that:

The addition of residential units or detached ancillary dwelling units to existing ground related dwellings, and the provision of such as-of-right units for new development on all Designated Greenfield Area lands, shall be:

- i) Promoted as low impact intensification to support the achievement of the City's intensification target and Designated Greenfield Area density target;*
- ii) Used as a tool to provide attainable and affordable housing; and,*
- iii) Subject to the Zoning By-law and applicable design guidelines for driveway/access and servicing review, as well as to the City-Wide Urban Design Guidelines.*

A minimum of 10% of all street townhouse units within the Proposed Development will include an additional residential unit, which supports the intent of Section 2.4.2.1 k) of the City OP and affordable housing initiatives.

Policies related to the Designated Greenfield Area are outlined in Section 2.4.2.3 of the City OP. The City OP describes Designated Greenfield Areas as new urban areas in the City that are intended to be developed around an interconnected Natural Heritage System, Greenspace network, and multi-modal transportation system. Within Section 2.4.2.3, the following policies apply to the Site and Proposed Development:

- 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 328 new residential units which will support growth within the City's designated greenfield area.

- 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 Proposed Development has been designed around a modified grid street pattern and will provide external connections to the north, east and west.

- 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 Site is part of a broader landholding and the Proposed Development represents a second phase to development approved to the north. In addition, development approvals have recently been obtained on abutting lands to the west and north and the Proposed Development represents a logical progression of development in the area.

- 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 Proposed Development is compact in nature and will make efficient use of land and existing and planned infrastructure. The Natural Heritage System on the Site is proposed to be included as a block within the Proposed Natural Heritage System and will be zoned accordingly as part of the Proposed ZBA which will ensure that it is maintained as part of the Proposed Development. The Proposed Development will include a mix of housing options and provide a central parkland block which will provide for greater accessibility to those within the Proposed Development and in the broader community. Additionally, the density and connectivity of the Proposed Development is conducive to active transportation and transit opportunities. A Hydrogeologic Assessment and Functional Servicing and Stormwater Management Report were completed and have confirmed that the Proposed Development and stormwater management strategy maintain watershed function and protect the quantity and quality of ground and surface water.

- e) Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051. The portion of Designated Greenfield Area lands identified as Phase 1 West, Phase 2 West, and Phase*

3 West on Appendix 2: Phasing Plan as adopted by By-law 2022-016, excluding Employment Areas, may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.

The Site is located within the Designated Greenfield Area and is within Phase 2 East on Appendix 2: Phasing Plan as adopted by By-law 2022-016. The Proposed Develop provides a density of approximately 71.6 people per hectare, which will contribute to the planned overall minimum density for Designated Greenfield Areas of 79 persons and jobs per hectare. It is noted the 71.6 people per hectare does not include the minimum 10% additional residential units that will be provided or any jobs created through home occupations which would further increase this calculation.

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

The Site is part of a future development block on the approved Draft Plan of Subdivision for Phase 1. As noted above, the Proposed Development will contribute to the overall Designated Greenfield Area density target.

- 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 Proposed Development will provide a range and mix of housing options including single detached dwellings, street townhouses, back-to-back townhouses and a condominium townhouse block. In addition, 10% of all street townhouses in the Proposed Development will include additional residential units which will further contribute to the range and mix of housing options available.

- 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.*

The Proposed Development will protect the Natural Heritage System and features on Site through the implementation of a natural heritage system block and Environmental Protection zoning through the development approvals process. In addition, the proposed stormwater management strategy for the Site will utilize low impact development initiatives and the Functional Servicing and Stormwater Management Report has confirmed that storm runoff can be controlled to be least impactful to the surrounding environment.

In addition, an Energy Conservation Report has been prepared which provides a number of recommendations to be considered within the development related to the efficient use and conservation of energy and water. Additional details on the Energy Conservation Report are outlined in **Section 6.7** to this Report.

- i) To ensure new development on Designated Greenfield Area land is integrated, coordinated, 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.

Section 9.5.2 provides the Phasing policies of the City OP. In general, the phasing policies provide the City mechanisms to manage growth and development in relation to the availability of infrastructure and services. The Proposed Development represents a logical progression of growth in the area and it is anticipated that any phasing requirements for the Proposed Development will be addressed through the Subdivision Agreement. Servicing is in accordance with Sections 5.6 and 6.6 of the City OP as outlined in this Report.

Neighbourhood Area & General Land Use Policies

The Neighbourhood Area land use policies are contained in Section 2.6.1 of the City OP. Residential uses are a permitted use in the Neighbourhood Area. Parks and other open space areas are also permitted uses in the Neighbourhood Area. On this basis, the Proposed Development is a permitted use on the Site.

Land use policies specific to the Neighbourhood Area are outlined in Section 2.6.1.1 of the City OP and state, among other items, that lands designated Neighbourhood Area shall:

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

The Proposed Development provides a built form which would be considered low-rise. Neighbourhood-scale commercial uses are approved on Phase 1 to the north off the Site.

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

As noted above, the Proposed Development includes a mix of housing types and central park around a modified grid street network. The density and connectivity within the Proposed Development encourages active transportation. It is anticipated that expanded opportunities for transit in the area will be explored by the City as the immediate area is developed further.

- 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 Site is designated Neighbourhood Area within the Designated Greenfield Area and would therefore not be considered an established neighbourhood.

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

The Proposed Development is in keeping with the density targets for the Designated Greenfield Area and conform to the Neighbourhood policies in Section 2.3.7 of the City OP as outlined above.

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

The Proposed Development includes additional residential units within a minimum of 10% of the street townhouse units which supports intensification and provides an affordable housing option.

Additional development policies for the Neighbourhood Area are provided under Section 2.6.1.3. As it relates to the Site and Proposed Development, the following policies are applicable:

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

The Proposed Development will be three storeys or less.

- 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.*

Terry Fox and Fagan Boulevard, which are classified as collector streets, bisect the Site. The Proposed Development will have a density of approximately 45.3 units per hectare on the collector streets within the Proposed Development. It is noted this calculation does not include the minimum 10% additional residential units that will be provided within the street townhouse units which would further increase the calculation. In general, higher density units are proposed along the collector streets within the Proposed Development.

Section 2.5 of the City OP contains general land use policies, which are applicable to all land use designations. The following policies are applicable to the Site and Proposed Development:

- d) Development shall proceed by way of draft plan of subdivision if any of the following are required:*
 - i) The creation of new municipal streets;*
 - ii) Extensions to trunk water, trunk sanitary sewer, and/or trunk stormwater management infrastructure; and/or,*
 - iii) The creation of 10 or more new lots.*

The Proposed Development is proceeding by way of draft plan of subdivision.

- f) The creation of new lots fronting onto private streets may only be permitted where access to a public street is provided.*

The townhouse condominium block will include internal private roads. The block will be accessed via Terry Fox Drive which is a public street.

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

The Proposed Development will be on full municipal services.

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.

The Proposed Development will include additional residential units within a minimum of 10% of the street townhouse units. Given the smaller scale of these additional residential units and the constraints associated with parking, it is anticipated that the units will rent at an affordable price and thereby contribute to the City's affordable housing target.

Natural Heritage System

The Natural Heritage System (NHS) is described in Section 2.6.6 of the City OP. A portion of the southern extent of the Site is designated NHS in the City OP. The purpose of the NHS designation is to identify the system of natural heritage features and areas, and adjacent lands, within the city. In general, development is to be directed outside of the NHS.

Additional policies related to the NHS are outlined in Section 5.3.1. In general, natural heritage features and areas are to be protected for the long term and the diversity and connectivity of the of natural heritage features is to be maintained, restored, and where possible improved.

The NHS area on the Site is further identified as being within a Natural Core Area, associated with a Watercourse and High Constraint Stream Corridor Area in the southeast corner of the Site (**Figure 6**). High constraint stream corridor areas must be protected in their existing locations for hydrogeological and ecological reasons outlined in Section 5.4.5.1 b) of the City OP.

The Proposed Development protects and maintains these areas by ensuring that development is located outside of the natural heritage features and areas and their associated buffers. The Proposed Draft Plan includes a block for the NHS and the Proposed ZBA seeks to rezone this area to Environmental Protection which will ensure that development is restricted in this area. Natural Heritage Evaluation was completed by Azimuth which confirms that the Site's environmental conditions are not limiting to the Proposed Development provided the environmental protection measures described in the Natural Heritage Evaluation are implemented. The conclusions and recommendations from the Natural Heritage Evaluation are outlined in **Section 6.2** of this Report.

Section 5.5 of the City OP contains policies related to Ecological Offsetting. Section 5.5 of the City OP states that,

Compensation or ecological offsetting for the loss of natural heritage features such as woodlands and wetlands is common both internationally and nationally. This offsetting approach is typically used when avoidance of a feature is not possible. It is also used to fulfill the "no net loss" principle with the overall goal of achieving a "net environmental gain." As part of achieving environmental sustainability, the City supports the use of an ecological offsetting program by local conservation authorities to regulate the development process

There are three (3) wetland areas located on the Site outside of the Natural Core Area which were reviewed as part of the Phase 1 development to the north and the Natural Heritage Evaluation for that phase. The wetlands are proposed to be removed as part of the Proposed Development. Accordingly, an Ecological Offsetting Plan has been prepared and accepted by the Lake Simcoe Region Conservation

Authority to compensate for the loss of wetlands located outside of the Natural Core Area on the Site. Additional details regarding the Ecological Offsetting Plan are outlined in the Natural Heritage Evaluation and **Section 6.2** of this Report.

Greenspace & Park

Policies related to the Greenspace designation are outlined in Section 2.6.7 of the City OP. The Greenspace designation identifies lands for parks and other outdoor recreational and functional open spaces. A central portion of the Site is designated “Greenspace” as shown in **Figure 5**. This Greenspace area is further identified as a Park within the City’s Greenspace Network, shown in **Figure 9**. Passive and active recreation uses are identified as a permitted use in the Greenspace designation as guided by the policies of the parks network under Section 5.6 of the City OP.

The Proposed Development includes a park block in generally the location designated Greenspace in the City OP. The proposed park is a permitted use in the City OP. The proposed park block is interpreted to align with the mapped Greenspace designation as it aligns with the intent for it to be centrally located.

Additional policies pertaining to greenspace are outlined in Section 5.6 of the City OP, with the objectives of parks planning outlined in Section 5.6.1. While a detailed design and programming of the park has not been undertaken, it is anticipated that the objectives outlined in Section 5.6.1 can be met.

As shown within the Proposed Development, a Park block is in the center of the Site as a focal point. This will provide convenient access for the residents and will be a safe, year-round destination that is flexible for the use of the residents. The proposed parkland dedication is in accordance with the requirements of the Hewitt’s Community Master Parkland Agreement.

Urban Design & Development Criteria

Section 3 of the City OP outlines a number of policies related to urban and community design. Section 3.2 describes general urban design policies, with Section 3.2.1 stating the following:

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

The Proposed Development has been designed a modified grid street pattern with short blocks to increase connectivity and walkability within the development. All blocks within the Proposed Draft Plan are in keeping with the ideal block lengths outlined in the City OP. The Proposed Development will provide connections to lands beyond the Site to the north, east and west which will improve the existing urban fabric and wider street network. The Proposed Development will provide for a continuous built form which is appropriate for the Neighbourhood Area and locating the park with streets on three (3) sides will allow for a transition between the private and public realm. The density of the Proposed Development is in keeping with the approved and planned developments within the local area and it is

submitted that the height and density is appropriate for the context. An Urban Design Report has been completed which further details how the above noted policies have been considered in the Proposed Development. A summary of the Urban Design Report is outlined in **Section 6.9** to this Report.

Complete Neighbourhood Design is discussed in Section 3.2.2 and states that:

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

The Proposed Development will further the diversity of land uses in the neighbourhood through the provision of a park and a variety of dwelling unit types and housing options. In addition, the Proposed Draft Plan includes open space and natural heritage blocks at the southern extent of the Site which will vary the open space types in the Proposed Development. The short blocks and connections within the Proposed Draft Plan will enhance connectivity within the Site and the broader area, and support active transportation objectives.

Section 3.2.3 relates to Sustainable and Resilient Design and states that:

- 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.*

The Proposed Development will utilize low impact design strategies and the Functional Servicing and Stormwater Management Report has confirmed that the stormwater management strategy will maintain pre-development water balance levels, and provide water quality and quantity controls. In addition, an Energy Conservation Report has been prepared which provides a number of recommendations to be considered within the development related to the efficient use and conservation of energy and water.

Built form types, including low-rise development, and development criteria are outlined in Section 3.3 of the City OP. Section 3.3.1 provides general built form criteria and states that:

The following urban design policies apply to all new development in Barrie:

- 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*

While many of the policies within Section 3.3.1 appear to be directed to higher density built-forms, all of the freehold units and entrances will be oriented to the street and are in keeping with the provisions of the City Zoning By-law for the built-form proposed.

Policies related to low-rise development are outlined in Section 3.3.2 of the City OP and state:

Low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses and walk-up apartment buildings. While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:

- 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.*

A Proposed Draft Plan and Proposed ZBA have been included within the application submission. In addition, an Urban Design Report has been completed which reviews the Proposed Development in the context of the City's applicable urban design policies and guidelines.

- 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.*

The building design of the residential units within the Proposed Development will be appropriate the neighbourhood setting.

- 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.*

The scale of the Proposed Development is in keeping with existing and planned developments in the local area. Higher density built forms have generally been sited on the northern portion of the Site which is in closer proximity to existing higher density development approved to the north. The proposed heights and setbacks are in keeping with the zoning in place for lands in the Hewitt's Secondary Plan Area.

- 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.*

An Urban Design Report has been completed which details how this policy has been considered in the Proposed Development. Overall, main entrances have been oriented to face public streets, and corner buildings are designed with articulated façades to enhance visibility and interaction. Blank walls are avoided, and the façades incorporate elements such as windows, projections, and awnings to add visual interest and ensure pedestrian-friendly experiences. A summary of the Urban Design Report is outlined in **Section 6.9** of this Report.

- e) *Stacked townhouses should be a maximum of four storeys in height and should be designed to generally resemble a traditional street townhouse.*

There are no stacked townhouses proposed in the development.

- 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.*

The setbacks proposed in the development are in keeping with those approved for the Hewitt's Secondary Plan Area in the City Zoning By-law for the built-form proposed.

- 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.*

The Proposed Development will implement a variety of architectural designs for the unit types proposed to avoid monotony and aid in wayfinding throughout the development. Additional details regarding the architectural design and built form are outlined in the Urban Design Report.

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

The dwellings within the proposed development are anticipated to be sited at a consistent setback. No changes to the setback provisions in the City Zoning By-law are proposed for the freehold units within the Proposed Development.

- 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.*

No rear lane development is proposed.

- 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.*

Garages are not proposed to project beyond the building façade/porches of the units within the Proposed Development.

Overall, the Proposed Development has been designed in a manner to provide connectivity and a desirable streetscape. The design of the Proposed Draft Plan and the units within the Proposed Development will support the City's urban design objectives. In addition to the above, an Urban Design Report has been prepared which provides a more detailed overview of how the urban design policies of the City OP have been considered within the Proposed Development. A summary of the Urban Design Report is contained within **Section 6.9** to this Report.

Transportation

Section 4.1 contains a number of policies related to planning for transportation and mobility. From the north edge of the Site, about one-third from the east, down to the southwest corner of the Site, Terry Fox Road will be extended and is identified as a Major Collector (**Figure 7**). Fagan Boulevard, which will be extended from McAush Street, is about half-way from the north side of the Site and will be extended from west to east. Fagan Boulevard is identified as a Minor Collector (**Figure 7**). Terry Fox Drive and Fagan Boulevard have a Right-of-Way width of 34 metres and 24 metres, respectively (**Figure 8**).

Policies related to Collector Streets are outlined in Section 4.3.1.3 of the City OP. Collector streets are described as being designed to carry moderate traffic volumes, may have transit routes, and provide connectivity between arterial streets and local streets. Minor collector streets differ from major collector streets as they generally accommodate less traffic volume and only feature one lane per direction.

Policies under Section 4.3.1.3 state that:

- a) *Collector streets will be planned and designed appropriately and in relation to the community structure and any relevant urban design policies set out in this Plan.*
- b) *Additional design direction for collector streets may be provided by way of a subtypology of streets identified through the City-Wide Urban Design Guidelines.*
- c) *Collector streets will be designed to accommodate all transportation modes. This may include bus-based transit service and, where feasible, dedicated bike lanes.*
- d) *Construction and redevelopment of collector streets shall incorporate the ACES-ready design elements identified in Section 4.1.1 and City's engineering standards.*
- e) *Access to collector streets is less restrictive than arterial streets, but will still be managed following industry best practices, which include:*
 - i) *Access to collector streets will be designed to the standards of the City and/or the standards the City is following;*
 - ii) *Access is prohibited within the functional intersection area;*
 - iii) *Access in proximity to signalized intersections will be restricted to right-in/rightout;*
 - iv) *Residential development on a collector street must be designed so that driveways are adequately spaced from intersections with arterial streets and collector streets. Higher-density built forms, such as residential blocks, provide a desirable alternative in these areas over single-family housing; and,*
 - v) *Residential development on minor collector streets may be more suitable than major collector streets for greater direct frontage from single-detached dwellings.*
- f) *Collector streets shall be planned to provide connectivity to the arterial street network at a desirable spacing of 400.0 metres.*

- g) Access to collector streets from abutting properties is permitted and controlled. Development on lands adjacent to collector streets shall be planned to support the planned function of the collector street network subject to other policies of this Plan.*

The collector streets within the Proposed Development are planned in the City's documents and are being extended as envisioned within the Proposed Draft Plan. The planned widths of both collector streets are being accommodated within the Proposed Development which will enable appropriate transportation modes to be accommodated. The Proposed Development includes a higher density condominium block with a single entrance onto Terry Fox Boulevard (major collector). Further design strategies such as the central location of the park and orientation of lots have been implemented in order to mitigate the amount of individual driveways fronting onto the collector streets and to orient driveways onto lower order roads where feasible. A Traffic Impact Study was completed by Tatham to confirm that the Proposed Development meets the required standards is appropriate. Among other items, the Traffic Impact Study confirmed that from a traffic operations perspective, there are no concerns with the proposed driveway density on Terry Fox and Fagan Boulevard. Details of the Traffic Impact Study are outlined in **Section 6.8** to this Report.

The balance of streets within the Proposed Development will be local streets. Local streets are described under Section 4.3.1.1 of the City OP as intended to carry low traffic volumes and provide direct access to individual, ground-related, lower-density properties on the interior of residential neighbourhoods and mixed-use/non-residential districts from higher order streets. Policies under this section include:

- a) Development of new local streets will:
 - i) Be oriented in a grid or modified grid, while accounting for topographical constraints, the desire for solar orientation or other special considerations including, but not limited to, connections to adjoining subdivisions;*
 - ii) Provide convenient connections to collector streets, shopping, transit stops, schools, parks and other community amenities; and,*
 - iii) Be laid out to make navigation through the neighbourhood clear and understandable.**
- b) Local Streets will be planned and designed appropriately for the community and urban structure and will follow the complete streets design and relevant urban design policies of this Plan, as well as the City's standards.*
- c) Additional design direction for local streets may be provided by way of a sub-typology of streets identified through the City-Wide Urban Design Guidelines.*
- d) Development on a local street must be designed so that driveways are adequately spaced from intersections.*
- e) Local streets typically do not include a separate, unobstructed cycling zone (as per Figure 1); instead, the vehicular zone for local streets is generally considered a shared space for cyclists and vehicles. While they typically do not include a separate cycling zone, local streets may still form part of the City's cycling network.*

- f) Where appropriate, sidewalks on local streets shall be substantially widened beyond the City standard in Strategic Growth Areas, the Urban Growth Centre, Major Transit Station Areas, and around transit stops. Direction on sidewalk width within these areas will be provided in the City-Wide Urban Design Guidelines or on a site-by-site basis.*

The Proposed Draft Plan has been designed around a modified grid pattern, with the new local streets providing a number of connections to the fixed collector streets within the Proposed Development. Additionally, the Proposed Development provides connections to the adjoining subdivisions to the north, east and west, and short block lengths have been provided to increase connectivity within the Site and allow for enhanced convenience to local amenities. All local streets will be designed in accordance with the City's standards and a Traffic Impact Study has been completed to confirm that the Proposed Development, including local road, will function appropriately. Details of the Traffic Impact Study are outlined in **Section 6.8** of this Report.

Affordable Housing

Policies related to affordable housing are outlined in Section 6.4.2 of the City OP. As it relates to the Proposed Development, Section 6.4.2 states that:

- 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, semidetached, 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:*
- i) Development and redevelopment applications occurring outside of Employment Areas and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an affordable housing report. The report will be prepared in accordance with the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or redevelopment provides housing to meet the needs of current and future residents;*
 - iii) All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;*
 - 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.*

The Proposed Development includes a range and mix of housing options, including smaller townhouse units which are anticipated to be available at a more attainable price point. In addition, a minimum of 10% of the freehold townhouse units are proposed to include additional residential units within the

basements which are anticipated to contribute towards the City's affordable housing stock. These basement units will be smaller in floor area which will result in a lesser market rent which is anticipated to be in line with the City's affordable rental rate. An Affordable Housing Report was prepared to review the Proposed Development from an affordable housing perspective and has been included with the submission.

Groundwater Resources

As noted, the Site is partially within a Highly Vulnerable Aquifer (HVA) and Significant Groundwater Recharge Area (SGRA) (**Figure 10**). Broadly, policies within the City OP seek to protect, improve, or restore the quality and quantity of water by protecting all municipal drinking water supplies and designated vulnerable areas.

Section 6.5.1 of the City OP contains Drinking Water policies and broadly direct that the City protect, improve, or restore the quality and quantity of water. Low impact development measures and minimizing salt pollution are encouraged within the policies of Section 6.5.1.

Policies specific to groundwater recharge areas are outlined in Section 6.5.1.2 of the City OP. Policies within this Section state that:

- a) *Significant groundwater recharge areas, reflected on Map 7, are meant to improve or restore the quality and quantity of groundwater. A significant groundwater recharge area is an area identified:
 - i) *As a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Policy Statement;*
 - ii) *As a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006 for the Lake Simcoe and Couchiching/Black River Source Water Protection Area; and/or,*
 - iii) *By the appropriate Conservation Authority, in partnership with the Province, as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies**
- 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.*
- c) *Development and site alteration within a significant groundwater recharge area shall be supported by a risk assessment or a hydrogeological assessment which demonstrates that the quality of groundwater in these areas, and the function of the recharge areas, will be protected, improved, or restored.*

A Hydrogeological Assessment was completed by Azimuth to review the existing soil and ground water regime underlying the Site. As part of this work, a pre- and post-development water balance water balance assessment was completed to determine the potential changes to the natural ground water recharge conditions. In addition, a Functional Servicing and Stormwater Management Report was prepared and confirmed that water balance will be maintained to pre-development levels and that development can be accommodated in accordance with the Subwatershed Impact Study and all

applicable design guidelines and regulations. Details of the Hydrogeological Assessment and Functional Servicing and Stormwater Management Report are outlined in **Sections 6.1 and 6.4** of this Report.

Sections 6.5.1.1, 6.5.1.2 and 6.5.1.3 discusses Groundwater Recharge Areas and Vulnerable Areas. These policies require that such areas shall be protected, maintained and enhanced by minimizing the potential negative impacts on this areas development or will not be permitted otherwise.

Based on the above assessment results in the Hydrogeological Assessment, the quality of ground water at the Site, and the function of the Site as a ground water recharge area, will be protected.

Infrastructure

Section 6.6.3 of the City OP contains policies related to Waste Management. It is important that waste management should be directed in a sustainable, efficient and effective manner that benefits the environment. This is to be achieved through providing adequate space for waste to be separated in different streams, providing appropriate loading and maneuvering space for waste collection vehicles and other appropriate best practices for solid waste-management. This Site will be serviced with municipal services. As is standard, the Owners will work with the required Utilities ensuring there are sufficient and available utilities on the Site when required.

Stormwater management policies are outlined in Section 6.6.4 of the City OP. Policies under Section 6.6.4 require the preparation of a stormwater management plan and that all new development utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible. Additional policies regarding Low Impact Development are outlined in Section 6.6.5 of the City OP. Policies within this section encourage the use of low impact development measures and provide guidance on evaluating the use of low impact development measures in stormwater management reports and their implementation.

In accordance with the policies under Section 6.6.4, a Functional Servicing and Stormwater Management Report was completed. The proposed stormwater management strategy included low impact development measures, which have been outlined in the Functional Servicing and Stormwater Management Report. Overall, the Functional Servicing and Stormwater Management Report concludes that storm runoff can be controlled, all in accordance with the Subwatershed Impact Study and all applicable design guidelines and regulations. Details of the Functional Servicing and Stormwater Management Report are outlined in **Section 6.1** of this Report.

Based on a comprehensive review of the Proposed Development and the applicable policies of the City of Barrie Official Plan, it is the opinion of the undersigned that the Proposed Development conforms with the City Official Plan.

5.5 City of Barrie Zoning By-law

The Site is located on former Town of Innisfil lands and is still subject to the Town of Innisfil Zoning By-law 054-04 (the "Town ZBL"). The Site is zoned "Agricultural General Zone" (AG) (Map 135) in the Town ZBL.

The Proposed ZBA will bring the zoning for the Site into the City of Barrie Zoning By-law 2009-141 ("City ZBL"), which is consistent with the approach taken for other lands within the Salem and Hewitt's Community Secondary Plan areas.

In order to implement the Proposed Development and bring the lands into the City ZBL, a Zoning By-law is required. As outlined in **Section 4.3** of this report, the Proposed ZBA seeks to:

- Rezone portions of the Site to a site specific “Neighbourhood Residential (R5-XX)” Zone to permit the proposed Single Detached dwellings and Street Townhouses.
- Rezone a portion of the Site to a site-specific “Neighbourhood Residential Multiple Zone (RM3-XY)” Zone to permit the proposed Back-to-Back Townhouses.
- Rezone a portion of the Site to a site specific “Neighbourhood Residential Multiple Zone (RM3-XX)” Zone to permit the proposed Condominium Townhouse Block.
- Rezone portions of the Site to the “Open Space (OS)” Zone to reflect the proposed park and open space block.
- Rezone a portion of the Site to the to the “Environmental Protection (EP)” Zone to recognize the Natural Heritage System on the Site.

Overall, the Proposed ZBA seeks to implement residential zones that have been developed for the Hewitt’s Secondary Plan area and reflect the built form proposed. The zoning resulting from the Proposed ZBA is included as **Figure 12** to this Report and a copy of the Proposed ZBA is included as **Appendix D**.

The introduction of a site specific “Neighbourhood Residential (R5-XX)” Zone is required to accommodate the single detached dwelling and street townhouses within the Proposed Development. The R5 Zone provisions are generally met as outlined in **Tables 1 and 2** below, with the exception of parking. Similarly, the introduction of a site specific “Neighbourhood Residential Multiple Zone (RM3-XY)” Zone is required to accommodate the back-to-back townhouses within the Proposed Development. The back-to-back townhouses will comply with the RM3 Zone provisions as outlined in **Table 3** below, with the exception of parking.

Overall, the Proposed ZBA seeks to lower the required parking rate for dwellings within the R5-XX and RM3-XY Zones to 1 space per unit. Reducing the required parking would allow for the provision of additional dwelling units within these product types, with the primary and any additional residential unit parking spaces located in tandem. The proposed parking rate is consistent with the direction the City has outlined in the new draft Zoning By-law which lowers the parking rate for lower density residential uses in this area to 1 space per unit. Additionally, the Planning Act and the City’s Zoning By-law permit tandem parking, and the City OP allows for contemplation of alternative parking rates as a mechanism to provide affordable housing. Lastly, the Traffic Impact Study completed by Tatham reviewed the proposed parking approach and confirmed that the proposed parking supply for the freehold townhouses with an accessory unit is considered reasonable and further supports policy initiatives of the City and Province. It is submitted that the proposed approach to parking is in keeping with the direction established under the Planning Act, City OP and draft City Zoning By-law.

Table 1: Proposed R5 Zone for Single Detached Dwellings

City of Barrie Zoning By-law 2009-141		
	R5 Zone (Single)	Proposed R5-XX Zone
Lot Frontage (min.)	9m	
Front Yard Setback (min.)	3m	
Exterior Side Yards Setback (min.)	2m	
Interior Side Yard Setback One Side (min.)	1.2m	
Interior Side Yard Setbacks Opposite Side (min.)	0.6m	
Rear Yard (min.)	5m	
Lot Coverage (max.)	60%	
No. of Storeys (max.)	3	
Contiguous Units in a Row (max.)	1	
Parking Spaces (min.)	1.5 space/unit	1 space/unit
Driveway Length (min.)	5.5 m	

Table 2: Proposed R5 Zone for Street Townhouses

City of Barrie Zoning By-law 2009-141		
	R5 Zone (Townhouse)	Proposed R5-XX Zone
Lot Frontage (min.)	4.5 m	
Front Yard Setback (min.)	3 m	
Exterior Side Yards Setback (min.)	2 m	
Interior Side Yard Setback One Side (min.)	0 m	
Interior Side Yard Setbacks Opposite Side (min.)	0 m	
Rear Yard (min.)	5 m	
End Unit Interior Side Yard Setback (min.)	1.2 m	
Lot Coverage (max.)	70%	
No. of Storeys (max.)	3	
Contiguous Units in a Row (max.)	8	
Parking Spaces (min.)	1.5 space/unit	1 space/unit
Driveway Length (min.)	5.5 m	

Table 3: Proposed RM3 Zone for Back-to-Back Townhouses

City of Barrie Zoning By-law 2009-141		
	RM3 Zone (Back-to-Back Townhouse)	Proposed RM3-XY Zone
Lot Frontage (min.)	5.5 m	
Front Yard Setback (min.)	3 m	
Exterior Side Yards Setback (min.)	2 m	
Interior Side Yard Setback One Side (min.)	0 m	
Interior Side Yard Setbacks Opposite Side (min.)	0 m	
Rear Yard (min.)	N/A	
End Unit Interior Side Yard Setback (min.)	1.2 m	
Gross Floor Area (max. % of lot area)	250%	
No. of Storeys (max.)	3	
Contiguous Units in a Row (max.)	8	
Parking Spaces (min.)	1.5 space/unit	1 space/unit
Driveway Length (min.)	5.5 m	

The introduction of a site-specific “Neighbourhood Residential Multiple Zone (RM3-XX)” Zone is required to accommodate the condominium townhouse block within the Proposed Development. The site-specific zone provisions include:

- Clarification that the private road within the condominium block is to be considered the front lot line where there are multiple frontages. This approach is consistent with the approved zoning for the condominium blocks within Phase 1.
- Reduction in the minimum permitted rear yard setback from 5 m to 3.5 m for street townhouses. This rear yard setback reduction will allow for a slightly larger product to be provided in a more compact form, while still maintaining suitable landscaped open space. It is submitted that the parkland and other open spaces on Site will provide additional open space functions and opportunities for residents.
- Replacing the minimum lot frontage requirement for the RM3 Zone with a minimum dwelling unit width to reflect the condominium nature of the block.

The site-specific provisions requested through the Proposed ZBA for the condominium townhouse block RM3-XX Zone are outlined in **Table 4**.

Table 4: Proposed RM3-XX Zone for Condominium Townhouses

City of Barrie Zoning By-law 2009-141			
	RM3 Zone (Back-to-Back Townhouse)	RM3 Zone (Street Townhouse)	Proposed RM3-XX Zone
Lot Frontage (min.)	5.5 m	4.5 m	N/A
Front Yard Setback (min.)	3 m		
Exterior Side Yards Setback (min.)	2 m		
Interior Side Yard Setback One Side (min.)	0 m		
Interior Side Yard Setbacks Opposite Side (min.)	0 m		
Rear Yard (min.)	N/A	5 m	3.5 m (for street townhouse)
End Unit Interior Side Yard Setback (min.)	1.2 m		
Lot Coverage (max. % of lot area)	N/A	70%	70% (for street townhouse)
Gross Floor Area (max. % of lot area)	250%	N/A	250% (for back-to-back townhouse)
No. of Storeys (max.)	3		
Contiguous Units in a Row (max.)	8		
Parking Spaces (min.)	1.5 space/unit		
Driveway Length (min.)	5.5 m		

Based on the above, it is concluded that the Proposed ZBA conforms to the policy directive established in the City OP and is in keeping with the approaches and intent of the City ZBL.

6.0 Technical Reports

This Section of the Report summarizes the various Technical Studies, that have been completed for the Site and for the Proposed Development and are included as part of the Application submission package.

6.1 Functional Servicing & Stormwater Management Report

A Functional Servicing Report and Stormwater Management Report was prepared by WMI & Associates Limited, dated December 2024. The report presents an investigation of existing services and drainage patterns, conceptual designs for proposed stormwater management controls, sanitary sewers, watermain, and site grading.

Overall, the Functional Servicing Report and Stormwater Management Report confirms that:

- The Proposed Development can be serviced in accordance with the Subwatershed Impact Study and all applicable design guidelines.
- Minor storm flows (up to and including the 5-year design storm event) will be captured by storm sewers and conveyed to the offsite end-of-pipe Stormwater Management facility.
- Major storm flows (up to and including the 100-year design storm event) will be conveyed safely through the proposed roads and overland flow routes into the offsite SWM facility for peak flow attenuation.
- Stormwater quantity (peak flow) controls to be achieved offsite by the proposed SWM facility within the adjacent Dorsay subdivision.
- Stream Erosion control is to be provided offsite within the Dorsay SWM facility.
- An enhanced level of quality control (80% TSS removal) will be provided by the on-site centralized LID facility located within the park block, and offsite within the Dorsay SWM facility.
- Phosphorus controls will be provided by a treatment train approach, consisting of an onsite centralized infiltration facility, an offsite SWM facility, and filtration through natural heritage lands.
- Water balance will be maintained to pre-development levels through the centralized LID facility.

6.2 Natural Heritage Evaluation

A Natural Heritage Evaluation, dated December 2024, was prepared by Azimuth Environmental Consulting, Inc. to provide the City of Barrie and other review agencies with an understanding of natural

environmental conditions and potential for impacts related to the proposed development on significant natural heritage features and functions of the property and adjacent lands. This report also documents the natural environmental features present within the property and adjacent lands with regard to Species at Risk and their habitats.

Overall, the Natural Heritage Evaluation concluded that the environmental conditions are not limiting to the proposed development provided the recommended mitigation measures as described in the report are implemented.

The findings as summarized in the Natural Heritage Evaluation include:

- The proposed development is consistent with the policies of the Provincial Planning Statement, *ESA*, City of Barrie Official Plan, LSPP, and LSRCA O. Reg. 41/24.
- Our impact assessment has given full consideration to the habitat requirements of all SAR assumed and documented to occur in the area and results indicate the proposed site development will not result in negative direct or indirect impacts to habitat of SAR providing conformance is demonstrated to mitigation measures described in Section 8.
- The proposed development will result in the loss of wetland (unevaluated, non-provincially significant). Ecological Offsetting in the form of cash-in-lieu is being provided to offset for the loss of these features.
- The proposed works are not expected to negatively impact the ecological functions of the associated with the potential and confirmed Significant Woodland or Significant Wildlife Habitat functions if the appropriate mitigation measures outlined in Section 8 are followed.
- The development does not propose alteration to fish habitat, the watercourse, or works within the associated 60m riparian corridor. Compliance with the MOE and LSRCA stormwater management criteria, in addition to the use of appropriate mitigation measures described in Section 8 with focus on sediment and erosion controls and protection of water quality and quantity, are expected avoid impacts to fish and fish habitat.

6.3 Archaeological Assessment

A Stage 1-2 Archaeological Assessment has been completed by AMICK Consultants Limited, dated June 28, 2021. The entirety of the Site was subject to study consisting of property inspection and photographic documentation. High intensity test pit methodology was also deployed at a five metre interval between individual test pits, by test pit survey at a ten-metre interval, and by high intensity pedestrian survey at an interval of five metres between individual transects.

Overall, no archaeological resources were encountered during the fieldwork and as such, the recommendations outlined in the Report are as follows:

- No further archaeological assessment of the study area is warranted;
- The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;

- The proposed undertaking is clear of any archaeological concerns.

The Stage 1-2 Archaeological Assessment has been filed with the Ministry of Heritage, Sport, Tourism, and Culture Industries and entered into the Ontario Public Register of Archaeological Reports.

6.4 Hydrogeological Assessment

Azimuth Environmental Consulting Inc. prepared a Hydrogeological Assessment for the Site, dated December 2024. The purpose of the Hydrogeological Assessment was to examine the existing soil and ground water regime underlying the Site. In addition, a water balance to determine the potential changes to the natural groundwater recharge conditions has been included within the report.

Based on the above assessment results in the Hydrogeological Assessment, the quality of ground water at the Site, and the function of the Site as a ground water recharge area, will be protected. Although an increase in surface runoff is realized post development at the Site, potential impacts to the receiving surface water features will be mitigated by the fact that the stormwater management pond will buffer outflows mitigating short duration increases in surface flow into the creek. The soil composition of the Site is topsoil overlying sand, silty clay till, or silty sand till, with surficial material varied between sand and the more fined grained silty clay till.

6.5 Geotechnical Report

Soil Engineers Ltd. undertook a Soil Investigation for a previous landowner of the site in 2006. The 2006 report investigated the entire land holding. The purpose of the investigation was to reveal the subsurface conditions and to determine the engineering properties of the disclosed soils for the design and construction of the project. Various recommendations were made respecting building and road construction, pavement design, underground service construction and specifications for engineered fill, if required. There were no identified limitations to appropriate construction.

6.6 Affordable Housing Report

An Affordable Housing Report was prepared by urbanMetrics inc. to assess the alignment of the Proposed Development with Barrie's housing needs, growth targets, and the City's commitment to enhancing housing affordability.

The report concludes that the Proposed Development can effectively contribute to Barrie's goal of a balanced, sustainable housing market, supporting both affordable housing supply and the City's long-term growth strategy.

6.7 Energy Conservation Report

An Energy Conservation report was prepared by A & J Energy Consultants dated December 2, 2024 to review specific strategies modeled to lower energy use, reduce energy demand, and reduce greenhouse gas emissions, as well as the assessment of opportunities for low-carbon energy solutions both on- and off-site.

High-performance strategies assessed include but are not limited to: added exterior continuous insulation, higher performance windows, energy efficient lighting, high efficiency mechanical and hot water heating systems, and improved ventilation systems for superior indoor air quality.

Recommendations from the Energy Conservation Report, include, but are not limited to the following:

- Design and building modifications
- Installation of air source heat pumps
- Use of heat/energy recovery ventilators
- Use of ENERGY STAR certified LED light bulbs
- Use of smart thermostats
- Use of ENERGY STAR certified dishwashers and washing machines
- Use of WaterSense labelled toilets, bathroom faucets, and showerheads
- Rough-in of electric vehicle charging stations
- Use of xeriscaping, which includes drought-tolerant vegetation

6.8 Traffic Impact Study

A Traffic Impact Study was prepared by Tatham Engineering, dated January 30, 2025, to review potential traffic impacts from the Proposed Development. The objective of the Traffic Impact Study was to present the findings of the study and address the requirements of the City of Barrie with respect to the potential transportation impacts of the Proposed Development on the local road network.

The Traffic Impact Study assessed existing and future conditions and concluded that upon full build-out, the Proposed Development is expected to generate 168 new trips during the AM peak hour and 236 new trips during the PM peak hour. The results of the operational assessment indicate that the intersection of Mapleview Drive East and Terry Fox Drive will operate effectively under existing and background conditions through to the 2036 horizon. By 2041, traffic signals are recommended to accommodate the future background conditions. However, under total conditions, traffic signals are recommended by the 2031 horizon year to accommodate the full build-out of the development.

In addition, the Traffic Impact Study confirmed that from a traffic operations perspective, there are no concerns with the proposed driveway density on Terry Fox and Fagan Boulevard and that the proposed parking supply for the freehold townhouses with an accessory unit is considered reasonable and supports policy initiatives of the City and Province.

6.9 Urban Design Report

An Urban Design Report was prepared by MHBC dated January 2025, to illustrate how the proposed development has responded to the City Official Plan policies and the Urban Design Guidelines applicable to the Site.

The Urban Design Report concludes that the Proposed Development builds upon the foundation established in Phase 1, creating a well-connected and vibrant residential community that thoughtfully integrates with the surrounding natural environment. The proposed development will provide sensitive transition to the natural heritage system, while contributing to the increase in housing supply, thereby assisting the City of Barrie in meeting its population growth while fostering a walkable and transit supportive community.

The architectural design, site orientation, and siting of the buildings complement the existing area by defining the public realm and street edge along Terry Fox Drive East and Fagan Boulevard and will contribute to and be complementary to the future built form and mix of uses. High-quality architectural and landscape design will be utilized in the Proposed Development that complements its surroundings, and will create a visually appealing, appropriately scaled, public street edge environment that is welcoming to residents and visitors. Ample green space in form of the park that is centrally located has also been incorporated to promote healthy community.

Overall, the Urban Design Report confirms that the Proposed Development adheres to the vision and design direction set out within the City of Barrie Official Plan, the Urban Design Manual and the Urban Design and Sustainable Development Guidelines of the Salem and Hewitt's Secondary Plan Areas, and the proposal represents good design that will enhance placemaking in the City of Barrie.

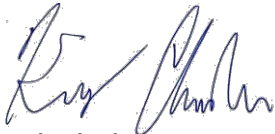
7.0 Summary and Findings

Based on the analysis outlined within this Report, it is submitted that the Proposed Draft Plan and Proposed ZBA represent good planning for the following reasons:

- They comply with the Planning Act;
- They are consistent with the Provincial Planning Statement;
- They conform to the City of Barrie Official Plan; and
- The Proposed ZBA is in keeping with the approaches used in the City ZBL.

Respectfully submitted,

MHBC



Kory Chisholm, BES, M.Sc, MCIP, RPP
Partner



Ellen Ferris, MSc., MCIP, RPP
Associate

A

Appendix A: Figures



Figure 1 - Site Location

-  Total Land Holdings
-  Subject Site

Source: Geospatial Ontario



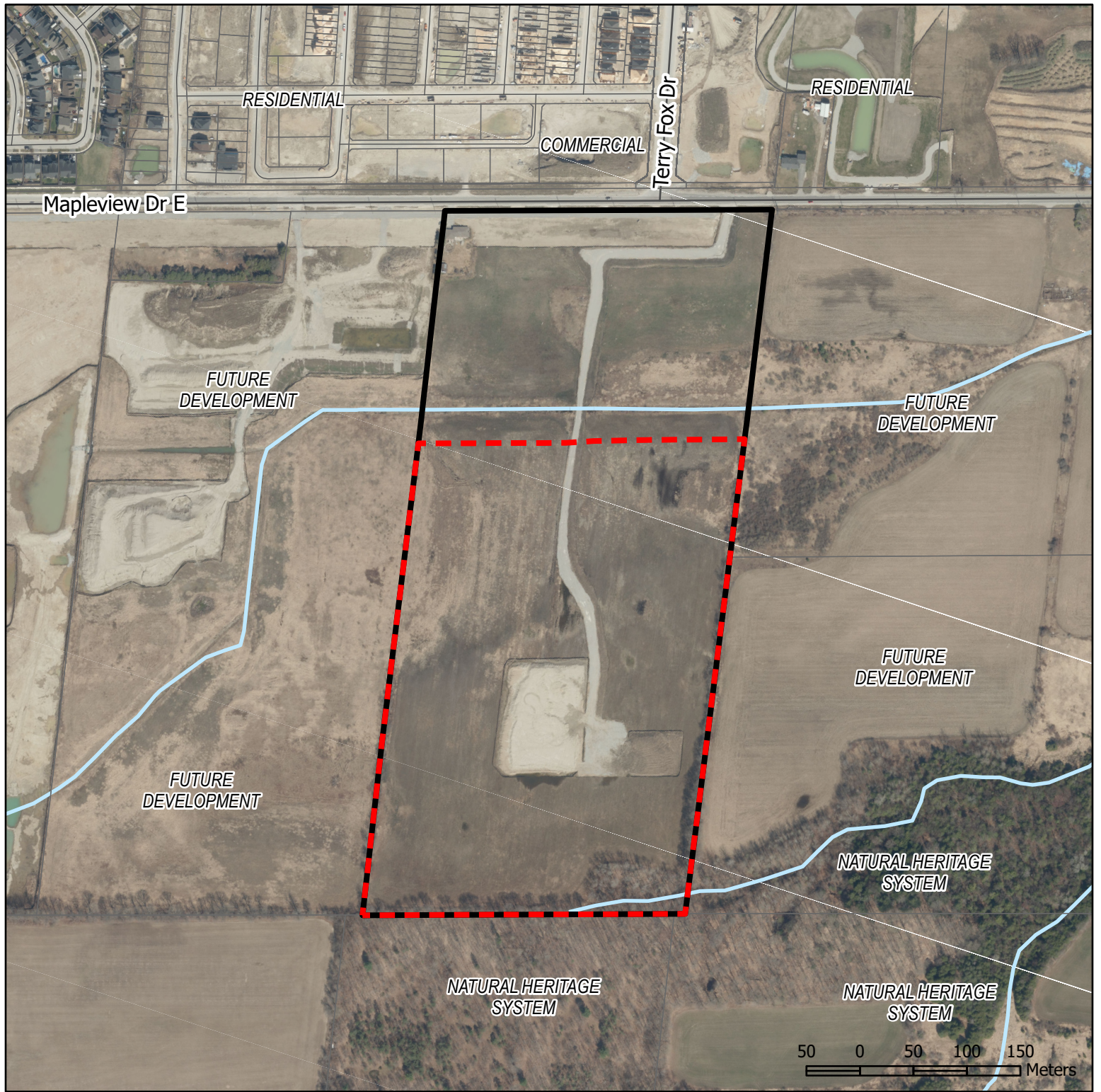


Figure 2 - Site Context

- Total Land Holdings
- Subject Site
- Parcel Fabric
- Watercourse

Source: County of Simcoe 2023 Ortho Imagery



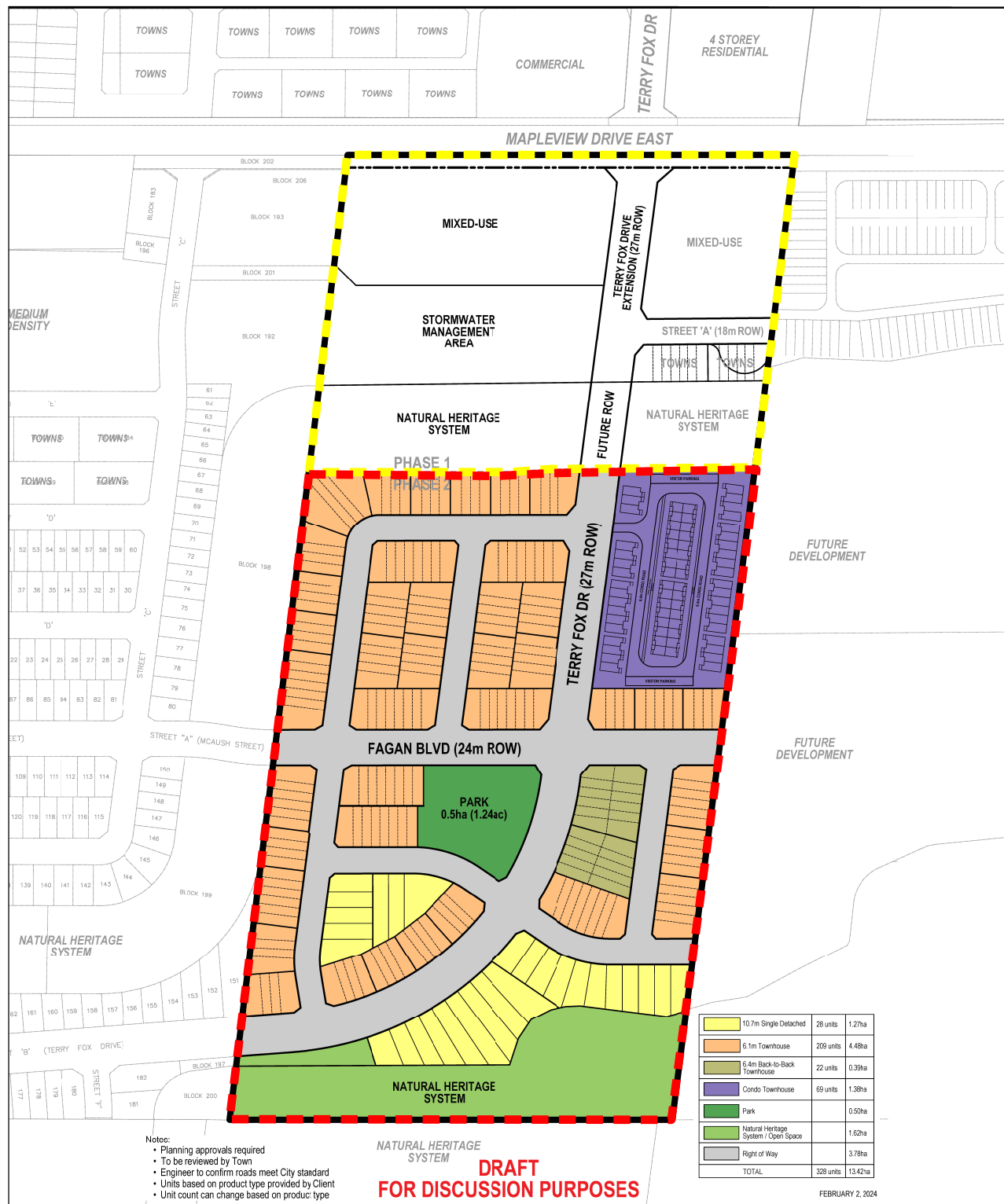


Figure 3 - Development Concept and Phasing

- Total Land Holdings
- Subject Site
- Approved Phase 1
- Parcel Fabric

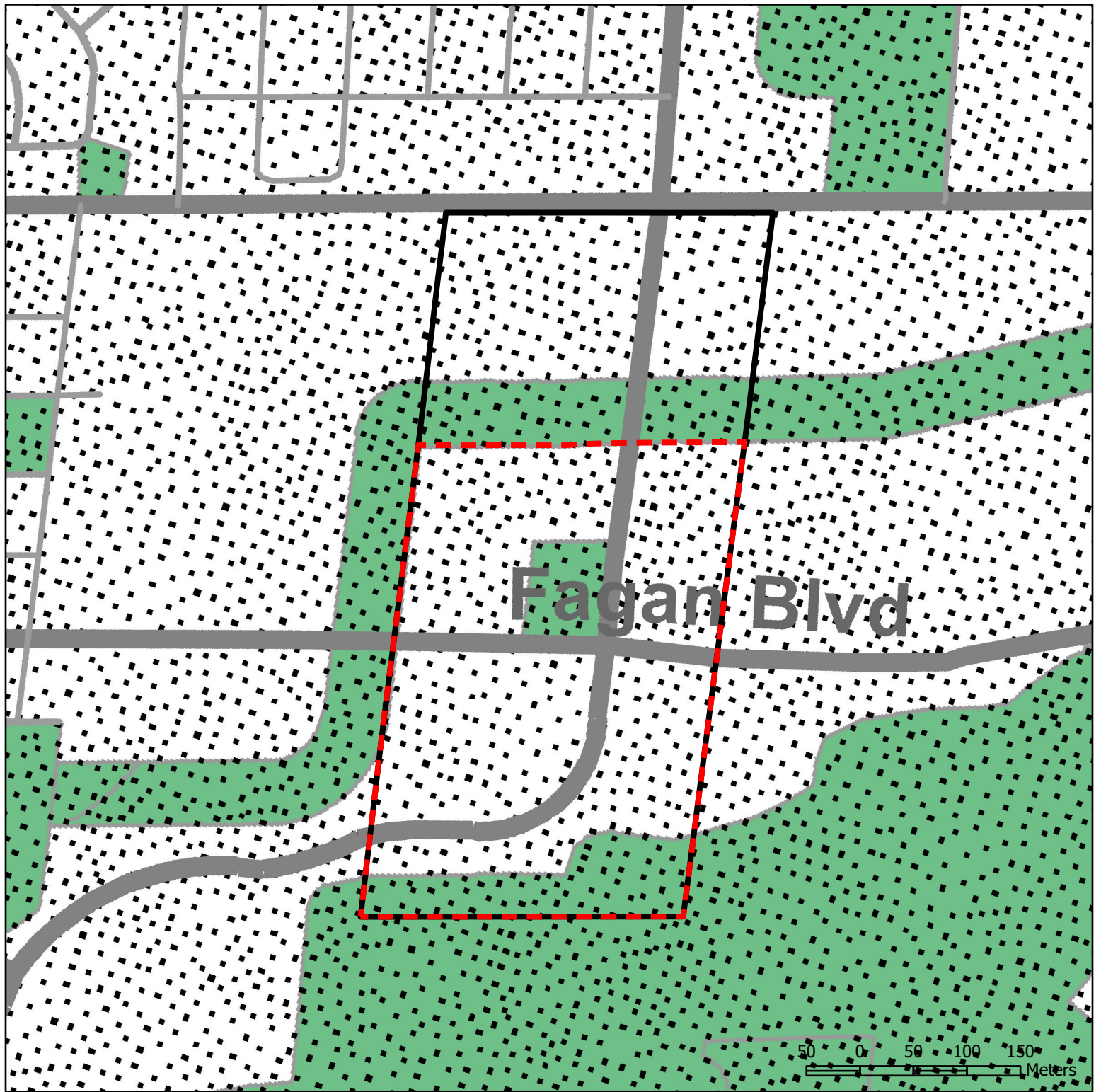


Figure 4 - City of Barrie Official Plan - Map 1 Community Structure

Source: City of Barrie Official Plan

-  Total Land Holdings
-  Subject Site
-  Natural Heritage System and Green Space
-  Designated Greenfield Area (DGA)



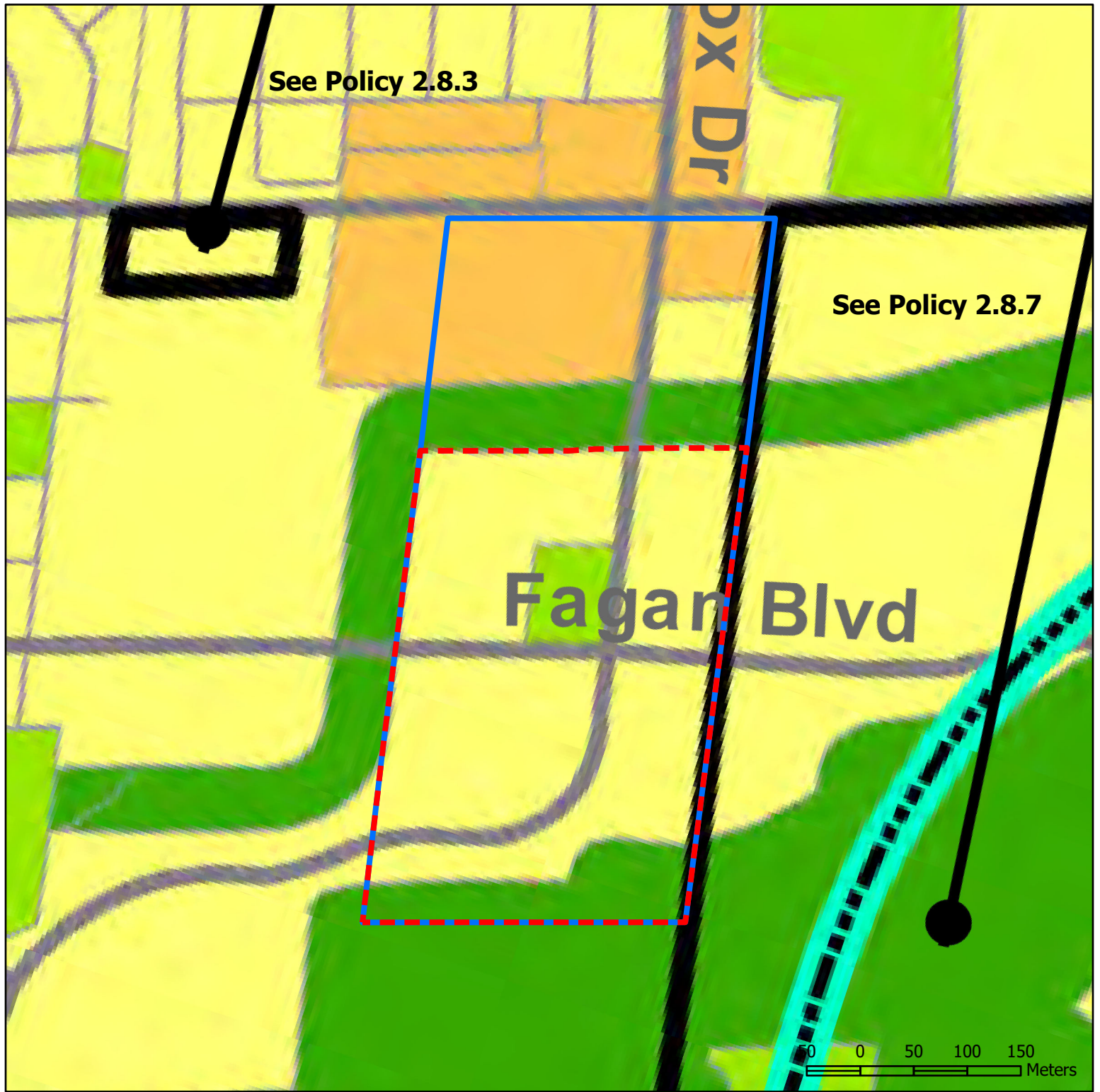


Figure 5 - City of Barrie Official Plan - Map 2 Land Use Designations

- | | | | |
|--|---------------------|---|--------------------------------|
|  | Total Land Holdings |  | Natural Heritage System |
|  | Subject Site |  | Greenspace |
|  | Neighbourhood Area |  | Waste Disposal Assessment Area |
|  | Medium Density | | |

Source: City of Barrie Official Plan



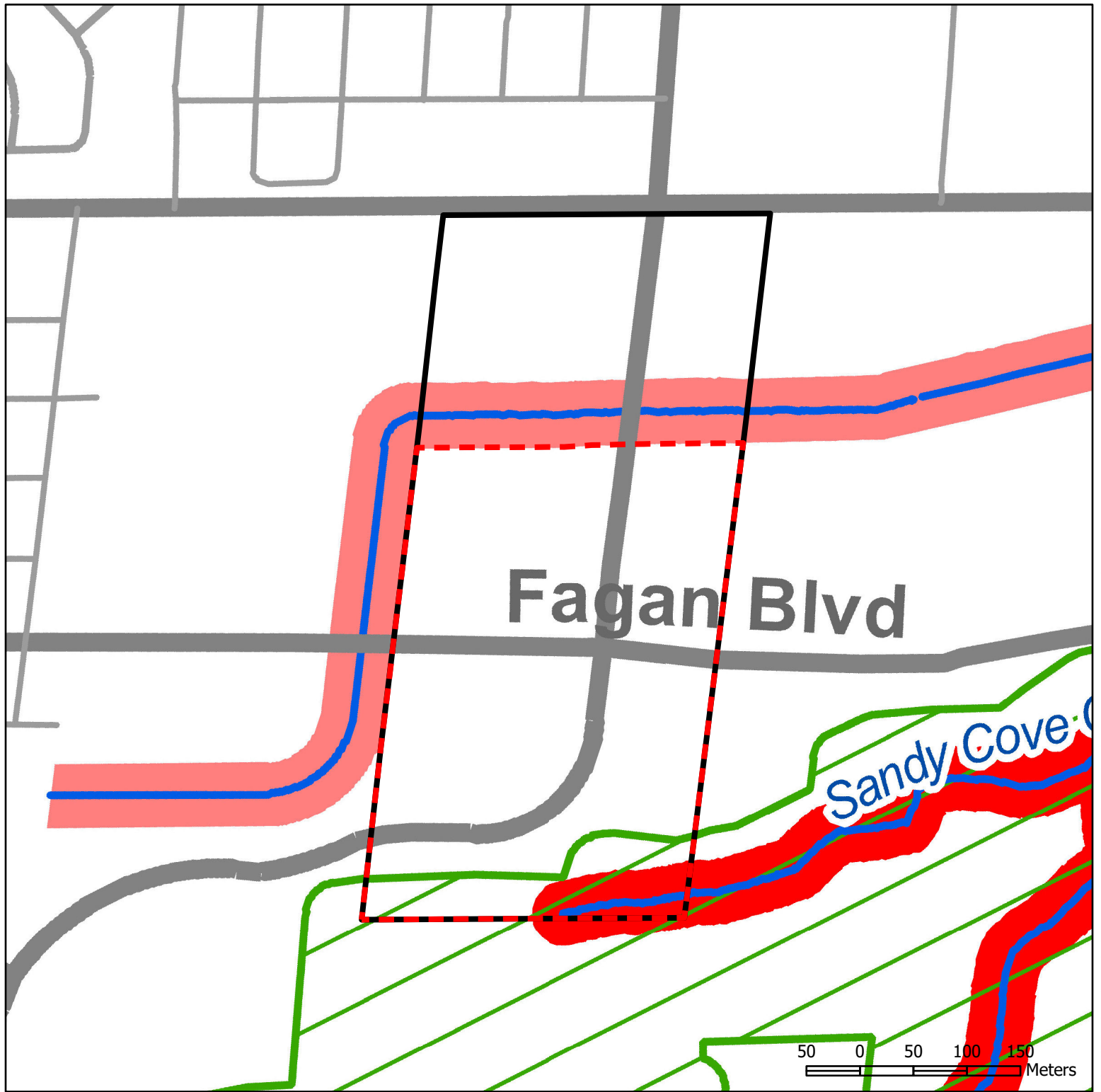


Figure 6 - City of Barrie Official Plan - Map 3 Natural Heritage Protection Overlays

- Total Land Holdings
- Subject Site
- High Constraint Stream Corridor Area
- High (S) Constraint Stream Corridor Area - Special
- Natural Core
- Watercourse

Source: City of Barrie Official Plan



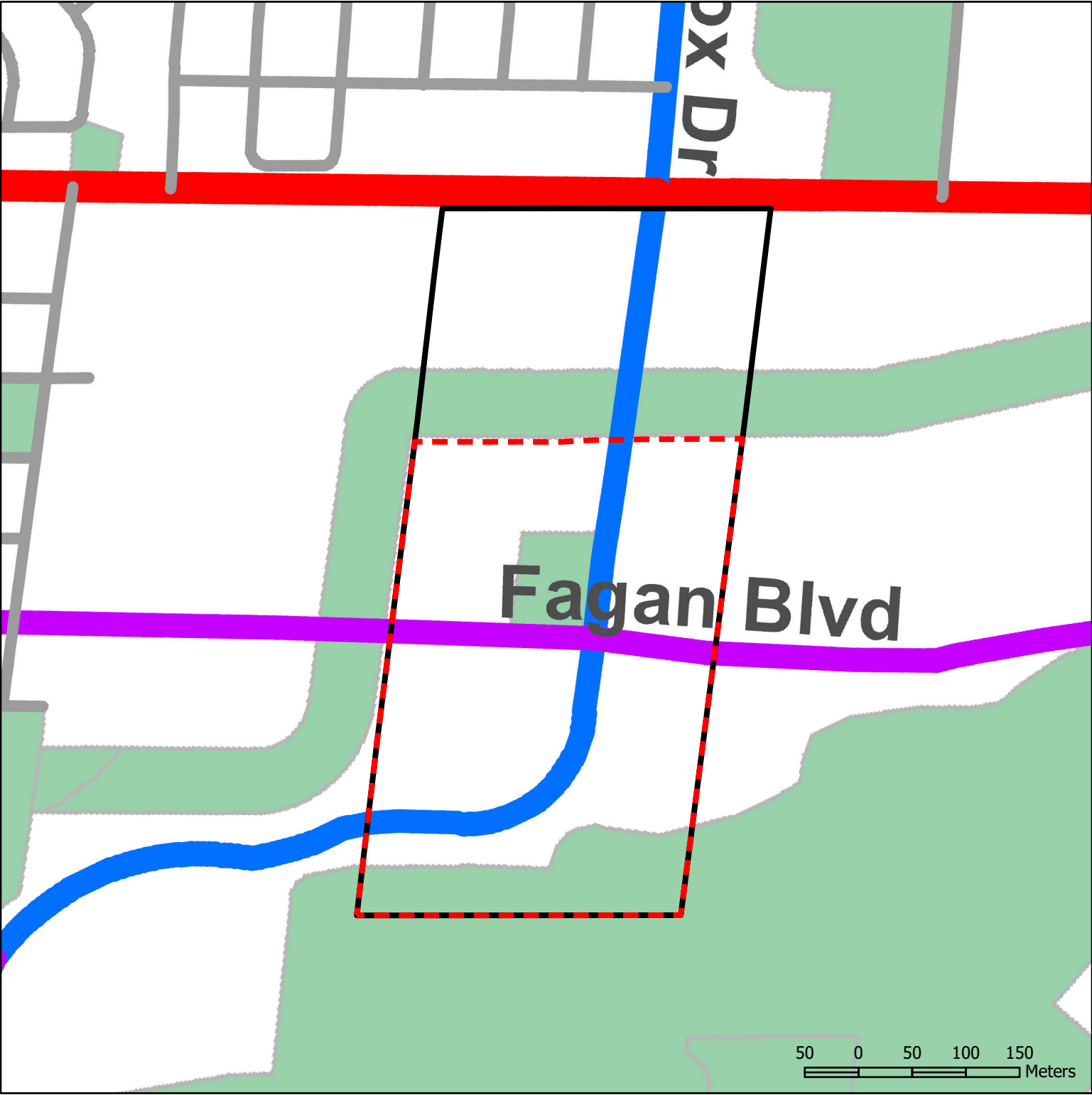


Figure 7 - City of Barrie Official Plan - Map 4b Mobility Network

Source: City of Barrie Official Plan

-  Total Land Holdings

 Subject Site

 Land Use Designation - GS & NHS
- Road Classification

 Arterial

 Major Collector

 Minor Collector

 Local road



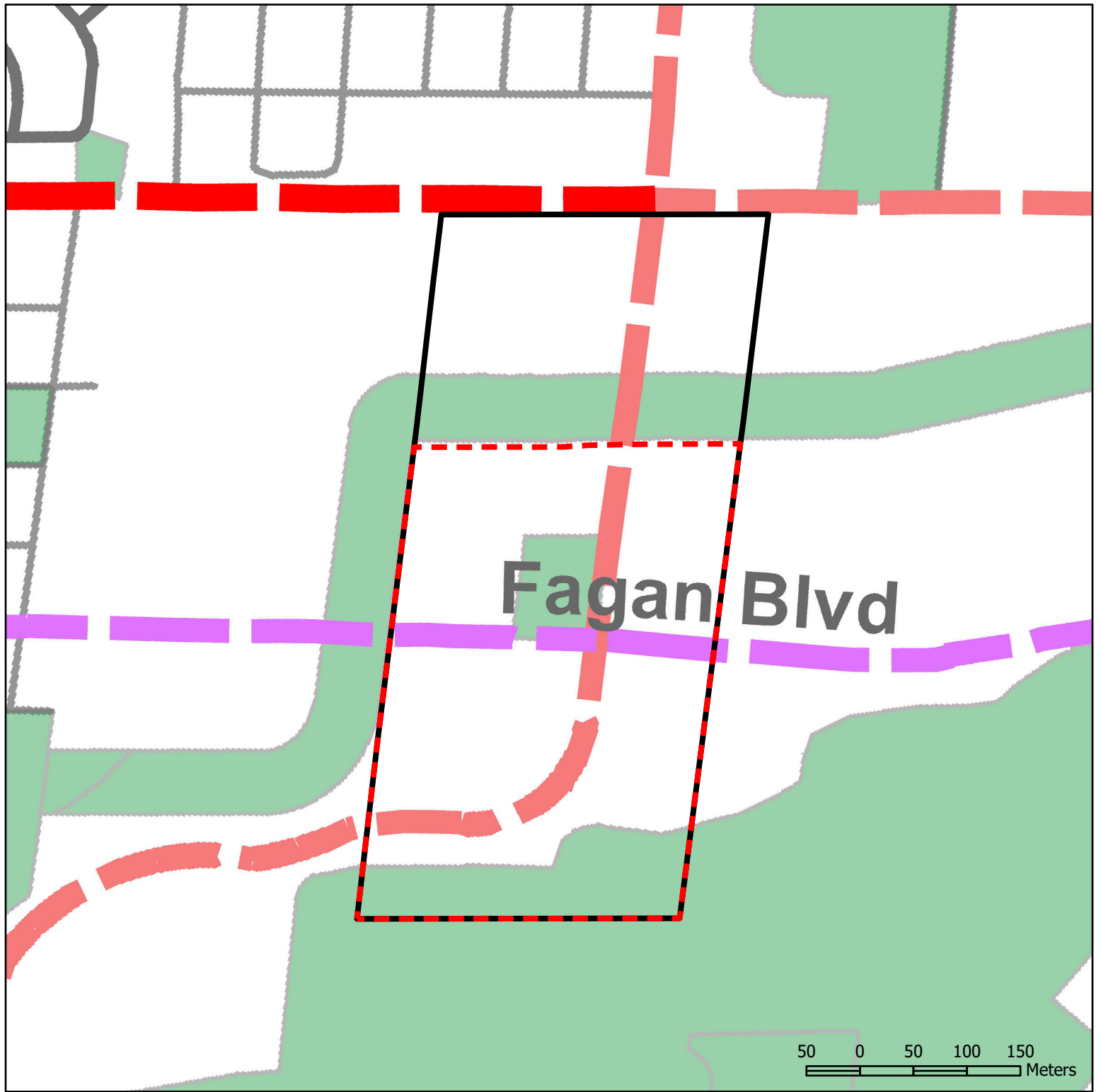


Figure 8 - City of Barrie Official Plan - Map 5 Right-of-Way Widths

Source: City of Barrie Official Plan



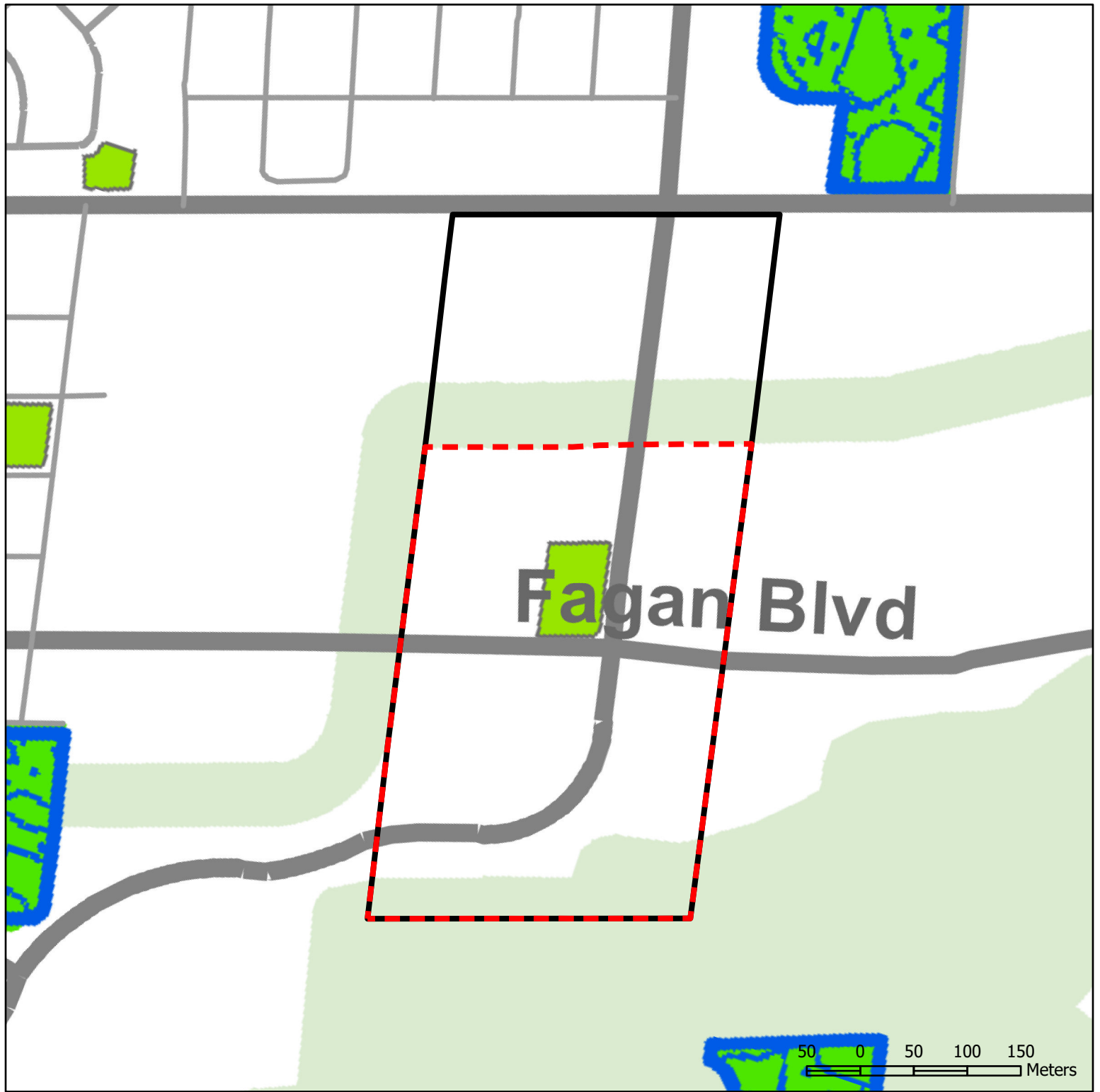


Figure 9 - City of Barrie Official Plan - Map 6 Greenspace Network

Source: City of Barrie Official Plan

- Total Land Holdings
- Subject Site
- Park
- Unprogrammed Greenspace
- Stormwater Management Pond
- Land Use Designation - NHS



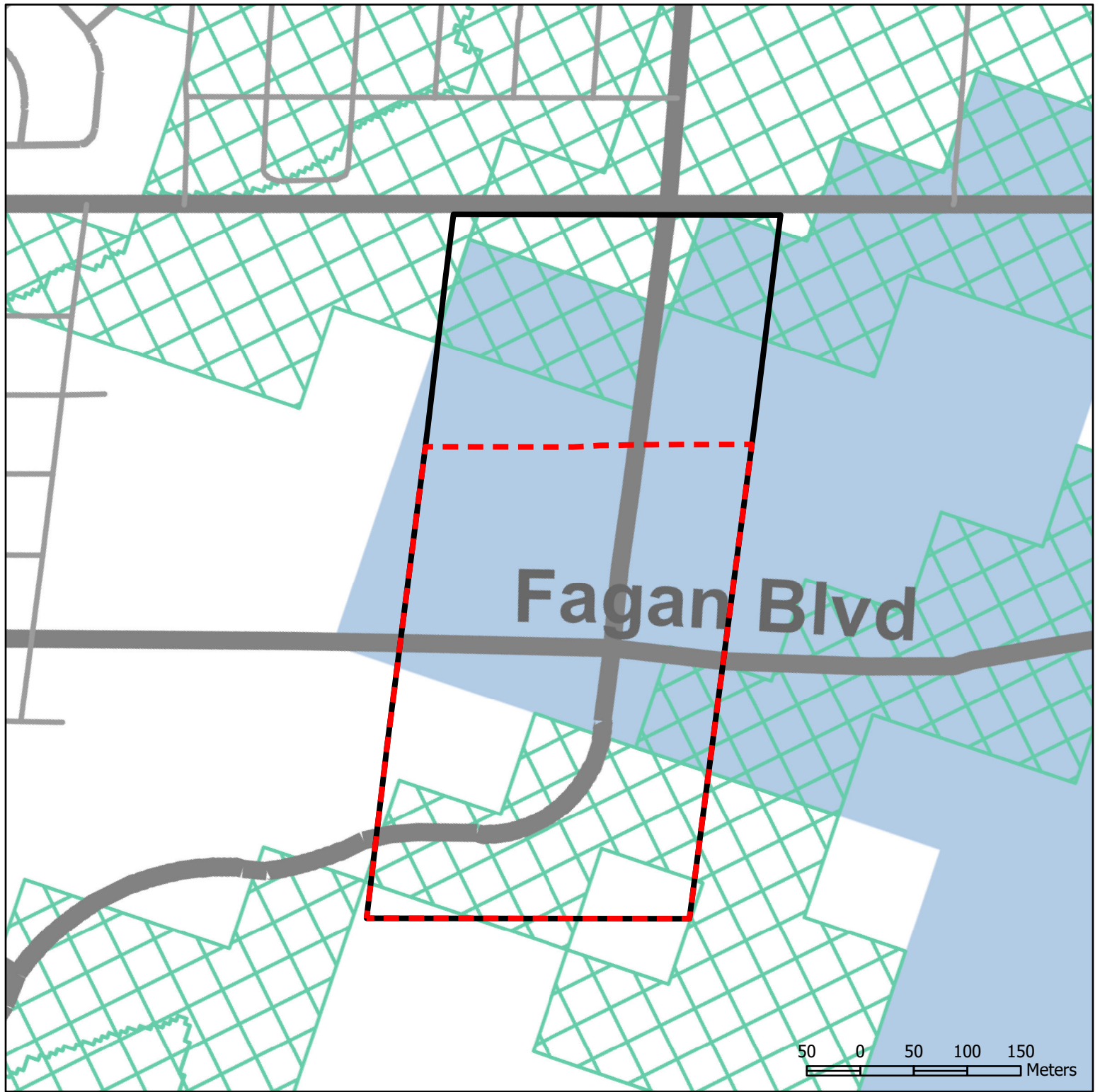


Figure 10 - City of Barrie Official Plan - Map 7 Drinking Water System Vulnerable Areas

Source: City of Barrie Official Plan

-  Total Land Holdings
-  Subject Site
-  Significant Groundwater Recharge Areas (SGRAs)
-  Highly Vulnerable Aquifers (HVA's)



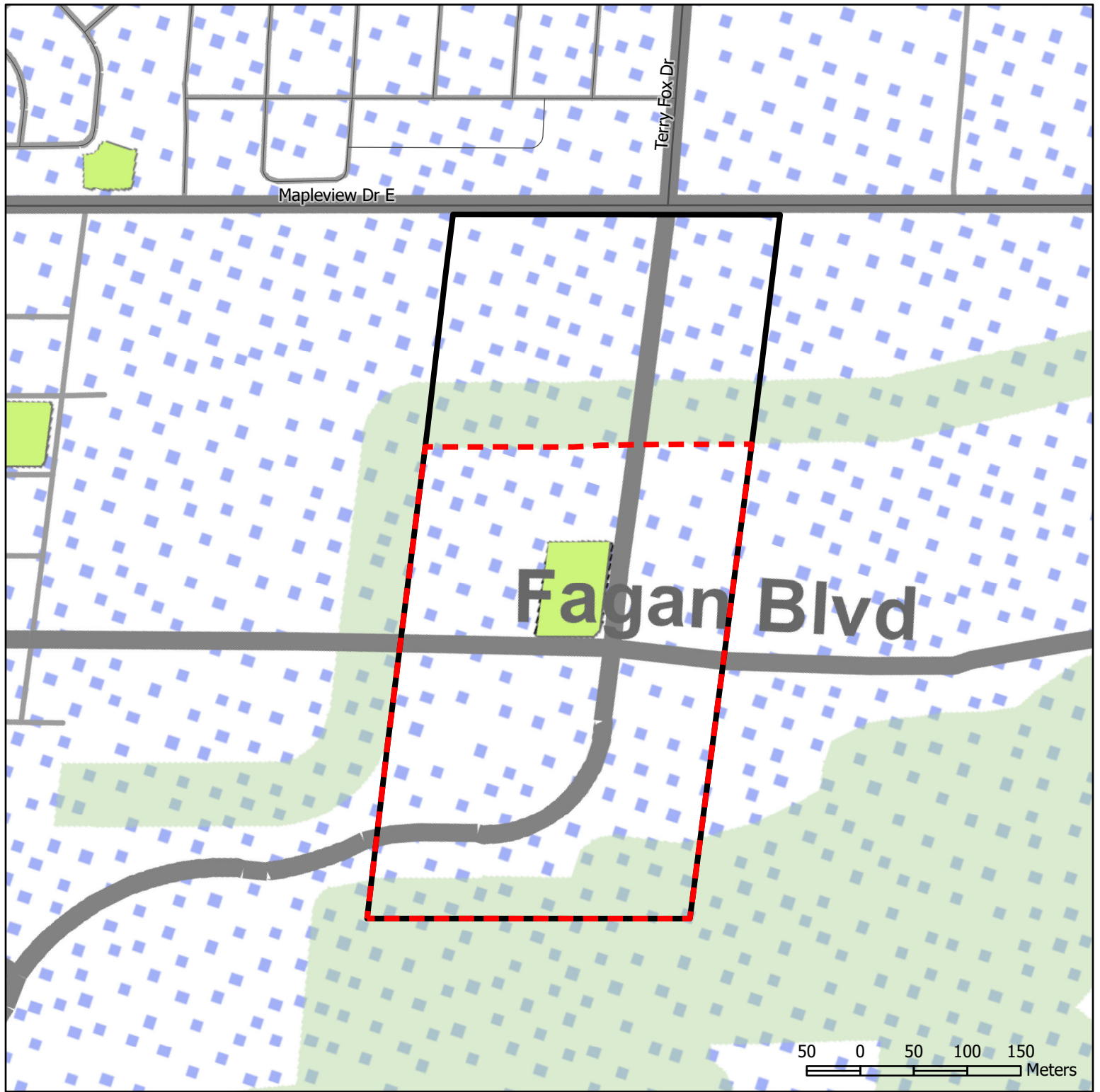


Figure 11 - City of Barrie Official Plan - Map 8 Cultural City Features

Source: City of Barrie Official Plan

-  Total Land Holdings
-  Subject Site
-  Gathering Space
-  Treaty 18, 1818
-  Land Use Designation - NHS



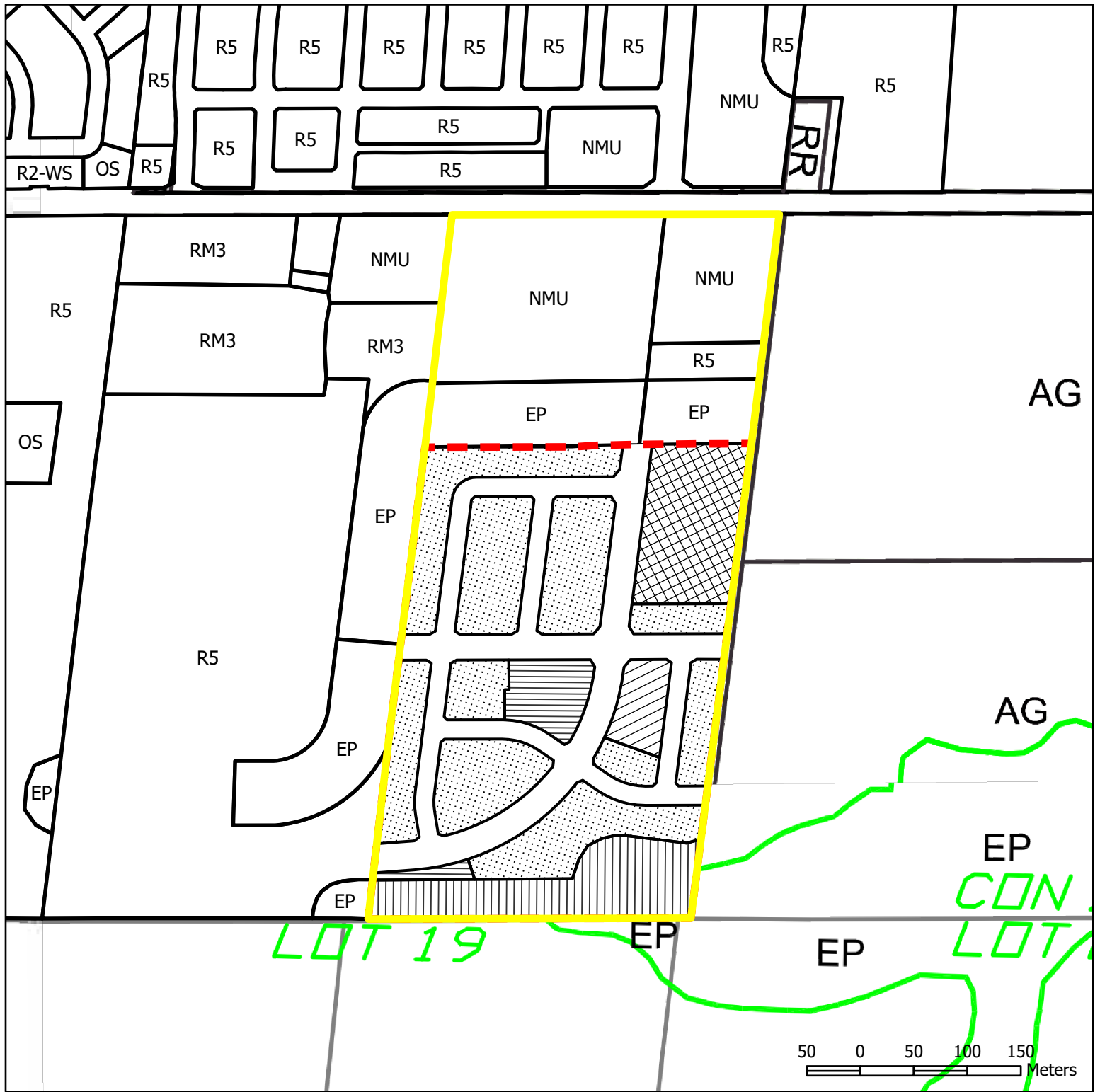


Figure 12 - Proposed Zoning

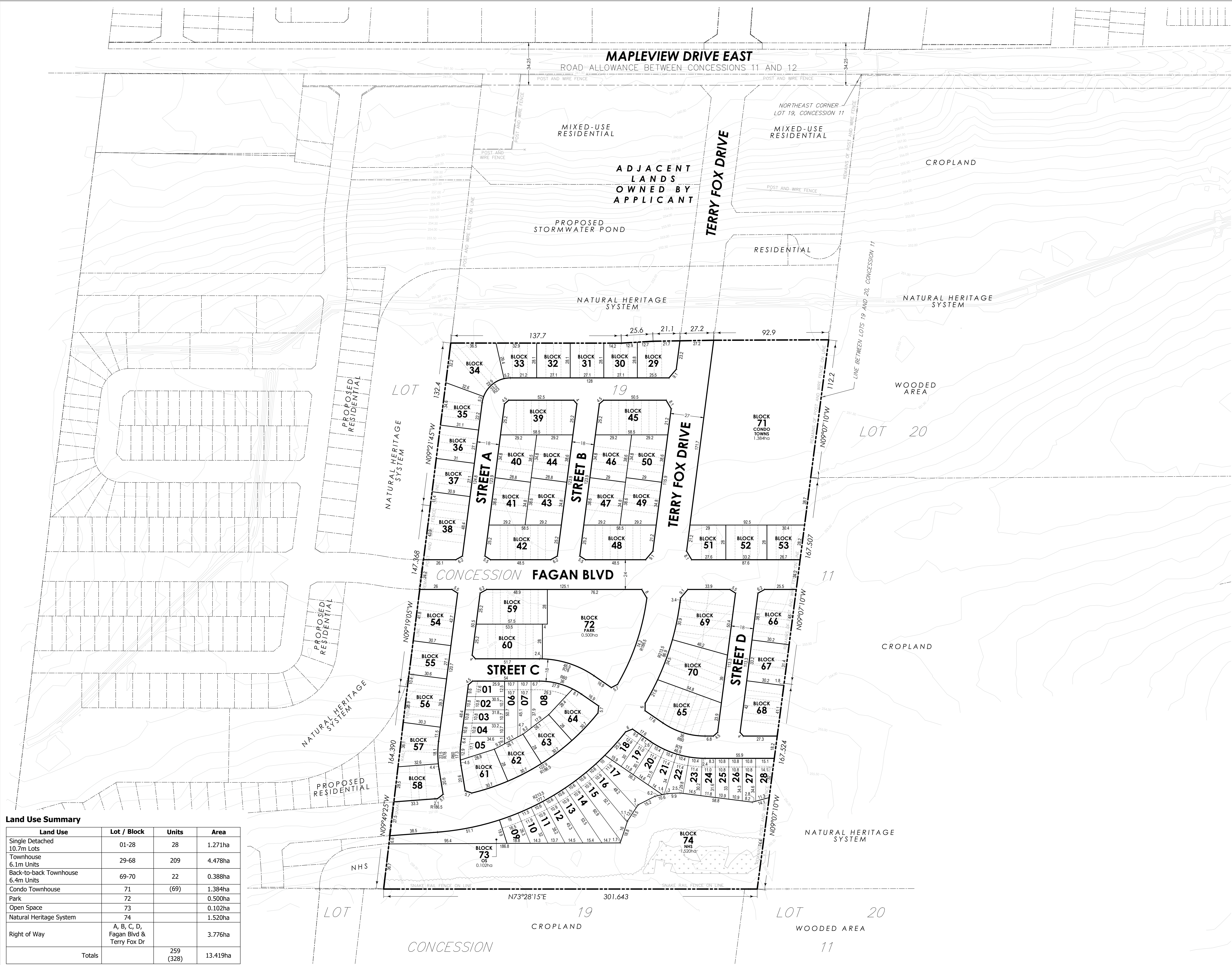
- | | |
|---|---|
| Total Land Holdings | Lands to be Rezoned Environmental Protection (EP) Zone |
| Subject Site | Lands to be Rezoned Open Space (OS) Zone |
| Zone Boundary | Lands to be Rezoned Neighbourhood Residential Multiple Zone 3 Exception (RM3-XX) Zone |
| Environmental Protection | Lands to be Rezoned Neighbourhood Residential Multiple Zone 3 Exception (RM3-XY) Zone |
| | Lands to be Rezoned Neighbourhood Residential 5 Exception (R5-XX) Zone |

Source: City of Barrie Zoning By-law 2009-141, Zoning By-law 050-04



B

Appendix B: Proposed Draft Plan of Subdivision



Land Use Summary				
Land Use	Lot / Block	Units	Area	
Single Detached 10.7m Lots	01-28	28	1.271ha	
Townhouse 6.1m Units	29-68	209	4.478ha	
Back-to-back Townhouse 6.4m Units	69-70	22	0.388ha	
Condo Townhouse	71	(69)	1.384ha	
Park	72		0.500ha	
Open Space	73		0.102ha	
Natural Heritage System	74		1.520ha	
Right of Way	A, B, C, D, Fagan Blvd & Terry Fox Dr		3.776ha	
Totals		259 (328)	13.419ha	

Legal Description

Part Lot 19, Concession 11
Geographic Township of Innisfil
Formerly in the Town of Innisfil
Now in the City of Barrie
County of Simcoe

Owner's Certificate

I hereby authorize MacNaughton Hermens Britton Clarkson Planning Limited to submit this plan for approval.

Date: _____

Kathy Di Silvestro
Sandy Creek Estates Inc.

Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided on this plan and their relationship to the adjacent lands are accurately and correctly shown.

Date: _____

Pier De Rosa, OLS, OLIP
JD Barnes Ltd.

Key Plan

Legend

- Project Boundary Line
- Right of Way Line
- Block Line
- Lot Line
- Parcel Fabric

Rev. No.	Date	Issued / Revision	By

Additional Information

Required Under Section 51 (17) of the Planning Act R.S.O. 1990 C.P.13 as Amended

A. As shown	F. As shown	J. As shown
B. As shown	G. As shown	K. All services as required (water, sanitary, storm, hydro, cable)
C. As shown	H. Municipal water & sanitary supply	L. As shown
D. As shown	I. Sargent sandy loam	
E. As shown		

**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

113 COLLIER STREET, BARRIE, ON, L4M 1H2 | P: 705.728.0045 | WWW.MHBCPLAN.COM

Stamp

Date
Dec. 17, 2024

File No.
16191U

Scale
1:1,400 (ARCH D)

Drawn By
M.M.

Checked By
K.C.

Other

Project

**Sandy Creek Estates
Phase 2**
Sandy Creek Estates Inc.
2031 James Street
Burlington, ON L7R 1H2

File Name

**Draft
Plan of Subdivision**

DWG No.

1 of 1

Scale Bar

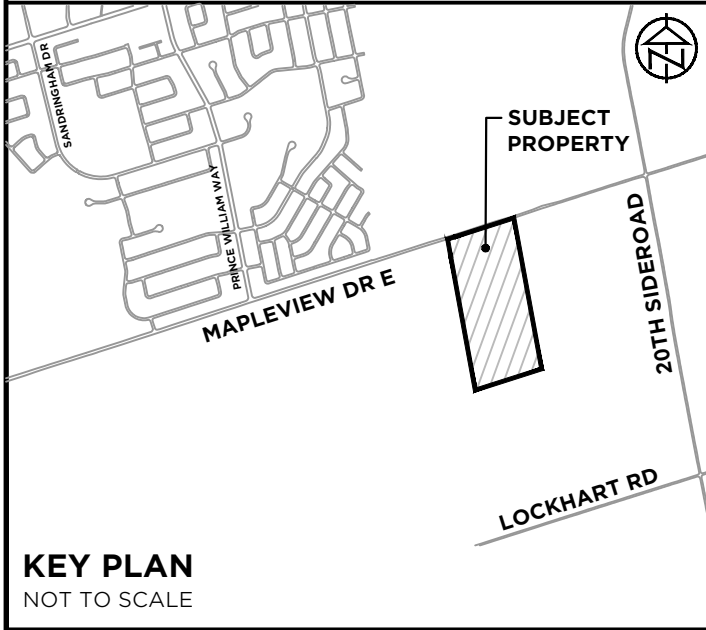
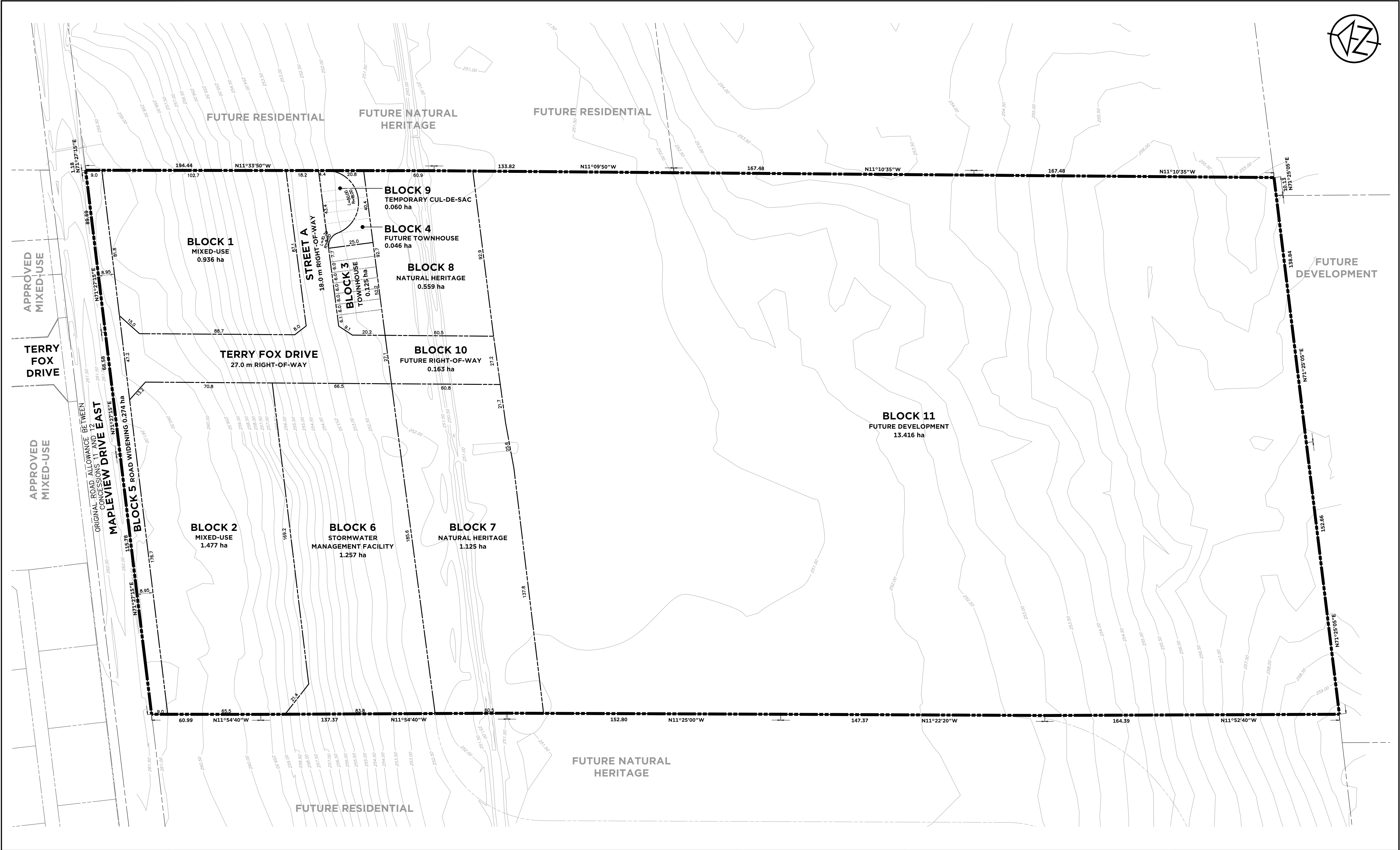
0 7 14 21 28 35 70 105 140m

Measurements shown on this plan are in metres and can be converted to feet by dividing by 0.3048

N:\barrie\Sandy Creek Phase 2 - 16191U\Drawings\Draft Plan\CAD\16191U - Draft Plan - 2024-12-17.dwg

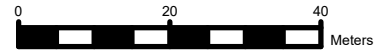
C

Appendix C: Approved Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION

PART OF LOT 19
CONCESSION 11
GEOGRAPHIC TOWNSHIP OF INNISFIL
NOW IN THE CITY OF BARRIE
FORMERLY IN THE TOWN OF INNISFIL
COUNTY OF SIMCOE



OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE TATHAM ENGINEERING LIMITED TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT TO THE CITY OF BARRIE FOR DRAFT PLAN APPROVAL.

KATHY DI SILVESTRO
SANDY CREEK ESTATES INC.

DATE

SURVEYOR'S CERTIFICATE

I CERTIFY THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

PIER DE ROSA, OLS, OLIP
JD BARNES LTD

DATE

ADDITIONAL INFORMATION REQUIRED
UNDER SECTION 51(17) OF THE
PLANNING ACT R.S.O. 1990 C.P.13 AS
AMENDED

- a) AS SHOWN
- b) AS SHOWN
- c) AS SHOWN
- d) AS SHOWN
- e) AS SHOWN
- f) AS SHOWN
- g) AS SHOWN
- h) MUNICIPAL WATER & SANITARY SUPPLY
- i) SARGENT SANDY LOAM
- j) AS SHOWN
- k) ALL SERVICES AS REQUIRED (WATER, SANITARY, STORM, HYDRO, CABLE)
- l) AS SHOWN

LAND USE SUMMARY LAND USE	BLOCK	UNITS	AREA (ha)
MIXED-USE	BLOCK 1	10 MIXED-USE (MAX.), 44 RESIDENTIAL	0.936
MIXED-USE	BLOCK 2	20 MIXED-USE (MAX.), 76 RESIDENTIAL	1.477
RESIDENTIAL	BLOCK 3	7 RESIDENTIAL	0.125
RESIDENTIAL	BLOCK 4	6 RESIDENTIAL	0.046
ROAD WIDENING	BLOCK 5	-	0.274
STORMWATER MANAGEMENT FACILITY	BLOCK 6	-	1.257
NATURAL HERITAGE	BLOCK 7, 8	-	1.684
TEMPORARY CUL-DE-SAC	BLOCK 9	-	0.060
MUNICIPAL RIGHT-OF-WAY	-	-	0.576
MUNICIPAL RIGHT-OF-WAY (FUTURE)	BLOCK 10	-	0.163
TOTAL PHASE 1	-	30 MIXED-USE (MAX.), 133 RESIDENTIAL	6.598
FUTURE DEVELOPMENT	BLOCK 11	-	13.416
TOTAL			20.014



No.	REVISION DESCRIPTION	DATE
1.	ISSUED FOR DRAFT PLAN APPROVAL	FEB. 4/22
2.	RE-ISSUED FOR DRAFT PLAN APPROVAL	AUG. 8/22
3.	REVISED DAYLIGHT TRIANGLE (ST. 'A' & TERRY FOX DR.)	APR. 19/23

DRAWN: LC	FILE: 420406	DWG: DP
CHECK: BFS	DATE: FEBRUARY 2022	

D

Appendix D: Proposed Zoning By-law Amendment

BY-LAW NUMBER 2025-XXX

A By-law of The Corporation of the City of Barrie to amend Town of Innisfil By-law 054-04, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures formerly in the Town of Innisfil, now in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend Town of Innisfil By-law 054-04 to rezone the lands legally described as Part of Lot 19, Concession 11, formerly in the Town of Innisfil, now in the City of Barrie, municipally known as 989 Mapleview Drive East, from 'Agricultural General' (AG) and 'Environmental Protection' (EP) zones pursuant to Town of Innisfil Zoning By-law 054-04 to 'Neighbourhood Residential with Special Provisions' (R5-XX), 'Neighbourhood Residential Multiple Zone with Special Provisions' (RM3-XX), 'Neighbourhood Residential Multiple with Special Provisions' (RM3-XY), 'Open Space' (OS) and 'Environmental Protection' (EP) zone pursuant to the City of Barrie Zoning By-law 2009-141.

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the Zoning map be amended to change the zoning from 'Agricultural General' (AG) and 'Environmental Protection' (EP) pursuant to Town of Innisfil Zoning By-law 054-04 to 'Neighbourhood Residential with Special Provisions' (R5-XX), 'Neighbourhood Residential Multiple Zone with Special Provisions' (RM3-XX), 'Neighbourhood Residential Multiple with Special Provisions' (RM3-XY), 'Open Space' (OS) and 'Environmental Protection' (EP) ,pursuant to City of Barrie Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions of Section 4.1.4.5 of By-law 2009-141, where a lot has multiple frontages, "Lot Line, Front" shall be the shortest private road frontage, and vehicle access shall only be permitted from a private road in the 'Neighbourhood Residential Multiple with Special Provisions' (RM3-XX) Zone.
3. **THAT** notwithstanding the provisions of Section 14.5.6 of By-law 2009-141, street townhouses in the 'Neighbourhood Residential Multiple with Special Provisions' (RM3-XX) Zone shall be permitted to have a minimum rear yard setback of 3.5 metres.
4. **THAT** notwithstanding the provisions of 14.5.6 of By-law 2009-141, the minimum lot frontage shall not apply to street townhouses in the 'Neighbourhood Residential Multiple with Special Provisions' (RM3-XX) Zone. A minimum dwelling width of 5.9 metres shall be required.
5. **THAT** notwithstanding the provisions of Table 4.6 of By-law 2009-141, 1 parking space per dwelling unit shall be permitted in the 'Neighbourhood Residential with Special Provisions' (R5-XX) and 'Neighbourhood Residential Multiple Zone with Special Provisions' (RM3-XY) zones
6. **THAT** all provisions of the City of Barrie Zoning By-law 2009-141, as amended, except those expressly amended herein shall apply to the subject lands.

7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **XX** day of _____, 2025.

READ a third time and finally passed this **XX** day of _____, 2025.

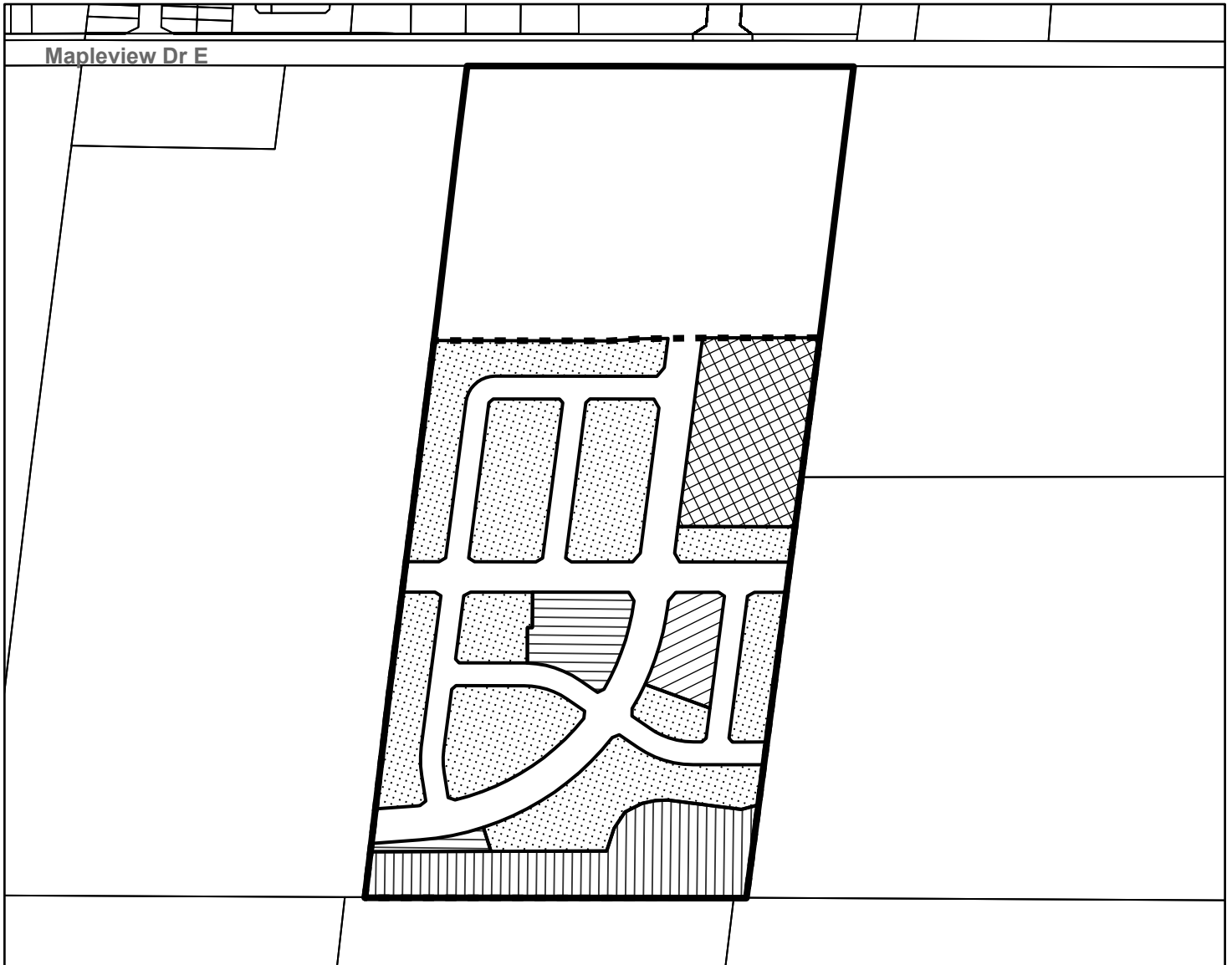
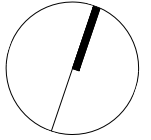
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule 'A'

Part of Lot 19, Concession 11
City of Barrie
County of Simcoe



-  Lands to be Rezoned Environmental Protection (EP) Zone
-  Lands to be Rezoned Open Space (OS) Zone
-  Lands to be Rezoned Neighbourhood Residential Multiple Zone 3 Exception (RM3-XX) Zone
-  Lands to be Rezoned Neighbourhood Residential Multiple Zone 3 Exception (RM3-XY) Zone
-  Lands to be Rezoned Neighbourhood Residential 5 Exception (R5-XX) Zone

This is Schedule 'A' to Zoning By-law 2009-141
Passed this ____ day of _____, 2024

Mayor

Clerk