



Excellence Reliance Innovation

377 Big Bay Point Road

Big Bay 4 Inc.

Planning Justification Report

Zoning By-law Amendment
Draft Plan of Subdivision

October 2022

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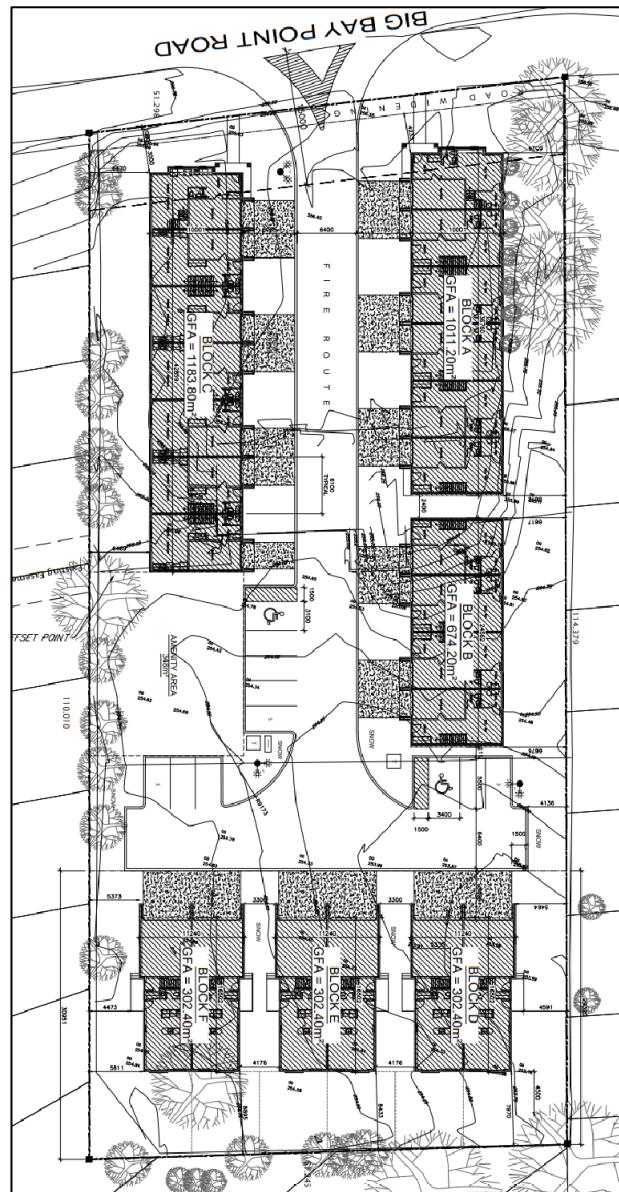
connect the future residents to travel throughout the City of Barrie. The Barrie South GO Station is located within approximately 2.5 kilometres to the east which provides public transit to the Greater Toronto Area. The lands are within approximately 2.5 kilometres of Highway 400 to the west, which connects Barrie to the Greater Toronto Area, as well as the District of Muskoka.

4.0 PROPOSED DEVELOPMENT CONCEPT

The applications submitted to the City for consideration include applications for a Zoning By-law Amendment and Draft Plan of Subdivision. The Zoning By-law Amendment application will recognize the proposed residential use on the property in the form of townhouses with varied development standards such as front yard setbacks, density and parking. The exceptions proposed to the zoning standards will be discussed further on in this Report.

The Plan of Subdivision application will facilitate the development of 29 townhouse condominium units in 4 Blocks, as well as 2 Blocks that contain a common area and road widening (**Figure 3**). Each residential unit will have one garage and driveway to facilitate parking of 2 parking spaces per unit.

Figure 3



Block 1 (Block A) has a total area of 0.09 hectares and consists of 6 townhouse units. Block 2 (Block B) has a total area of 0.06 hectares and consists of 4 townhouse units. Block 3 (Block C) has a total area of 0.10 hectares and consists of 7 townhouse units. Block 4 (Block D) has a total area of 0.16 hectares and consists of 12 townhouse units. Each townhouse unit will be 5.5 metres in width. Each residential building will be sited to face the private roadway. The buildings will follow the same architectural designs as the surrounding residential buildings with various types of stucco, stone, and brick. All units will be 2 storeys in height.

Block 5 will consist of the common areas including a private amenity area, private roadway and visitor parking. The private amenity area is located in the centre of the site with a total area of 348 square metres. There are 5 visitor parking spaces located adjacent to the private amenity area, as well as 6 visitor parking spaces located at the southern portion of the site, including 2 barrier free parking spaces. Access to the site is provided off Big Bay Point to a private roadway through the centre of the lands, and a 1.5 metre wide sidewalk for pedestrian use.

The site will be raised at the southern portion of Block 5 to allow the drainage to travel toward the front of the site and out to Big Bay Point Road. This requires retaining walls to be built on the southwest and southeast portions of the site. The retaining wall on the southeast side of the site is proposed to be tiered with both walls less than 1.8 metres in height. The retaining wall on the southwest side of the site is proposed to be less than 2 metres in height.

Block 6 will consist of a 2 metre road widening along Big Bay Point Road to be dedicated to the City of Barrie.

The applications will facilitate a form of housing for the area that is compatible with surrounding land uses, at a density that is appropriate and supportable by City and Provincial policies. The intensification of the site at the proposed density provides additional housing supply in the City while providing another form of housing typology for all types of purchasers at various stages of their lives and at a more affordable price point than a single detached dwelling.

The proposed varied development standards from the Zoning By-law will allow the property to intensify at a level that can be supported for this area, and that is respectful of the existing lot fabric that is established on the surrounding lands. Municipal services are available to the land which is discussed more thoroughly in the subsequent sections of this report.

4.1 Pre-Consultation Meeting

A Pre-Consultation meeting was held on August 13, 2020, with the City of Barrie. During this meeting various City departments identified several items that would be required for a complete submission to the City. Further, the client was in receipt of comments from other agencies such as the Lake Simcoe Region Conservation Authority, Alectra Utilities and Canada Post. All items identified during this process have been submitted in support of the applications.

Further, all technical comments provided at the pre-consultation meeting and after were summarized in a Comment Response Matrix that accompanies the submission materials.

4.2 Neighbourhood Meeting

A Neighbourhood meeting was held on May 13, 2021, to provide area residents with an opportunity to learn about the proposed development and to ask questions and express their comments/concerns. The comment response matrix that accompanies the submission contains a summary of the comments provided at this meeting, with responses provided to the points raised where applicable.

5.0 POLICY REVIEW

The following subsections summarize land use planning policies established by the Province of Ontario and the City of Barrie. These policies should be reviewed together and considered the analysis for why the proposed development is appropriate for the subject lands.

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

The Places to Grow Act was established in 2005 and was the catalyst for the Growth Plan for the Greater Golden Horseshoe. The current Growth Plan for the Greater Golden Horseshoe, A Place to Grow (APTG), came into effect on May 16, 2019, and was subsequently amended with Amendment 1 that took effect on August 28, 2020. A Place to Grow provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities with access to transit networks, prioritizing intensification and higher densities in strategic growth areas, supporting a range and mix of housing options, supporting and enhancing the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network, protecting and enhancing natural heritage, hydrologic, and landform systems, features and functions, providing for different approaches to manage growth that recognize the diversity of communities in the greater golden horseshoe, and protecting employment areas.

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

5.1.1 Where and How to Grow (Section 2.0)

The Where and How To Grow section of the APTG Plan reiterates the policy direction provided by the Building Strong Communities Section within the PPS. This section emphasizes the better use of land and infrastructure by directing growth to existing urban areas, using land wisely, providing opportunities for businesses which is fundamental to ensuring a prosperous economic future, and recognizing that healthy rural communities are key to the vitality and well-being of the whole area.

The growth policies contained in Chapter 2 of APTG place a considerable responsibility upon the upper- and lower-tier municipalities to proactively manage growth. However, this responsibility falls equally upon individual landowners to meet the policy requirements of APTG.

Section 2 of the APTG Plan contains policies applicable to the proposed application including: Managing Growth (Section 2.2.1), Delineated Built Up Areas (Section 2.2.2), and Housing (Section 2.2.6).

Managing Growth (Section 2.2.1)

Section 2.2.1.2 of the APTG Plan notes that the majority of growth will be directed to settlement areas that have a delineated built boundary, have existing or planned municipal servicing and can support the achievement of complete communities. Further, growth within settlement areas will be directed toward the delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. Section 2.2.1.4 supports the achievement of complete communities that feature a diverse mix of lands uses, including residential and employment uses; improves the social equity and overall quality of life, including human health, for people of all ages, abilities and incomes; provides a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to a range of transportation options, public service facilities, an appropriate supply of safe, publicly accessible open spaces and other recreational facilities, and healthy, local and affordable food options; provides for a more compact built form; mitigates and adapts to climate change impacts; integrates green infrastructure and appropriate low impact development.

The subject lands are located within the built up area of the City of Barrie. The development proposes a medium density residential use through 29 townhouse units to appeal to people in all stages of life. The proposed 29 residential units provides a compact built form through the redevelopment and intensification of the property that contributes to the housing typology in the City. Furthermore, the lands are located within easy walking distance to municipal parks, trail systems, commercial uses, and institutional uses. The site will be fully serviced with municipal sewer and water. Multiple transit stops of the City of Barrie transit system are within 1 kilometre of the site, including 3A Bayview, 3B Painswick, 1A Georgian Mall, 1B Welham, 4A East Bayfield, 4B South Go and 8B Crosstown/Essa. The Barrie South GO Station is located within approximately 2.5 kilometres to the east. The lands do not contain any natural heritage features that would be negatively impacted by the proposed development.

Delineated Built Up Area (Section 2.2.2)

Section 2.2.2.1 states by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.

The subject lands are within the delineated built up-area for the City of Barrie. The proposed development will provide an additional 29 residential units, at a density of 51 units per hectare, that will contribute to the achievement of the minimum intensification targets for the City.

Housing (Section 2.2.6)

The Housing section of APTG encourages municipalities to support the achievement of complete communities. Section 2.2.6.1 (a) states Upper- and single-tier municipalities, the Province, and other appropriate stakeholders will: support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as other policies by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents, and establishing targets of affordable ownership housing and rental housing. Section 2.2.6.2(c) promotes policies to achieve complete communities by considering the range and mix of housing options and densities of the existing housing stock and (d) planning to diversify their overall housing stock across the municipality. Section 2.2.6.4 notes that municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.

The proposed development promotes the intensification of the subject lands in an area of the City that is in proximity to a mix of land uses. The introduction of 29 townhouse units allows for appropriate intensification of these lands while at the same time remaining compatible with the surrounding area. The proposed location is appropriate for the development as there is an established diverse range of housing options, which include single detached dwellings, semi-detached dwellings, and townhouses. The smaller unit sizes proposed will appeal to a wide demographic and provide housing supply to those looking to either just get into the housing market or perhaps down-size from a larger home. The proposed residential development will assist the City with maintaining at least a three year supply of residential units.

5.1.2 Infrastructure to Support Growth (Section 3.0)

Existing and future infrastructure is sought that will optimize growth to 2031 and beyond. Infrastructure includes, but is not limited to, transit, transportation corridors, water and wastewater systems, waste management systems, stormwater management systems and community infrastructure. Section 3.2.6.2 (Water and Wastewater Systems) notes, in part, that Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management; the system will serve growth in a manner that supports achievement of the minimum intensification and

density targets. Section 3.2.7.2 (Stormwater Management) notes, in part, that proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan.

The lands will be serviced by municipal water and wastewater that currently exists along Big Bay Point. This is a logical extension of these services and allows for an efficient means of developing the lands as discussed in the Functional Servicing Report prepared in support of the proposed development. The Report concludes the proposed development can become a functional part of the City of Barrie through proper execution of the proposed site servicing.

5.1.3 Protecting What is Valuable (Section 4.0)

The APTG Plan emphasizes the importance of future developments in the Greater Golden Horseshoe ensuring that natural features and cultural heritage sites are protected. As growth continues in the area, so does the demand on the natural resources that are essential for the region's long term health and well-being. These valuable assets must be wisely protected and managed as part of planning for future growth. The APTG Plan implements a balanced approach to the wise use and management of all resources, including natural heritage, agriculture, and mineral aggregates. The APTG Plan provides policies that protect natural heritage features and functions, as well as preventing the fragmentation of prime agricultural lands, or Class 1, 2 and 3 soils.

Section 4 of the APTG Plan contains policies including: Natural Heritage System (Section 4.2.2), Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features (Section 4.2.3 & 4.2.4), Agricultural System (Section 4.2.6) and Cultural Heritage Resources (4.2.7). The lands do not contain any natural heritage features.

Section 4.2.7.1 notes that Cultural Heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. A Stage 1-2 Archaeological Assessment was completed and submitted in support of the applications. The Assessment concludes that the study area is considered to be free of archaeological material and no additional archaeological assessments are recommended.

5.1.4 Simcoe Sub-Area (Section 6.0)

Section 6.0 provides additional, more specific direction, on how the APTG Plan vision will be achieved in the Simcoe Sub-Area. The policies in this Section direct a significant portion of growth within the Simcoe Sub-Area to communities where development can be more effectively serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities, with a particular emphasis on primary settlement areas. The City of Barrie is the principal primary settlement area. The policies recognize and support the vitality of urban and rural communities in this area. All municipalities will play an important role in ensuring that future growth is planned for and managed in an effective and sustainable manner that conforms to this Plan. The intent is that by 2051 development within the City of Barrie will not exceed the overall population and employment forecasts contained in Schedule 3. Ensuring an appropriate supply of land for employment and residential growth and making the best use of existing infrastructure is important to the prosperity of the Simcoe Sub-area. By providing further direction on where growth to 2031 is to occur, it also establishes a foundation for municipalities to align infrastructure investments with growth management, optimize the use of existing and planned infrastructure, coordinate water and wastewater services, and promote green infrastructure and innovative technologies.

Section 6.3, Managing Growth, states municipalities with primary settlement areas will, in their official plans and other supporting documents: a) identify primary settlement areas; b) identify and plan for strategic growth areas within primary settlement areas; c) plan to support the achievement of complete communities within primary settlement areas; and d) ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive. The City of Barrie is identified as a primary settlement area. The proposed development will facilitate strategic growth within the settlement area of the City of Barrie through a medium density

residential built form through the redevelopment and intensification of a site. The proposal supports the development of complete communities as the lands are in proximity to recreational, residential, commercial, and institutional land uses. The lands are also in proximity to multiple public transit stops for the City of Barrie Transit System, and within reasonable driving distance to the Barrie South GO Station. The development will be built using urban design standards that are compatible with the surrounding area and follow the Urban Design Guidelines of the City. The development will include amenity areas to provide recreational uses to future residents.

In summary, it is our professional planning opinion that the development of this site is an efficient and logical intensification of the land, and utilization of existing infrastructure, and conforms to the policies of the A Place to Grow Plan for the Greater Golden Horseshoe.

5.2 Provincial Policy Statement, 2020 (PPS)

The Provincial Policy Statement (PPS) was revised on March 1, 2005 to include new and revised policies along with the requirement to 'be consistent with' those policies. The PPS was further revised in May of 2020 bringing policies more in line with changes to the A Place to Grow (APTG) Growth Plan for the Greater Golden Horseshoe. The PPS does not require absolute conformity, however, planning decisions must be consistent with the PPS. Furthermore, the approval authority must consider all the components of the PPS and how they interrelate.

Part of the vision of the PPS is to build strong healthy communities to ensure that development patterns are efficient in terms of optimizing the use of land, resources and public investment in infrastructure and public service facilities. Land use patterns should promote a mix of housing including affordable housing, employment, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. In addition, cost-effective development standards are promoted in order to minimize land consumption and servicing costs.

The Vision of the PPS is to promote the long-term prosperity and social well-being of Ontario for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS places considerable focus on promoting opportunities for intensification, development in compact form and the establishment of a mix of uses and densities to allow for the efficient use of land. Specific to housing, the PPS requires that municipalities provide for a range of housing types and densities that are affordable to low and moderate income households. The development of new housing is directed toward locations where appropriate levels of infrastructure, public services facilities, and public transit exist. Provincial Plans, such as the PPS, and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth for the long term.

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources and (iii) Protecting Public Health and Safety. The development of the subject lands is consistent with the PPS as outlined in the relevant policies below.

1.0 Building Strong Healthy Communities

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

- 1.1.1 *Healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial) institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concern; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participating in society; ensuring the necessary infrastructure and public service facilities are or will be available to meet current and projected needs; promoting development and land use patterns that conserve biodiversity; and preparing for regional and local impacts of a changing climate.*

The proposed redevelopment intensifies a parcel of land that is within the settlement area of the City of Barrie and within the built-up boundary. The proposed residential units provide additional housing supply in the City and facilitates a medium-density housing typology on lands that will be designated and zoned for residential uses at a reasonable density. The proposed development will be compatible with the surrounding land uses which contains a range of low and medium density housing options including single detached dwellings and townhouse units. The intensification proposed for the lands is appropriate when considering the surrounding residential, and walkability to the commercial, institutional, and recreational land uses. Further, the lands are in proximity to multiple local transit routes which connect future residents across the City of Barrie. Cost-efficient development will be promoted by efficiently using land and available municipal infrastructure.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment, and, if necessary, designated growth areas.

The proposal facilitates transit-supportive development on lands that are surrounded by commercial, institutional and recreational land uses. There are single detached dwellings located to the east, west and south of the subject lands, as well as a range of residential uses to the north. The redevelopment of the property provides additional housing supply for the City through the redevelopment and intensification of the lands in an area that can support this type of growth with available municipal infrastructure.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

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

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate and efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and uneconomical expansion; minimize negative impacts to air quality and climate change and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists or may be developed; and, are freight supportive.

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

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

The subject lands are within the settlement boundary of the City of Barrie and within the built-up area. The lands are designated for residential purposes although a zoning amendment is necessary to permit the proposed use, and recognize varied development standards which will allow for further intensification on these lands. The development will facilitate additional housing supply in the City with a housing form that is compatible with surrounding development. The built form will utilize full municipal services.

1.4 Housing

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

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

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans; b) permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities, and all types of residential intensification including additional residential units and redevelopment in accordance with policy 1.1.3.3; c) directing development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. (In part only)*

The proposed development will add an additional 29 townhouse units to the housing supply in the City. The lands will be built at a density and with a residential built form that is compatible with the surrounding land. The unit sizes, along with the proposed varied development standards, will allow for intensification on the property over what the current zoning permits, and existing built form, thereby utilizing the lands more efficiently and effectively. The unit sizes will allow for a price point that is more affordable to those entering the housing market, or looking to downsize. Municipal services are available to the lands.

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

1.5.1 *Healthy, active communities should be promoted by: planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; planning and providing for a full range and equitable distribution of publicly-accessible built and natural setting for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; providing opportunities for public access to shorelines; and recognizing provincial parks, conservation reserves, and other protected areas, minimizing negative impacts on these areas.*

The subject lands will be located in proximity to multiple municipal parks, including Lennox Park and Huronia North Park. The site will contain private amenity areas for future residents which will encourage recreational opportunities. The proposed development area will include sidewalks that will encourage active transportation and community connectivity to the adjacent land uses. The lands are also within walking distance to the Trans Canada Trail which connects to the Town of Innisfil, Township of Springwater and other municipalities in the County of Simcoe.

1.6 Infrastructure and Public Service Facilities

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are: financially viable over their life cycle, which may be demonstrated through asset management; and available to meet the current and projected needs.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: 1. municipal sewage services and municipal water services; and 2. private communal sewage services and private communal water services where municipal sewage services and municipal water services are not available;*
- b) ensure that these systems are provided in a manner that: 1. can be sustained by the water resources upon which such services rely; 2. prepares for the impacts of climate change; 3. is feasible and financially viable over their life cycle; and 4. protects human health and the natural environment;*
- d) integrate servicing and land use considerations at all stages of the planning process...*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible prevent increases in contaminant loads; c) minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure d) mitigate risks to human health and safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Adequate infrastructure and public service facilities exist in proximity to the subject lands. The Functional Servicing and Stormwater Management Report prepared in support of the proposed development concludes the proposed development can become a functional part of the City of Barrie through proper execution of the proposed site servicing.

Stormwater Management for the site will be designed in accordance with applicable standards and to the satisfaction of the City to ensure that impacts of development are mitigated, and any adverse impacts are avoided to the greatest extent possible. The proposed design of the stormwater management system will meet the post-development quantity and quality control requirements of the City and MOECP.

1.6.7 Transportation Systems

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

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

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The Traffic Impact Study prepared in support of the applications identified that the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network. For further information refer to the Traffic Impact Study.

1.6.10 Waste Management

1.6.10.1 Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives.

Waste management systems shall be located and designed in accordance with provincial legislation and standards.

Garbage collection will be provided by a private contractor as arranged by the condominium corporation.

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which: a) promote compact form and a structure of nodes and corridors; b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future; d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities; e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and g) maximize vegetation within settlement areas, where feasible.

The proposed townhouse units will provide a compact built form along an arterial road, which is a major transportation corridor in the City of Barrie. The lands are in proximity to a range of commercial, institutional, and recreational land uses which will encourage active transportation rather than utilizing vehicles. The proposed development utilizes the lands more efficiently to help combat climate change. Energy conservation measures will be reviewed, and additional consideration will be given towards green building practices during the Site Plan Control process, which could include Low Impact Development (LID), green infrastructure, and rainwater harvesting.

2.0 Wise Use and Management of Resources

2.1 Natural Heritage

- 2.1.1 *Natural features and areas shall be protected for the long term.*
- 2.1.2 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 2.1.3 *Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*

The subject lands do not contain any natural heritage features.

2.2 Water

- 2.2.1 *Planning authorities shall protect, improve or restore the quality and quantity of water by: using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development; minimizing potential negative impacts including cross-jurisdictional and cross-watershed level; evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level; identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed; maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas; implementing necessary restrictions on development and site alteration to 1. protect all municipal drinking water supplies and designated vulnerable areas; and 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions; planning for efficient and sustainable use of water resources through practices for water conservation and sustaining water quality; ensuring consideration of environmental lake capacity, where applicable; and, ensuring stormwater management practices minimize stormwater and maintain or increase the extent of vegetative and pervious surfaces*
- 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

Municipal water will be extended to the site from Big Bay Point Road. There is nothing to suggest that the development of these lands would provide a negative impact to the drinking water.

2.6 Cultural Heritage and Archaeology

- 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

A Stage 1-2 Archaeological Assessment was prepared in support of the applications. The Assessment concludes that the study area is considered to be free of archaeological material and no additional archaeological assessments are recommended. For further information refer to the Assessment Report.

In summary, it is our professional planning opinion that the development of this site is consistent with the policies of the Provincial Policy Statement.

5.3 Lake Simcoe Protection Plan

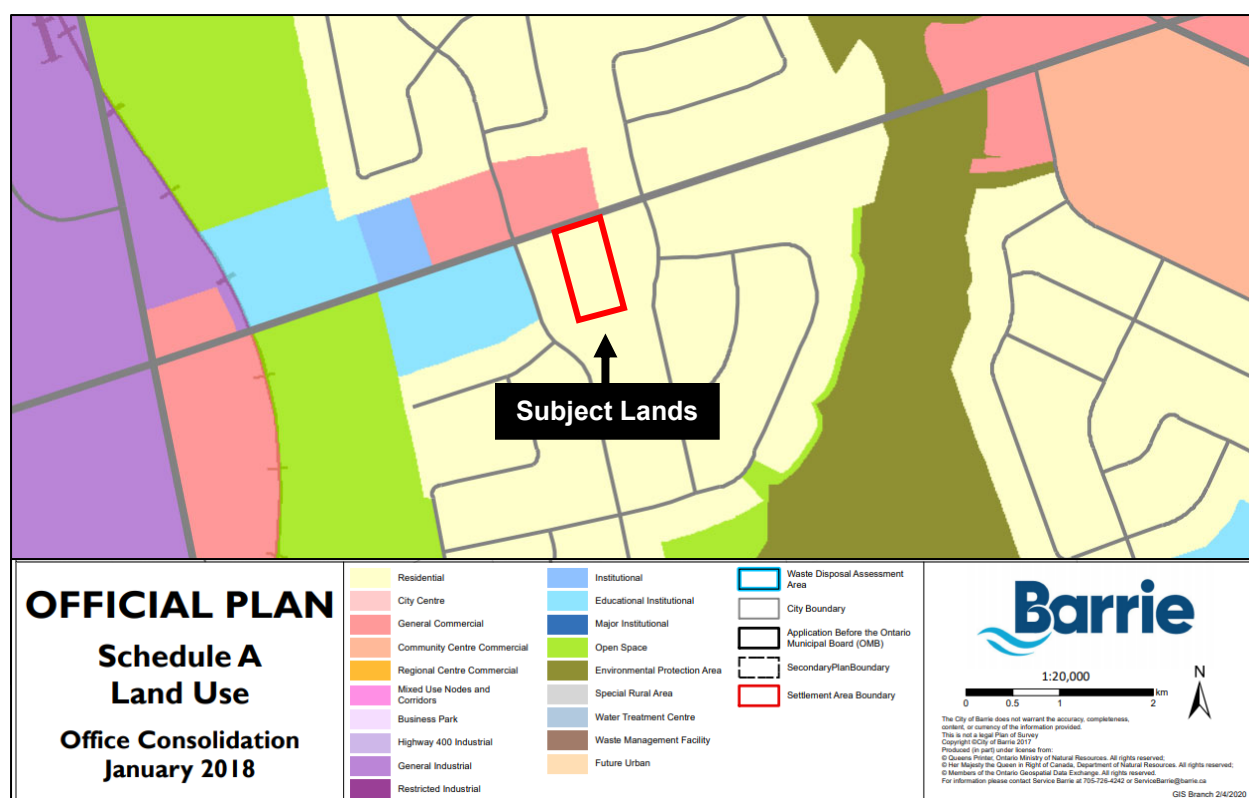
The Lake Simcoe Protection Plan (LSPP) came into effect on June 2, 2009. Objectives of the Plan are to protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions; restore a self-sustaining coldwater fish community in Lake Simcoe; reduce loadings of phosphorus and other nutrients of concern to Lake Simcoe and its tributaries; reduce the discharge of pollutants to Lake Simcoe and its tributaries; respond to adverse effects related to invasive species and, where possible, to prevent invasive species from entering the Lake Simcoe watershed; improve the Lake Simcoe watershed capacity to adapt to climate change; provide for ongoing scientific research and monitoring related to the ecological health of the Lake Simcoe watershed; improved conditions for environmentally sustainable recreation activities related to Lake Simcoe and to promote those activities; promote environmentally sustainable land and water uses, activities and development practices; build on the protections for the Lake Simcoe watershed that are provided by the provincial plans that apply in all or part of the Lake Simcoe watershed, including the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, and provincial legislation, including the Clean Water Act, 2006, the Conservation Authorities Act, the Ontario Water Resources Act, and the Planning Act; and pursue any other objectives set out in the Lake Simcoe Protection Plan.

The lands do not contain any natural heritage features, however, the proposal constitutes major development as defined by the LSPP and the Lake Simcoe Phosphorus Offsetting Plan (LSPOP). Chapter 4 of the LSPP discusses Water Quality, and Designated Policy (DP) 4.8 notes that an application for major development shall be accompanied by a stormwater management plan that demonstrates the following: consistency with stormwater management master plans prepared under policy 4.5, when completed; consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed; an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales; through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized. A Functional Servicing and Stormwater Management Report has been submitted in support of the applications which concludes the proposed development can become a functional part of the City of Barrie through proper execution of the proposed site servicing. In our professional planning opinion, the proposed development is consistent with the policies of the Lake Simcoe Protection Plan where applicable.

5.4 City of Barrie Official Plan

The City of Barrie Official Plan, consolidated version January 2018, articulates the City's current planning vision and objectives. The subject site is designated Residential in the Official Plan (**Figure 4**). The Residential designation permits all forms and tenure of housing, as well as compatible uses such as open spaces, day care facilities and places of worship (Section 4.2.2).

Figure 4



Section 3.1, Growth Management, discusses encouraging residential revitalization and intensification throughout the built-up area to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. The proposed development facilitates residential intensification of a medium-density housing typology that will be compatible with surrounding land uses. The lands are not located within an intensification node or corridor, however, the lands are located within the built up area. The proposed intensification is an efficient use of the land that will provide additional housing units for a wide demographic at a more affordable price point over a single detached dwelling.

Section 3.3, Housing, contains goals and general policies for residential development. The City encourages an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents (Section 3.3.1). Development shall consist of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. Further, the City shall promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes (Section 3.3.1). The proposed development will provide a medium-density housing typology on lands that are designated for residential development. A Zoning By-law Amendment is required to permit the proposed residential use and recognize site-specific development standards to allow for further intensification of the lands. The development will adhere to the Urban Design Guidelines implemented through the City of Barrie Official Plan which will facilitate a high quality building

design that complements and is compatible with the surrounding neighbourhood. The proposed density is appropriate for the area and utilizes municipal infrastructure. The lands are in proximity to a range of residential, commercial, and institutional land uses along Big Bay Point Road. The proposed development will include a private amenity area to encourage recreational uses and is in proximity to multiple municipal parklands.

Section 3.3.2.2 contains Affordable Housing policies which state the City is to achieve a minimum target of 10 percent of all new housing units per annum. Further, affordable housing will be encouraged to locate in proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads. The lands are located along Big Bay Point, an arterial roadway, which has a range of land uses for future residents. The lands are also in proximity to multiple public transit routes and the Barrie GO Station. In addition, Second Suites are permitted in townhouses subject to the standards and provisions of the Comprehensive Zoning By-law.

Section 3.4, Cultural Heritage Conservation, encourages the conservation of the City's cultural heritage resources including, but not limited to, buildings, structures, areas, districts, open spaces, and landscapes, artefacts of historical and/or architectural significance and to co-ordinate these conservation efforts with development and redevelopment initiatives. A Stage 1-2 Archaeological Assessment was prepared for the proposed development which concludes the study area is considered to be free of archaeological material and no additional archaeological assessments are recommended.

Section 3.5, Natural Heritage, Natural Hazards and Resources, contains policies that encourage the protection and enhancement of natural heritage features and areas. New development shall be directed to maintain the natural landscape that shapes and defines the City's landform features, natural watershed drainage patterns and vistas (Section 3.5.2.2). The Natural Heritage Resources are depicted on Schedule H of the City of Barrie Official Plan. The lands do not contain any natural heritage features.

Section 3.7, Energy Conservation and Renewable Energy Systems, encourages land use and development patterns that support energy efficient and improved air quality. The proposed density for the lands is appropriate for the area and will utilize municipal infrastructure. The lands are in proximity to multiple public transit stops which encourages trip reduction as a means of reducing energy consumption. Further, a Tree Inventory/Preservation Plan was prepared which demonstrates the trees along Big Bay Point Road will be preserved.

Section 3.9, Lake Simcoe Protection Plan (LSPP), encourages the protection of the features within the Lake Simcoe watershed and state the policies of the Lake Simcoe Protection Plan are in effect. The lands are within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA) who have been consulted on the proposed development. A Functional Servicing and Stormwater Management Report, and other requested studies, was prepared in support of the proposed development. Further discussion on the LSPP can be found in Section 5.3 of this Report.

Section 4.2, Residential, contains policies related to lands designated Residential in Schedule A of the City of Barrie Official Plan. Section 4.2.1 provides goals the City wishes to achieve through the Residential designation such as: To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents; To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services; To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services; To develop high quality, well-linked public open spaces in residential areas; and to plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses. The proposed development will facilitate residential uses that are compatible with the existing built-form and will contribute to fostering a sense of neighbourhood for residents. The lands are within close proximity to various commercial and institutional land uses which promotes the creation of complete communities. The proposed development includes a private amenity area, which will provide additional recreational opportunities for future residents. The proposed density is appropriate for the lands and will not negatively impact any natural heritage features.

Section 4.2.2.2 states townhouse dwellings are classified as medium density residential development and the density of cluster and/or block townhousing shall be no more than 53 units per net residential hectare. The proposed development will be built at a density of approximately 51 units per net residential hectare. The proposed density will fit in with the surrounding area and is appropriate for the lands.

Section 4.2.2.3 provides locational criteria for medium and high density residential development, which is encouraged to locate in Intensification Nodes and Corridors. Further, development is generally directed towards areas adjacent to arterial and collector roads, in close proximity to public transit, and facilities such as schools, parks, accessible commercial development, and where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. The lands are located within the built up area and has frontage on an arterial roadway. Further, the lands are in proximity to multiple public transit routes, commercial and institutional land uses, municipal parkland, and two elementary schools. The lands will utilize municipal services efficiently and effectively.

Section 4.2.2.4 contains design policies for proposed residential uses which states residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations. The lands will meet the on-site parking requirements as stated in the Zoning By-law. The proposed development includes an amenity area that facilitates recreational opportunities for the future residents and will implement adequate buffers to provide separation from the adjacent residential uses.

Section 4.2.2.5 states development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged and uses in the Residential designation require the provision of full municipal sewer and water services. A Traffic Impact Study was prepared for the proposed applications which concludes the development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network. The lands will utilize municipal services.

Section 4.2.2.6 contains intensification policies which states development outside of Intensification Areas will be considered on their merits based on the following criteria:

- i) *that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*

The proposed development will facilitate 29 townhouse residential units that will be compatible with the character of the surrounding area and be consistent with the scale of the existing residential uses.

- ii) *that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*

The lands are located on an arterial roadway, are in proximity to the Barrie South GO Station, as well as are in proximity to multiple public transit stops. The site is within an area that contains a range of commercial and institutional land uses, including two elementary schools. The lands will utilize municipal infrastructure efficiently and effectively, as concluded in the Functional Servicing and Stormwater Management Report.

- iii) *that public transit is available and accessible;*

The lands are in proximity to the Barrie South GO Station, as well as multiple public transit stops.

- iv) *that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*

The proposed residential uses will provide a high quality built form that will contribute to the City achieving increased densities within a mixed-use area. Further, although the lands are not located along an intensification node or corridor as per Schedule I, intensification is encouraged on lands that have frontage on an arterial roadway.

- v) *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*

The development will be consistent with the Urban Design Guidelines, as described in Section 5.4.1.

- vi) *that consideration is given to the preservation of heritage resources.*

The lands do not contain any natural heritage resources. A Stage 1-2 Archaeological Assessment was prepared which concludes the study area is considered to be free of archaeological material and no additional archaeological assessments are recommended.

Section 5.0, Servicing and Transportation, contains policies related to servicing, water and wastewater, stormwater management, transportation, and waste management facilities. The lands will be serviced with municipal water and sewer which is encouraged through Section 5.2. The proposed development will facilitate Stormwater Management practices that will conform to the policies of the Lake Simcoe Region Conservation Authority (LSRCA) (Section 5.3). In accordance with Section 5.4, Big Bay Point Road is classified as an Arterial Road. A private street is proposed to run parallel to Big Bay Point Road and end in a T-shape to provide access to the residential units and parking. The roadway will be designed to accommodate the proposed residential units including appropriate width for emergency service vehicles. A Traffic Impact Study was prepared which concludes the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network.

5.4.1 Urban Design

Section 6.5, Urban Design Guidelines, provides General Design Guidelines in Section 6.5.2.2 including building and siting, parking areas, landscaping, environmental features, signage, utilities, and energy efficient urban design.

The following subsections assess the proposed developments conformity with these urban design policies:

a) Building and Siting

- i. *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*

The proposed built-form will complement the character of the community and will be compatible with the surrounding land uses. The development facilitates residential uses in proximity to various commercial, institutional, and recreational land uses to encourage active transportation and complete communities. The proposed density is at a scale that is appropriate for the redevelopment of the lands.

- ii. *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*

The townhouse dwelling units will not contain mechanical equipment on the roof of the building, as such, will contribute to an attractive streetscape.

- iii. *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*

All visible sides of the residential dwellings, specifically the units located along Big Bay Point Road, will be treated similarly to the front elevation. Enhanced architectural detailing will be provided for all units with multiple visible sides. The retaining walls located along the southeast and southwest areas of the lands will be screened by landscape materials where appropriate.

- iv. *Cultural heritage resources and cultural facilities shall be conserved pursuant to the City's Heritage Strategy.*

There are no cultural or built heritage resources on the property as concluded in the Stage 1-2 Archaeological Assessment.

- v. *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*

Dwelling entrances will meet the requirements of the Ontario Building Code.

- vi. *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*

Sidewalks will be located along the private roadway to provide a link to the existing infrastructure on Big Bay Point Road.

- vii. *Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.*

The proposed end units will have enhanced landscaping and building facades to complement the streetscape. Specific architectural features will be determined through the Site Plan Control process.

b) *Parking Areas*

- i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*

The driveways will be planned in consideration of the street network and all vehicle accesses are proposed to access the proposed internal private roadway connected to Big Bay Point Road. Adequate on-site parking will be provided on the lands that will meet the requirements of the Zoning By-law.

- ii. *Adequate disability parking spaces will be provided where required.*

The proposed development will provide disability parking spaces in accordance with the Zoning By-law.

- iii. *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*

This does not apply to the proposed development.

- iv. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

This does not apply to the proposed application.

c) *Landscaping*

- i. *Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.*

Appropriate landscape features are proposed where possible throughout the development. Enhanced landscape will be provided along the roadway entering into the site. Lighting has been provided in the street boulevard.

- ii. *Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*

This policy does not apply to the proposed application.

- iii. *No Environmental Protection Area should be included in the minimum landscaping standard.*

The site does not contain any land designated Environmental Protection Area.

- iv. *Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

A Tree Inventory and Preservation Plan has been submitted for the proposed applications.

d) *Environmental Features*

- i. *Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*

The lands do not contain a watercourse.

- ii. *All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*

A Tree Inventory and Preservation Plan has been submitted in support of the proposed applications.

- iii. *The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.*

The lands do not contain any natural heritage features.

- iv. *Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.*

A Tree Preservation Plan has been prepared identifying the trees that are required to be removed to facilitate the proposed development. New tree planting will be included in the detailed landscaping design.

- v. *Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long-term protection, subject to the results of an Environmental Impact Study that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development. (Mod G (r)(ii))*

The lands are not adjacent to an Environmental Protection Area.

- vi. *The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.*

A Tree Inventory and Preservation Plan has been prepared identifying the trees that are required to be removed to facilitate the proposed development. New tree planting will be included in the detailed landscaping design.

- vii. *Where existing trees have been substantially removed and land stripping and/or the removal of topsoil has occurred prior to an application for development or during the process of obtaining approval for any development of a site, Council may impose conditions of such approval in accordance with the intent of the City's tree cutting by-law.*

No trees have been removed prior to an application for development.

e) *Signage*

- i. *Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.*

Any proposed signage will be vetted through the City's Site Plan Control process.

f) *Utilities*

- i. *Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.*

This will be reviewed more thoroughly during the Site Plan Control process.

g) Energy Efficient Urban Design

- i. Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.*

Energy conservation measures required under the Ontario Building Code will be employed and additional consideration will be given towards green building practices and other methods, where able to, at the time of home design and construction where able.

- ii. In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.*

A report will be provided if requested and required as part of the approval process.

- iii. The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.*

No existing buildings are on the property that will remain.

- iv. Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.*

The compact form of the proposed development promotes greater energy efficiency and energy efficient construction methods will be considered at a later date.

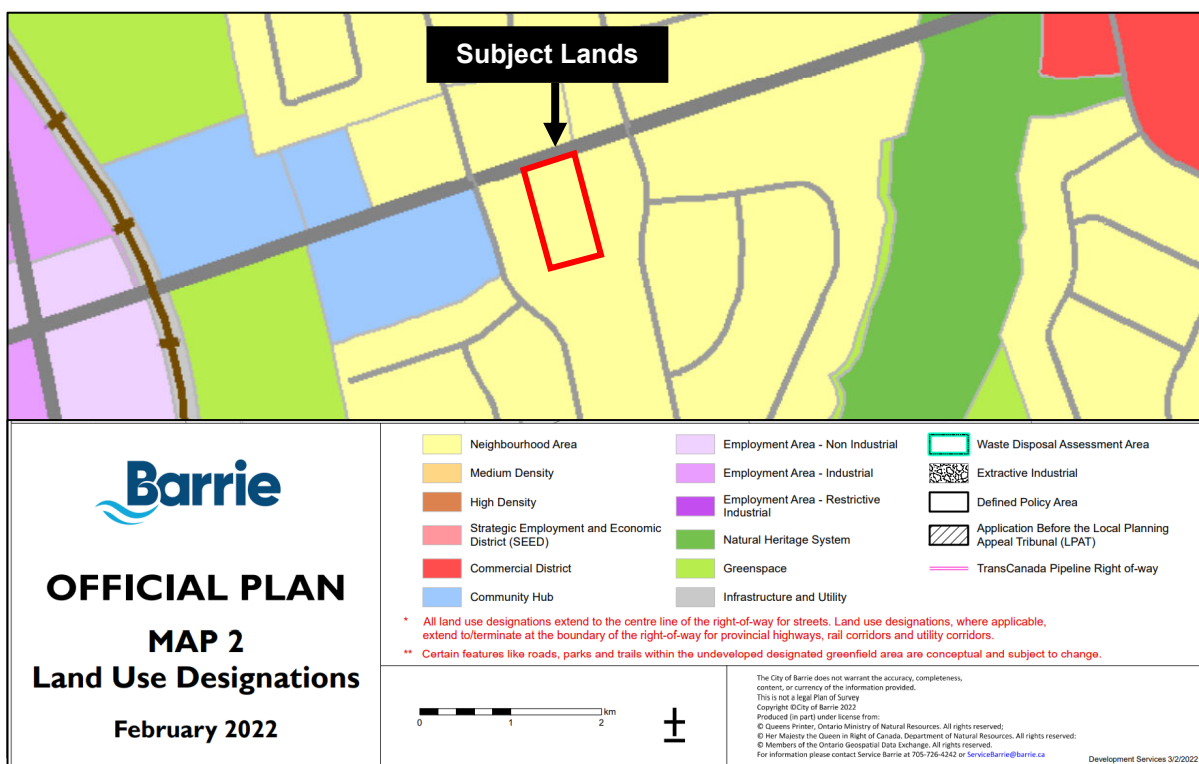
Section 6.8, Height and Density Bonusing, states if the City determines that an application would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall recommend for the provision of community benefits pursuant to Section 37 of the Planning Act provided that; the development constitutes good planning and is consistent with the goals, objectives and policies of the Official Plan, the community benefit provided bears a reasonable planning relationship to the increase in the height and/or density of the proposed development including having an appropriate geographic relationship to the development, and adequate infrastructure exists or will be provided by the developer to support the proposed development. The proposed development will result in an increased density than what is permitted in the Zoning By-law. As such, if the proposed application is approved, height and density bonusing will be provided to the City.

In our professional planning opinion, the development of these lands conforms to the policies of the City of Barrie Official Plan.

5.5 Proposed City of Barrie Official Plan

The City of Barrie has completed an Official Plan Review and as a result adopted their new Official Plan in March of 2022, which has been sent to the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. The subject site is located within the Built-up Area and is proposed to be designated Neighbourhood Area in the Official Plan (**Figure 5**). The Neighbourhood Area designation permits all residential uses, as well as compatible uses such as parks and other open spaces, community facilities and neighbourhood scale commercial uses (Section 2.6.1).

Figure 5



Section 1, A Unified City, outlines the significant growth anticipated for the City of Barrie and the importance to plan for an integrated approach. The community vision for the Plan is supported by multiple founding principles such as 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.

Section 2, Planning an Urban and Complete City, introduces a policy framework, maps, and strategies that lay the foundation for the integrated planning and decision-making that will guide the urbanization of Barrie. Section 2.3.7 contains general policies for the Neighbourhood Area designation which include: 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; b) Neighbourhoods within the Built-Up Area, as permitted and defined by the applicable land use designation, are generally considered to be areas where low impact intensification is expected to occur as maturation happens over time; 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; d) Development within Neighbourhoods shall foster linkages to the Natural Heritage System and Greenspace as well as other recreational areas within 500 metres; 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 lands are located within the Built-Up Area and will facilitate low impact intensification through the development of 29 townhouse dwellings. The proposed density is appropriate for the lands and the built form is suitable for the area. The lands do not contain any natural heritage features and has proposed tree buffers along the edges of the property line, where available, to provide adequate separation to adjacent residential uses. The development will permit a low-rise residential built form that will contribute to the housing supply and is compatible with the existing neighbourhood.

Section 2.4.2.2, Built-Up Area, states the City will direct 50% of annual residential growth to within the Built-Up Area. Lands within neighbourhoods shall accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land-use designation. The lands are located within the Built-Up Area and the proposed development will facilitate appropriate intensification in a medium-density built form.

Section 2.6.1 contains specific policies for the Neighbourhood Area designation. The permitted uses in this designation include all residential uses, home occupations, parks and other open space areas, co-housing opportunities, supportive housing, and other similar uses. Lands designated Neighbourhood Area are to provide most of the city's low-rise housing stock, which is defined as detached houses, semi-detached houses, townhouses, and walk-up apartment buildings that are limited to five storeys in height. Further, these lands are to function as complete communities and are not intended to experience significant physical changes that would alter their general character. New development is to be permitted in appropriate levels of intensification and must be compatible with the character and form the surrounding context. To promote transit supportive development, new development occurring on lands fronting on streets classified on Map 4b as collector or arterial streets should be planned to a minimum residential density of 50.0 units per hectare.

The proposed development will permit townhouse dwelling units, which is a low-density housing typology that is compatible with the surrounding area. The lands are located within a mixed use area and are adjacent to various residential uses including single detached dwellings, semi-detached dwellings, and townhouses. The proposed development will be compatible with the character of the existing neighbourhood and the proposed intensification on the site is appropriate as it is located on an arterial roadway at approximately 51 units per residential hectare.

Section 3.2 contains General Urban Design Guidelines which include creating human scale neighbourhoods to demonstrate a compact and walkable pattern of streets and blocks, context appropriate continuous built form, appropriate transitions between existing and planned land uses, interrelated characteristics of height and density and not supporting incompatible over-development. Further, the Plan encourages a complete neighbourhood design, sustainable and resilient design, and public realm design. The lands will facilitate a condominium roadway which will provide access to the townhouse units. The proposed development is appropriate for the lands through townhouse units built at a density of approximately 51 units per hectare. The lands include appropriately sized residential units, a private amenity area, pedestrian sidewalks and tree buffers which facilitate a complete neighbourhood design and includes elements of the public realm.

Section 3.3.2, Low-Rise Development, includes residential uses such as detached houses, semi-detached houses, townhouses and walk-up apartment buildings limited to five storeys in height. Urban design policies for this built form encourage respecting and complementing the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area, providing appropriate privacy to adjacent housing and creating visual interest and diversity in the built environment. The proposed development will permit townhouse units that will be compatible with the existing neighbourhood. The lands will not negatively impact any surrounding built form, or natural heritage features.

Section 4.3, Mobility Network, states Arterial streets are identified on Map 4b and are designed to carry the highest vehicle volumes. Access to arterial streets will be carefully controlled and managed following industry best practices. The lands have frontage on Big Bay Point Road, which is classified as an arterial street on Map 4b. A Traffic Impact Study was prepared which concludes the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network.

Section 5.3, Natural Heritage System, states the City is to seek to maintain, restore, and where possible improve the diversity and connectivity of natural heritage features in an area, and the long-term ecological function and biodiversity of the Natural Heritage System. The lands do not contain any natural heritage features.

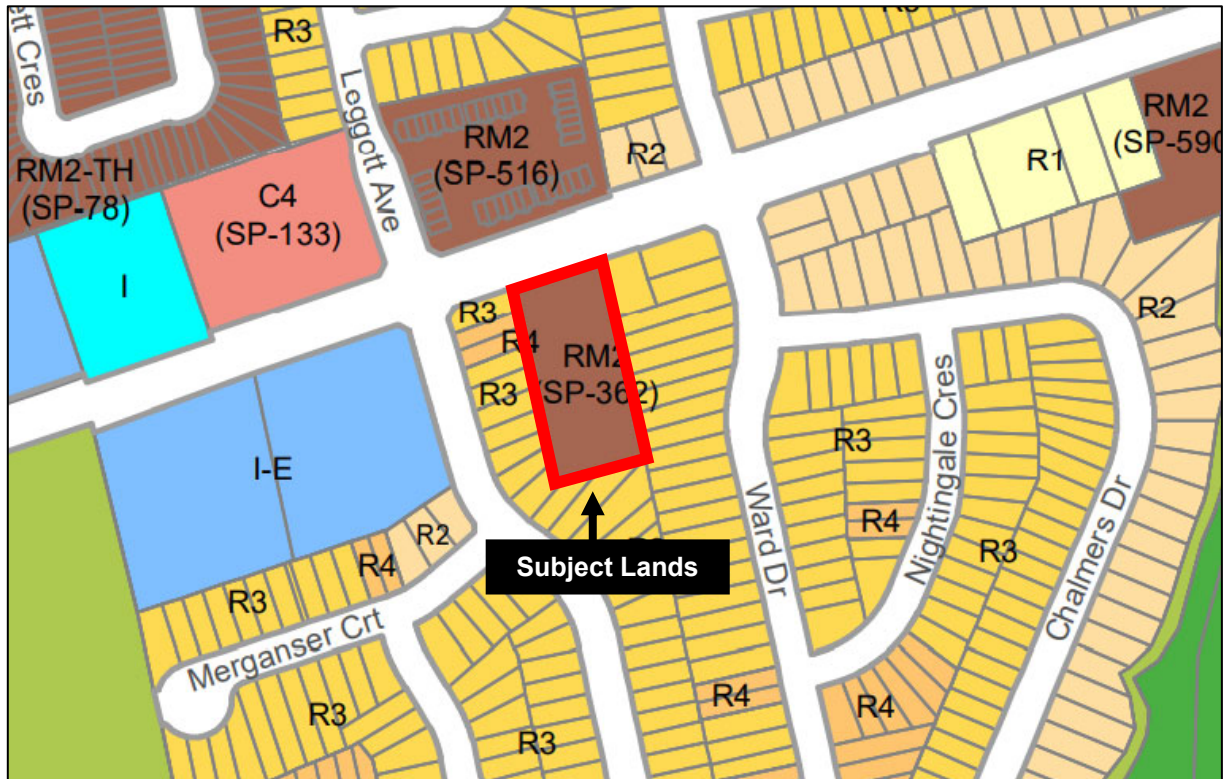
Section 6.4.2 encourages social and economic resiliency through Affordable Housing policies. All development proposing ground-related housing, including single-detached, semi-detached, and street townhouse dwellings, must include design options that provide purchasers the ability to have two residential units within the main building and/or an additional residential unit in an ancillary structure. The proposed residential units are of sufficient size to provide the future homeowners the ability to construct an additional residential unit if they choose to do so. The dwellings units can be designed to provide the ability for secondary suites to provide for additional affordable housing supply in the City, but this will be up to the homeowner to implement.

In our professional planning opinion, the development of these lands conforms to the policies of the adopted but not legislatively in force City of Barrie Official Plan.

5.6 City of Barrie Zoning By-law

The subject lands are currently zoned Residential Multiple Dwelling Second Density Special Provision (RM2 (SP-362)) (**Figure 6**). The Special Provision 362 states 377 Big Bay Point Road shall be used for no other purpose than for child care and a single detached unit to occur on the property and that front yard parking be permitted. A Zoning By-Law Amendment has been submitted to facilitate the proposed residential uses on the lands with site specific development standards.

Figure 6



A Zoning By-Law Amendment to the Residential Multiple Dwelling Second Density Special Provision (RM2 (SP-XXX)) Zone and Open Space (OS) is proposed (**Figure 7**) which will permit the proposed land uses on the site with varied development standards.

Figure 7



The following Table 1 identifies the proposed exceptions to the development standards:

Table 1

Residential Multiple Dwelling Second Density Special Provision (RM2 (SP-XXX)) Zone			
Development Standard	Required	Proposed	Variation
In addition to the Block/Cluster/Street/Stacked Townhouse Development and Walk-up Apartments provisions, the following exceptions apply:			
a) Notwithstanding Section 4.6, Parking Standards, tandem parking shall be permitted; and			
b) Notwithstanding Section 5.2.5.1, Densities, a maximum of 51 units per net hectare of block/cluster or stacked townhouse development is permitted.			
Front Yard Depth	7.0 m	3.2 m	3.8 m decrease

The development standards of the Residential Multiple Dwelling Second Density (RM2) Zone will be adhered to save and except those exceptions as noted above for the proposed residential uses. The development standards of the Open Space (OS) Zone will be adhered to with no exceptions required. The proposed use will be compatible with the surrounding land uses and will not negatively impact any adjacent properties.

In our professional planning opinion, the proposed application continues to meet the intent of the City of Barrie Comprehensive Zoning By-law and implements the City's Official Plan.

6.0 SUPPORTING STUDIES

The following studies were prepared in support of the Zoning By-law Amendment and Draft Plan of Subdivision applications and have informed various sections of this Report.

6.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report has been prepared by The Jones Consulting Group in support of the applications. The Report identifies the recommended servicing design for the proposed development. Included with the Report are Civil Engineering Preliminary Design Drawings that illustrate the proposed infrastructure required to service the lands with respect to water, wastewater, stormwater management, roads, and grading.

The stormwater management plan provides the proposed design for the stormwater management system to meet the post-development quantity and quality control requirements of the City and MECP. The proposed underground stormwater management quantity control system will be located beneath the amenity area. Quantity control is provided by sizing the internal storm sewers to capture runoff generated by the 100-year storm event. This flow is then directed to an underground storm detention facility where it is stored, infiltrated into native soil, or released to the existing Loon Avenue storm sewer at the 5-year allowable flow rate. A treatment train approach is proposed to meet the subject lands' quality control requirements. As per City of Barrie, and MOE guidelines, Low Impact Development measures are being proposed throughout the development to better mimic the natural hydrologic cycle, such as a First Defense Oil Grit Separator, Infiltration Gallery, and other lot-level LIDs.

The site's proposed domestic and fire water servicing will consist of a 150mm diameter watermain that will connect to the existing 500mm diameter watermain within Big Bay Point Road. Each townhouse unit will be equipped with a 25mm diameter service, and two proposed hydrants will be located at the east and west ends of the internal parking area / entrance of the development. Modeling will be completed to confirm if the municipal system has capacity for the proposed development or if upgrades to the municipal system are required.

Based on the City of Barrie Record Drawings, there is an existing 250mm diameter sanitary sewer stub which currently conveys flows from the subject lands downstream to an existing 250mm diameter sewer at Loon Avenue. Flow from the proposed development will be connected via a proposed internal 250mm diameter sewer. The Report states the proposed sewers' full flow and partial flow capacity is in accordance with the requirements of the City's policies and design guidelines.

The Report concludes the proposed development can become a functional part of the City of Barrie through proper execution of the proposed site servicing. Please refer to the Report for further information.

6.2 Stage 1-2 Archaeological Assessment

A Stage 1-2 Archaeological Assessment has been prepared by Earthworks Archaeological Services Inc. in support of the applications. The Assessment states the study area contains evidence of archaeological potential as the lands are within 300 metres of a registered archaeological site. Additionally, the lands are located at the edge of Big Bay Point Road, a historically mapped transportation route, which indicates the potential for locating historic Euro-Canadian archaeological material. The Stage 2 archaeological assessment of the study area was conducted on June 24, 2021. A majority of the study area was assessed through a test pit survey, with the remaining area determined to have been subject to deep subsurface alteration that would remove any archaeological potential and was subsequently not addressed. No archaeological material was identified during the course of the survey. Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the Assessment concludes that the study area is considered to be free of archaeological material and no additional archaeological assessments are recommended. Please refer to the Assessment for further information.

6.3 Geotechnical Investigation

A Geotechnical Investigation was completed by Central Earth Engineering Inc. The purpose of the geotechnical investigation was to assess the subsurface soil conditions at the site by advancing three (3) exploratory boreholes, each with a monitoring well installation, to provide geotechnical engineering recommendations in support of the proposed townhouse development. The Report includes a borehole investigation that was completed in May 2020. A total of three boreholes were advanced on site using a track-mounted drill rig. The Report notes all boreholes encountered a layer of topsoil at the ground surface that was 300 mm thick, and native glacial till was encountered beneath the topsoil. Un-stabilized ground water level measurements and cave measurements were taken, and all three boreholes remained dry and open upon completion of drilling. Based on the results of the water levels and moisture contents of the recovered soil samples, it is expected that the prevailing groundwater table is located about 8 to 9 metres below grade across the site. The Report provides engineering design recommendations on foundation design, earth pressures, slab on grade design, basement drainage, site servicing, backfill, and pavement design. Further, the Report provides a number of constructability considerations including excavations, compaction specifications, and quality verification services. Please refer to the Report for further information.

6.4 Traffic Impact Study

A Traffic Impact Study (TIS) was completed by JD Northcote Engineering Inc. in October 2022. The TIS assesses the impact of traffic related to the development on the adjacent roadway and provides recommendations to accommodate this traffic in a safe and efficient manner. The Study notes the proposed development is expected to generate a total of 31 AM and 32 PM peak hour trips. An intersection operation analysis was completed under total (2023) traffic volumes with the proposed development operational at the study area intersections. The Study states no infrastructure improvements are recommended, and the Site Access will operate efficiently as a Right-In-Right-Out access, with one-way stop control for the northbound movements. A single northbound and southbound lane at the Site Access will provide the necessary capacity to service the proposed development. The sight distance available east and west of the Site Access at Big Bay Point Road meets the minimum stopping and intersection sight distance requirements. Further, the parking supply is slightly less than the Zoning By-law requirement when excluding the tandem parking spaces, however, the proposed parking supply is adequate for the proposed development, and overflow parking onto adjacent on-street parking or private parking lots is not anticipated. The Study concludes the proposed development will not cause any operational issues and will not add a notable delay or congestion to the local roadway network. For further information refer to the Traffic Impact Study.

7.0 CONCLUSION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision will allow for the development and intensification of a site that is within the Settlement Boundary of the City of Barrie, and within the built-up area. The proposed density is appropriate for the location of the lands as reviewed thoroughly throughout this Report. This Report was prepared in support of the applications and analyzes all applicable policies at the Provincial and local levels.

The principles for development, as articulated in the City of Barrie Official Plan, serve to implement the A Place To Grow Growth Plan for the Greater Golden Horseshoe (APTG) and the Provincial Policy Statement (PPS) regarding efficient, cost-effective development and land use patterns. Broadly, the APTG Plan and PPS encourage mixed use development within settlement areas through intensification where possible, and focuses on the coordinated, efficient use of land, infrastructure, and public service facilities. The introduction of a medium-density housing typology in this area provides a future supply of residential units for the City that is compatible with the surrounding land uses. The development will utilize the existing infrastructure in the area efficiently and effectively, will create an environment where people can enjoy active transportation opportunities, and will contribute to the City of Barrie intensification projections in becoming a complete community.

In our professional planning opinion, the proposed development is appropriate and represents good planning as the proposal develops land that is within the settlement boundary of the City of Barrie, that is adjacent to existing and proposed residential development, that is located on an arterial roadway and in proximity to multiple public transit routes, that utilizes municipal infrastructure, and takes into consideration the surrounding land uses so as to avoid any negative impact to adjacent lands.

In conclusion, the proposed Zoning By-law Amendment and Draft Plan of Subdivision Applications represent good and desirable planning for the City of Barrie.

Respectfully Submitted

THE JONES CONSULTING GROUP LTD



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Partner

A handwritten signature in black ink, appearing to read "A. Hoffmann".

Amanda Hoffmann, BURPI.
Planner