



Planning Justification Report

1597229 Ontario Inc. (Blue Sky) Subdivision

1005 and 1025 Big Bay Point Road & 3320 20th Sideroad, City of Barrie

Applications for Plan of Subdivision & Zoning By-Law Amendment

Blu-12169

July 2017

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1.0 INTRODUCTION

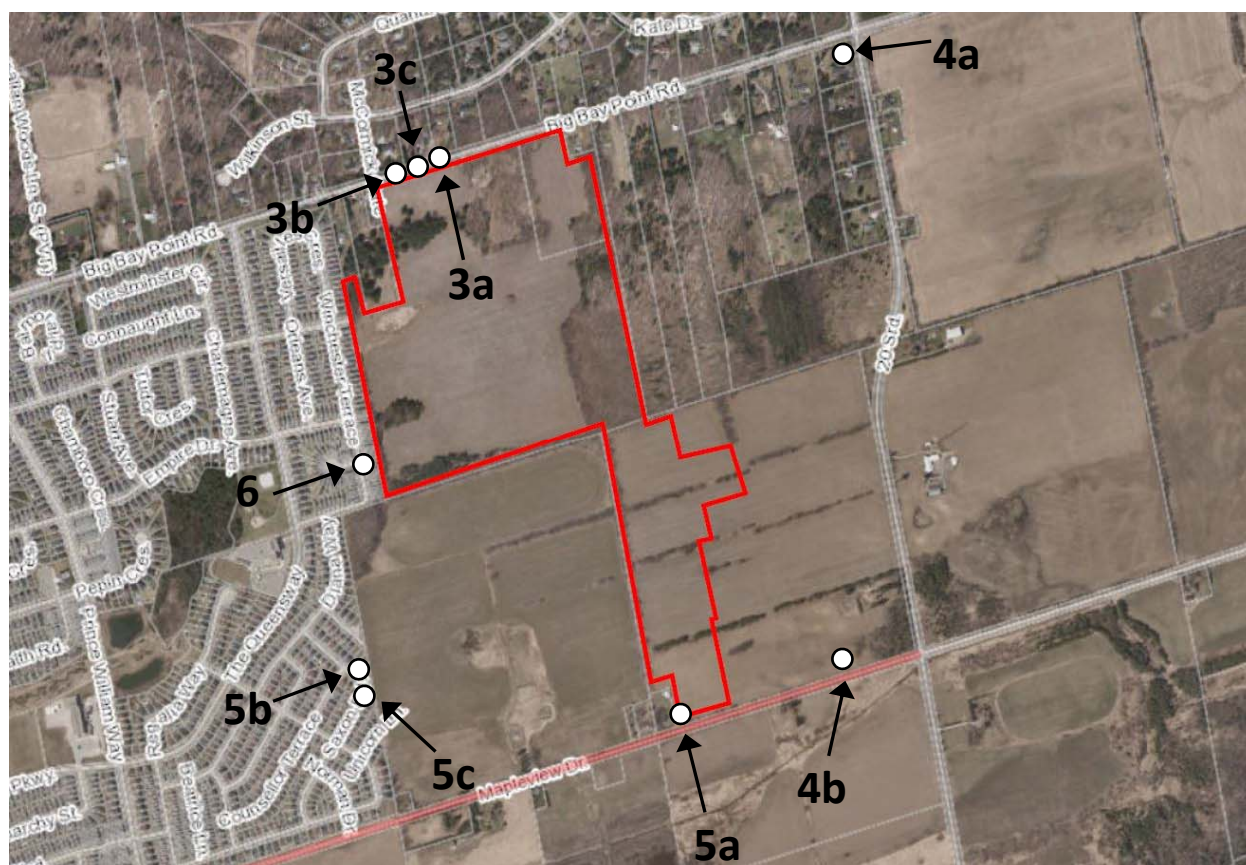
On behalf of our client 1597229 Ontario Inc., we are pleased to provide this Planning Report in support of applications for Plan of Subdivision and Zoning By-Law Amendment for the lands located at 1005 and 1025 Big Bay Point Road and 3320 20th Sideroad (**Figure 1**).

The purpose of the **Plan of Subdivision** application is to permit the creation of 756 residential units in a range of housing types, along with a Neighbourhood Park, stormwater management ponds, environmental protection area, and roads.

The purpose of the **Zoning By-Law Amendment** application is to rezone the lands Residential (R5), Open Space (OS), and Environmental Protection (EP) in accordance with the Zoning By-law framework for the annexed lands currently being considered by City staff.

This Planning Report examines the subject lands, site context, land use policies, and the form and design of development that is proposed. Following the analysis of the site, surrounding lands, and applicable policies, this Report concluded that the application represents orderly and proper land use planning.

Figure 1: Location and Figure Key Plan



2.0 PROPERTY LOCATION AND SITE DESCRIPTION

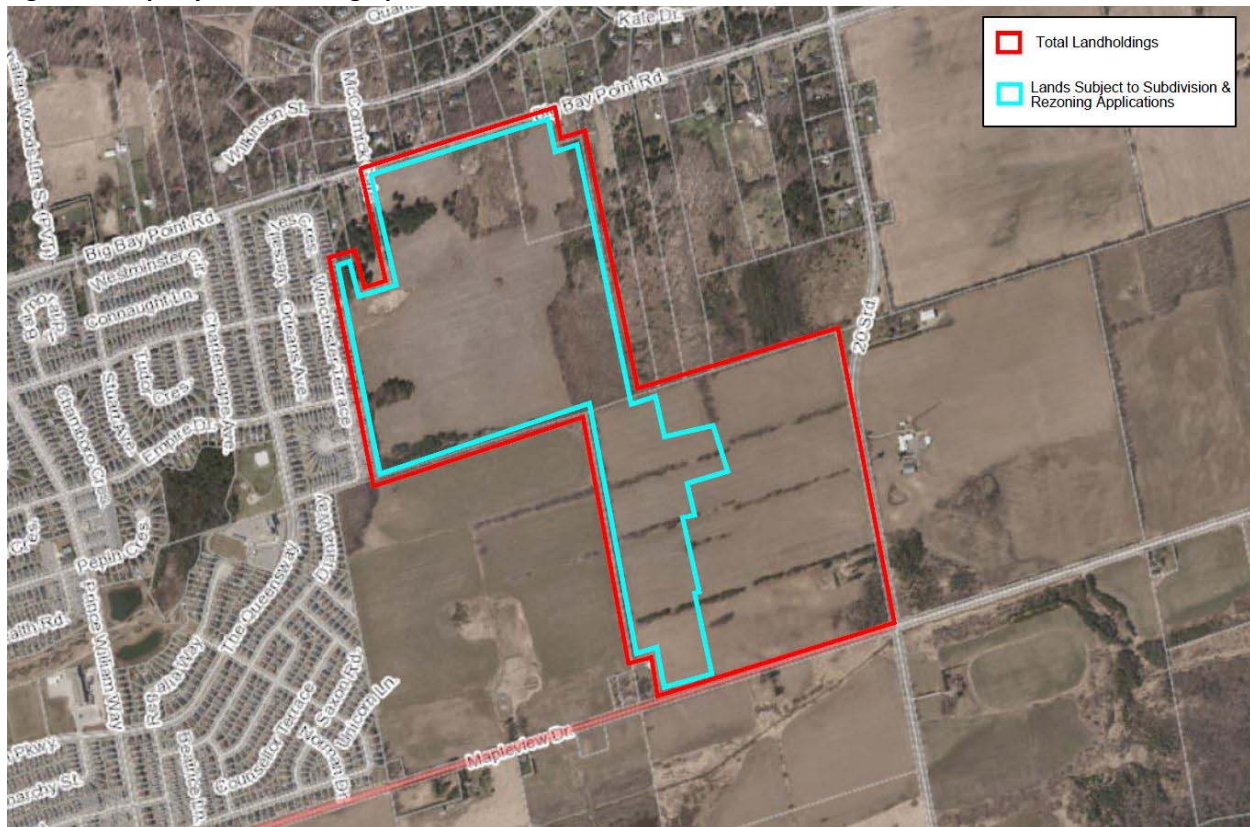
The lands are legally described as Part of Lots 19 and 20, Concession 12, former Township of Innisfil, now in the City of Barrie. The lands subject to the applications comprise all or portions of three properties known municipally as 1005 and 1025 Big Bay Point Road and part of lands known as 3320 20th Sideroad. The lands are located at the east

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The Jones Consulting Group Ltd.

end of the City between Big Bay Point Road and Maplevue Drive. The lands subject to the applications are irregular in shape and comprise 50.47 hectares (125 acres) with approximately 440 metres of frontage along Big Bay Point Road. The lands are currently vacant (**Figure 2**).

Figure 2: Property Aerial Photograph



The subject lands are located in an area surrounded by residential and agricultural uses, as well as vacant and environmental protection lands. The lands are located within the Hewitt's Secondary Plan which is a new master planned community in the City.

Land uses surrounding the subject lands include the following:

- **North:** Estate lot single detached dwellings (**Figures 3a & 3b**).
- **East:** Environmental protection lands, single-detached dwellings, and agricultural lands (**Figures 4**).
- **South:** Residential and agricultural lands (**Figures 5a & 5b**).
- **West:** Residential and agricultural lands (**Figures 5b, 5c & 6a**).

Figure 3a: Property Directly Across from Subject Lands (1737 Big Bay Point Rd) Source: Google.ca/maps



Figure 3b: Adjacent Lands to the North (1726 Big Bay Point Road) Source: Google.ca/maps



Figure 3c: Looking South onto Subject Lands from Big Bay Point Road (1733 Big Bay Point Rd) Source: Google.ca/maps



Figure 4a: Existing Single-Detached Dwelling (1121 Big Bay Point Road) Source: Google.ca/maps



Figure 4b: Looking North onto Subject Lands from Maplevue Drive (1645 Maplevue Dr.) Source: Google.ca/maps



Figure 5a: Existing Single Detached Dwelling (1010 Mapleview Drive East) Source: Google.ca/maps



Figure 5b: Adjacent Agricultural Lands (Regina Road) Source: Google.ca/maps



Figure 5c: Existing Homes West of Subject Lands on Magna Carta Road (13-2 Magna Carta Rd) Source: Google.ca/maps

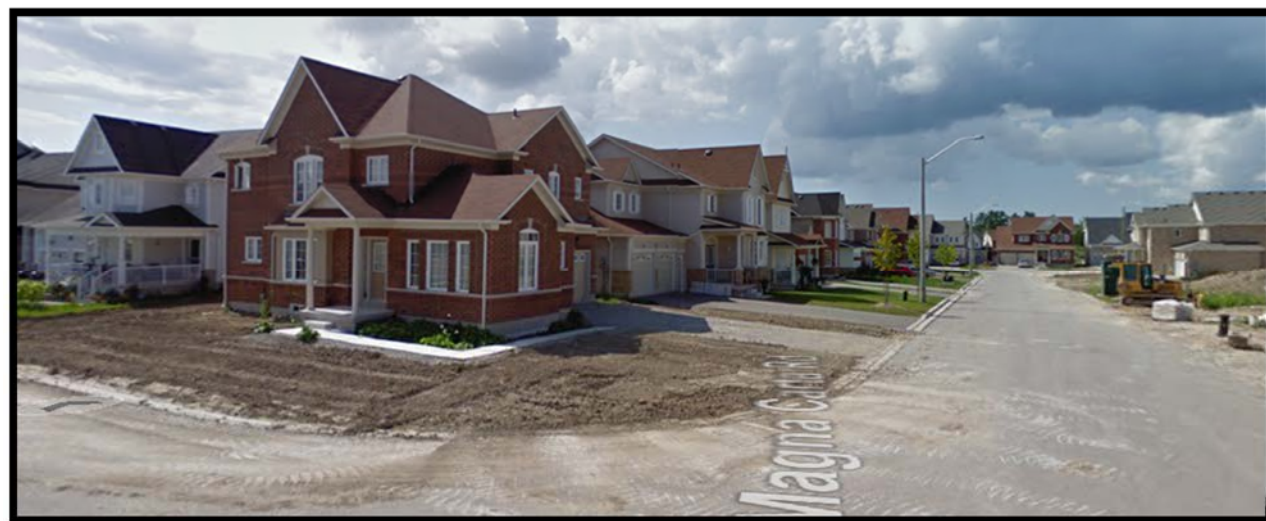


Figure 6: Existing Townhouses (65-79 Winchester Terrace) Source: Google.ca/maps



3.0 PROPOSED DEVELOPMENT

The applicant is proposing to develop the subject lands with 756 residential units including singles and townhomes (**Figure 7**). The proposed development requires an application for Plan of Subdivision and Zoning By-Law Amendment.

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

Residential Uses	
Unit Type	No. of Residential Units
Low Density	
• 7.5m Semi-Detached (15m combined)	92
• 9.0m single	75
• 10.36m single	148
• 11.5m single	229
• 15.0m single	84
<i>Sub-Total</i>	628
Medium Density	
• 6.0m Townhome	128
<i>Sub-Total</i>	128
TOTAL Residential Units	756
Other Uses	
• Neighbourhood Park	
• Stormwater Management	
• Environmental Protection	
• Servicing	
• Roads	

Figure 7: Proposed Draft Plan



The purpose of the **Zoning By-Law Amendment** application is to rezone the lands Residential (R5), Open Space (OS), and Environmental Protection (EP) in accordance with the Zoning By-law framework for the annexed lands currently being considered by City staff. The zoning will replace the current Agricultural (AG) and Environmental Protection (EP) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town but remains in effect on the lands by virtue of the Barrie Innisfil Boundary Adjustment Act.

3.1 CONFORMITY PLAN REVIEW

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Plan was prepared and approved by the City and the Ontario Municipal Board City prior to the submission of subdivision and rezoning applications for the subject lands. **Appendix A** of this Report contains the text of the Minutes of Settlement dated November 21, 2016, along with the Conformity Plan dated September 27, 2016 that was approved by the OMB.

The purpose of the Conformity Plan was for the City to determine whether the plan of subdivision was generally consistent with the Master Plan contained in Appendix 9B of the Secondary Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

The Conformity Plan replaced the typical pre-consultation process by providing staff with subdivision level detail in addition to the following information, prior to the submission of formal applications:

- Identifying which streets will have dual sidewalks.
- Identifying the locations of key intersections where enhanced pedestrian treatment should be provided (i.e. line painting, textured materials).
- The location of window streets that should receive enhanced landscaping/design treatment.

The plan of subdivision is consistent with the Conformity Plan; however, it should be noted that the stormwater management ponds servicing this property have changed as a result of discussions with LSRCA and City Engineering staff.

4.0 POLICY ANALYSIS

The following subsections summarize land use planning policies established by the Province of Ontario, and the City of Barrie.

4.1 GROWTH PLAN & PROVINCIAL POLICY STATEMENT

The Growth Plan for the Greater Golden Horseshoe provides a policy framework to build complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

The PPS seeks long-term prosperity and social well-being by maintaining strong communities, a clean and healthy environment, and a strong economy. The PPS vision includes efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities, while avoiding significant or sensitive resources and areas that may pose a risk to public health and safety.

The Hewitt's Secondary Plan provides a framework for the development of a master planned community as outlined in Appendix 9B of that document. The Hewitt's Secondary Plan was supported by an impressive level of technical detail and master planning associated with infrastructure planning and implementation, Class Environmental Assessments, natural heritage system planning, multi-modal and active transportation, growth management, and financial impact assessments.

The policies of the Secondary Plan have been extensively reviewed by the City, agencies, the public, landowners and in part by the Ontario Municipal Board. The Secondary Plan conforms to the Growth Plan, and is consistent with the Provincial Policy Statement.

As noted in Section 3 of this report, the Conformity Plan prepared for the subject lands has been deemed to be generally consistent with the policies and schedules of the Secondary Plan, and in my opinion, the plan of subdivision and rezoning applications implement the Conformity Plan.

4.2 LAKE SIMCOE PROTECTION PLAN

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

In fulfillment of the watershed policies of the LSPP the Hewitt's Landowners Group retained a number of consultants to prepare a detailed Subwatershed Impact Study (SIS), which is currently being reviewed by the Lake Simcoe Region Conservation Authority and City of Barrie. In my opinion, the subdivision and rezoning applications have been designed to implement the SIS.

4.3 CITY OF BARRIE OFFICIAL PLAN (HEWITT'S SECONDARY PLAN)

The lands subject to the applications are designated Residential Area, Natural Heritage System and School/Neighbourhood Park Area according to the City of Barrie Official Plan, as amended by Official Plan Amendment No. 40. The lands are also located within the Hewitt's Secondary Plan (OPA No. 39). According to Land Use Schedule 9C in the Hewitt's Secondary Plan, the lands subject to the applications are designated as follows (**Figure 8**):

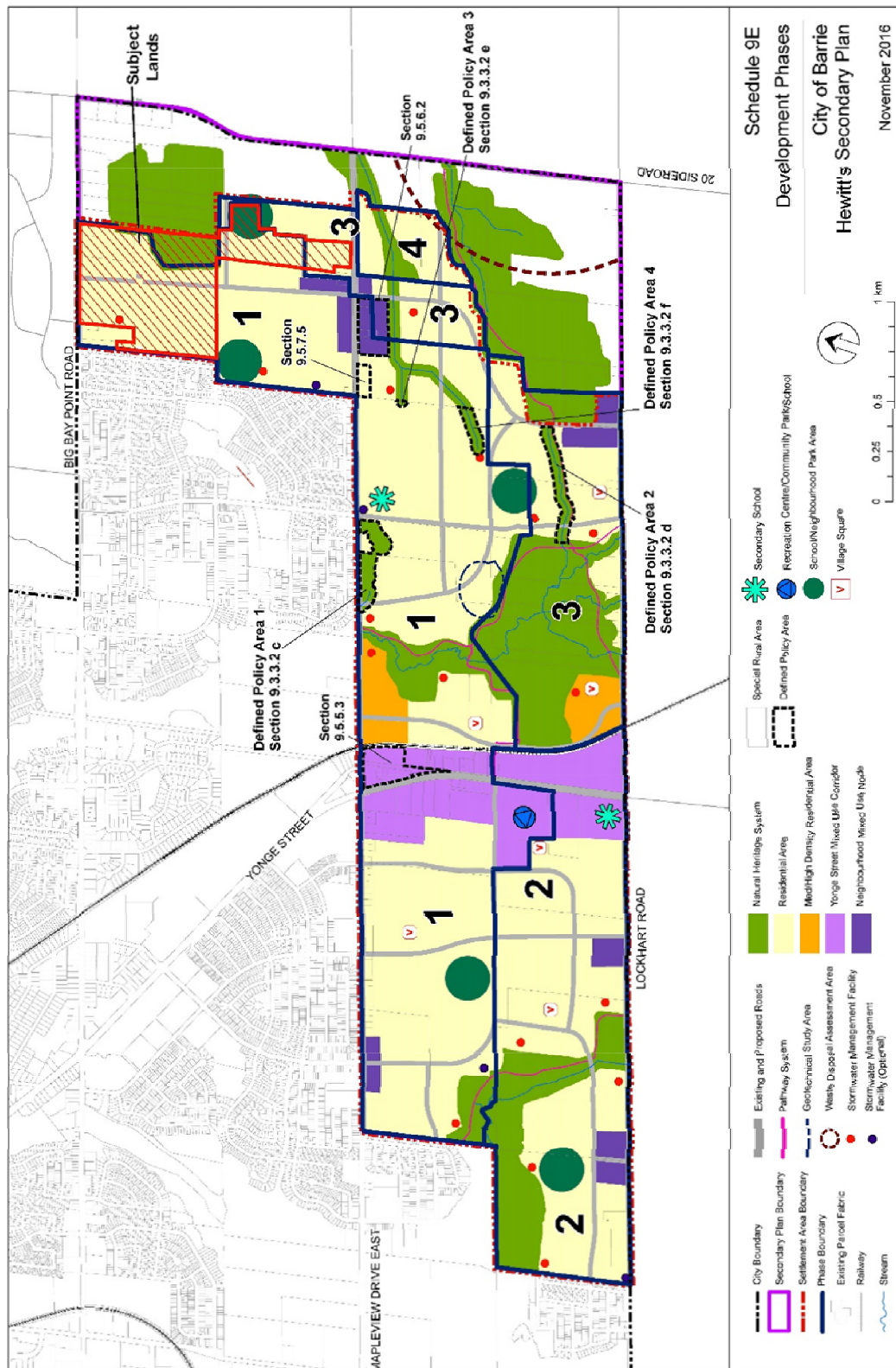
- Residential Area
- Natural Heritage System
- School/Neighbourhood Park Area

With the exception of stormwater management facility (Block 617) proposed outside of the 2031 settlement area boundary, all lands subject to the applications are located within Development Phase 1 according to Schedule 9E of the Hewitt's Secondary Plan as modified and approved by the OMB in 2016. The only exception is the inclusion of a stormwater management pond on Phase 3 lands. This pond was previously proposed on post 2031 lands as shown on the Conformity Plan; however, due to the identification of an archaeological area of interest, the storm pond (Block 636) was relocated to Phase 3 lands outside of this archaeological area of interest.

These lands also subject to the following additional overlays as shown on Natural Heritage System Schedule 9B and Land Use Schedule 9C:

- Natural Core Area (S. 9B)
- Stormwater Management Facility (S. 9C)
- Stormwater Management Facility (Optional) (S. 9C)
- Existing and Proposed Roads (S. 9C)

Figure 8: Hewitt's Secondary Plan Designation (OPA No. 39)



The following subsections contain a planning analysis on how the proposed development conforms to the relevant policies of the Hewitt's Secondary Plan. Our analysis of the Official and Secondary Plans deals primarily with the following sections:

- Section 9.4.2: Community Form
- Section 9.4.4.2: Community Design
- Section 9.4.4.3: Cultural Heritage Conservation
- Section 9.4.4.4: Streetscape Design
- Section 9.4.4.8: Sustainable Development
- Section 9.5.3: Natural Heritage
- Section 9.5.7: Residential Area
- Section 9.5.10: School/Neighbourhood Park Area
- Section 9.5.11: Village Square
- Section 9.6.3: Transportation
- Section 9.6.5: Stormwater Management
- Section 9.6.7: Parkland
- Section 9.7.2: Development Application Submission Requirements
- Section 9.7.3: Growth Management

In my opinion, the proposed subdivision and zoning by-law amendment applications conform to and supports the policies of the Hewitt's Secondary Plan as outlined in the following subsections.

4.3.1 Community Form (Hewitt's SP S. 9.4.2)

As detailed in Section 3.1 of this Report, a Conformity Plan has been approved by the OMB and the City in accordance with Section 9.4.2 c) of the Secondary Plan.

4.3.2 Community Design (Hewitt's SP S. 9.4.4.2)

The draft plan conforms to the Community Design policies in Section 9.4.4.2 of the Secondary Plan as evidenced by the following:

- The lands contain a number of different neighbourhoods that contain central focal points including:
 - The Neighbourhood Park which also is located and designed to provide convenient access to the natural heritage system.
 - Two stormwater management ponds.
 - Gateways (Blocks 611 & 612) in the form of Village Squares that provide access to the natural heritage system.
 - Future schools to the south and east of the Neighbourhood Park.
- The Plan includes a variety of lot sizes and unit types designed on a modified grid street pattern with no cul-de-sac's. The unit types include four sizes of single detached, semi-detached, and townhomes.
- The proposed lotting fabric is more compact than traditional single detached subdivisions in Barrie. More specifically, the lot depths were designed to generally be 28 metres. Lot frontages vary from the typical 10-15m in traditional neighbourhoods to a more compact 9-15m.
- Window streets have been provided along the northern stormwater management ponds, a portion of the natural heritage system, and the Neighbourhood Park.

4.3.3 Cultural Heritage Conservation (Hewitt's SP S. 9.4.4.3)

Two separate archaeological assessments have been completed for the subject lands. A Stage 1 & 2 Archaeological Assessment has been prepared by AMICK Consulting and accepted by the Ministry of Tourism, Culture and Sport for northern two properties fronting onto Big Bay Point Road (1005 and 1025 Big Bay Point Road). A second Stage 1-3 Archaeological Assessment has been completed for 3320 20th Sideroad. That assessment has identified an area containing archaeological artifacts that requires further assessment east of proposed stormwater management block 636. The Owner is working with the archaeological consultant and consulting with the Huron Wendate First Nation to investigate options to mitigate impacts.

4.3.4 Streetscape Design (Hewitt's SP S. 9.4.4.4)

The Streetscape Design policies in Section 9.4.4.4 contain many provisions that will be addressed during the detail design stage following draft plan approval such as the right-of-way boulevard treatment and Window Street landscaping enhancements.

The Subdivision has been designed to improve the arterial road streetscape on Big Bay Point Road. This has been accomplished by using Window Streets and flankage lots to enhance the streetscape.

In accordance with the Conformity Plan, during detailed design, dual sidewalks will be provided on Streets 'A', 'B', 'H', 'J', 'L' and 'O'. These streets provide direction pedestrian and vehicular connections to Collector Roads, Arterial Roads, Village Squares, the Neighbourhood Park and future schools, the mixed use blocks on the adjacent subdivision to the south, and the existing residential streets to the west. The balance of the roads provide only localized connections among blocks and are suitable for single sidewalks.

Residential blocks have been designed to be less than 250 metres in length to encourage active transportation. Many of the block lengths are much shorter than 250 metres; thereby, creating more options for pedestrian and cyclists to navigate to the different neighbourhoods in this larger community.

4.3.5 Sustainable Development (Hewitt's SP S. 9.4.4.8)

Policy 9.4.4.8 b) ii) encourages development to be designed in a manner which maximizes the use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices. The use of LIDs has been extensively reviewed as part of the Subwatershed Impact Study prepared by the Landowners.

4.3.6 Natural Heritage (Hewitt's SP S. 9.5.3)

In July 2015, the limits of the core natural heritage features/key natural heritage features and associated buffers were verified and staked on-site in the presence of the City's natural heritage consultant and planning staff, and representatives of the Lake Simcoe Region Conservation Authority (LSRCA). The staking included taking into consideration the crown limits of trees. The stakes were surveyed by an Ontario Land Surveyor who accompanied the site walk. A map showing the limits of the core features and buffers was prepared by The Jones Consulting Group using the surveyed stake locations. This plan was reviewed and approved in writing by the City and LSRCA.

The draft plan of subdivision and proposed rezoning application exactly follows the agreed upon natural heritage limits.

In addition, a Natural Heritage Evaluation was prepared for the subject lands that confirm that the area proposed for development does not contain any significant natural heritage resources.

4.3.7 Residential Area (Hewitt's SP S. 9.5.7)

Policy 9.5.7.3 requires a minimum density of 20 units per hectare for low density development and a minimum of 30 units per hectare for medium density development. Net hectare is defined in Section 9.8.7.9 of the Hewitt's Secondary Plan to "be calculated based on the area of the lot excluding all other areas with the exception of one half of the local road on which the lot fronts". Net Developable area is separately defined in Section 9.8.7.4 of the Plan as being all lands available for development including residential, employment uses, open space and infrastructure, but excluding the natural heritage system, infrastructure rights-of-way and existing uses.

In accordance with the Growth Plan, I calculate the average number of people and jobs created per hectare at 51.7 (2,239 people & jobs/43.24 ha.). This calculation is based on the 786 units (756 units + 30 part/future lot equivalents) generating a total of 2,122 people living on these lands (assuming 2.7 persons per unit). In terms of jobs, I estimate that 117 jobs would be generated from home based businesses (assuming 5.5% of the projected population operates a home based business).

The subdivision proposes densities in accordance with the Official Plan as outlined below:

- Relying on the definition of "Net Hectare" in Section 9.8.7.9 of the Secondary Plan, the subdivision density is 29.3 units per net hectare (756 + 30 part/future units divided by 28.04 hectares). The 28.04 hectare area includes the area of all lots and future lots, plus one half of the roads fronting onto the lots. This area is conservative because I have included one half of the collector roads; whereas, the definition limits the area to 'local' roads.
- Using a more conservative units per hectare approach, the subdivision density is calculated at 20.16 units per hectare (786/38.99 ha.). This density was calculated by dividing the proposed/future lots by the lot area, less the NHS, and stormwater management blocks.

A variety of housing types/styles are proposed, and the low/medium density residential split target of 80%/20% identified in policy 9.5.7.3 c) is slightly under at 81%/19% (140 medium density/753 units).

4.3.8 School/Neighbourhood Park Area (Hewitt's SP S. 9.5.10)

In accordance with the policies of 9.5.10 and Ontario Municipal Board's decision in December 2016, the subject lands contain a Neighbourhood Park and provision for future public and catholic elementary schools.

4.3.9 Village Square (Hewitt's SP S. 9.5.11)

As part of the review of the Conformity Plan the location and configuration of Village Squares was approved. Although there are no Village Squares shown on the Secondary Plan schedules for these lands, Village Square are proposed (Blocks 610-612) to provide views and pedestrian access points to the natural heritage system. These Village Squares can be designed with trailhead and wayfinding signage, benches and other passive park furniture.

4.3.10 Transportation Hewitt's SP S. 9.6.3)

The street locations and right-of-way widths have been designed in accordance with the Multi-Modal Active Transportation Master Plan and Section 9.6.3.1 of the Secondary Plan. These include the following:

- 27 metre & 34 metre right-of-way width for Big Bay Point Road.
- 27 metre right-of-way width for Street 'A' which is a Major Collector road.
- 24 metre right-of-way width for Street 'B' which is a Minor Collector road.
- 18 metre right-of-way width for local streets except the two window streets.
- 16 metre right-of-way widths for the two window streets.

The final right-of-way for Big Bay Point Road will be subject to the outcome of the Transportation Environmental Assessment.

4.3.11 Stormwater Management (Hewitt's SP S. 9.6.5)

Stormwater management for this subdivision will be accommodated in two ponds (Blocks 635 & 636) as well as Low Impact Development facilities. A Subwatershed Impact Study outlining the use of Low Impact Development measures has been prepared for the Hewitt's Secondary Plan area.

4.3.12 Parkland (Hewitt's SP S. 9.6.7)

Parkland for this site will be provided in accordance with the Master Parkland Agreement currently being negotiated with the City. Specific to this site, a 2.0 hectare Neighbourhood Park and three Village Squares/NHS access parks have been proposed.

4.3.13 Development Application Submission Requirements (Hewitt's SP S. 9.7.2)

Section 9.7.2 of the Secondary Plan lists several reports/plans that must be prepared in support of development applications including:

- Subwatershed Impact Study (SIS): A very comprehensive SIS has been prepared by the Hewitt's Landowners Group that was submitted to the City and LSRCA in September 2016.
- Area Design Plan: As noted in Section 3.1 of this report, an Area Design Plan is not required because the Conformity Plan for these land has been deemed to generally conform to the Master Plan in Appendix 9B of the Secondary Plan.
- Pedestrian Circulation Plan: Appendix B contains the Pedestrian Circulation Plan.
- Delineation of the Regulatory Floodplain: The subject lands are not within a floodplain.
- Geotechnical Study: The subject lands are not within a designated "Geotechnical Study Area".
- Waste Disposal Impact Assessment: The subject lands are not within a designated "Waste Disposal Assessment Area".

4.3.14 Growth Management (Hewitt's SP S. 9.7.3)

Section 9.7.3 of the Secondary Plan contains requirements prior to development. These include the following:

- Long-Term Fiscal Impact Assessment of Growth: The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan that assesses the financial impacts of Growth on the City. Included in this assessment was the Landowners agreement in a Memorandum of Understanding to pay a capital contribution outside of Development Charges to the City for every unit constructed.
- Development Charges: An updated Development Charges By-law has been passed by the City.
- Development Agreements: As a condition of the approval of the subject subdivision, the Owner will be required to enter into a subdivision agreement with the City.
- Master Parkland Agreement: The Landowners have prepared a Master Parkland Agreement, and the final terms of same are being negotiated with the City.

- **Cost Sharing Agreement:** The Owner of the subject lands is a member in good standing with the Hewitt's Creek Landowners Group. A cost sharing agreement has been prepared in draft and will be executed prior to final approval of this subdivision.

4.4 CITY OF BARRIE ZONING BY-LAW 2009-041

The purpose of the **Zoning By-Law Amendment** application is to rezone the lands Residential (R5), Open Space (OS), and Environmental Protection (EP) in accordance with the Zoning By-law framework for the annexed lands currently being considered by City staff. A copy of the draft zoning by-law schedule is contained in **Figure 9**.

The zoning will replace the current Agricultural (AG) and Environmental Protection (EP) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town but remains in effect on the lands by virtue of the Barrie Innisfil Boundary Adjustment Act.

Prior to his departure from the City, we discussed with Stephen Naylor the need to adjust the draft zoning by-law because it currently does not permit townhouses fronting onto local streets in the R5 zone. We understood that the draft by-law would be revised to reflect this change. However, in the event it is not amended, then a special provision will be required to permit townhouses in the R5 zone fronting onto local streets.

Figure 9: City of Barrie Zoning By-Law 2009-141



5.0 URBAN DESIGN

The City has prepared a draft Urban Design and Sustainable Development Guidelines document for the Salem and Hewitt's Secondary Plan areas. The Guidelines have not been finalized by staff, nor have they been approved by Council.

Notwithstanding same, the proposed subdivision conforms to the intent of the Guidelines as evidenced by the following:

- The subdivision has been designed to provide a compact and pedestrian and transit oriented development (S 1.0.2).
- The subdivision has been designed using a modified grid pattern that maximizes connectivity throughout the adjacent neighbourhoods.
- Streets have been designed in accordance with the Multi-modal Active Transportation Master Plan (S. 4.0.2).
- Block lengths are less than 250m (S 4.0.7).
- Detached dwellings will be located closer to the street in accordance with the R5 zone standards (S 8.1.1 & 8.1.2).
- Garages will be designed in accordance with the By-law requirements so that they do not dominate the streetscape (S 8.1.8).
- The arterial road streetscape has been enhanced as part of the design.
- Distinct neighbourhoods and focal points exist as outlined in the original Conformity Plan approval.

The balance of the Guidelines will be implemented through the detailed design of the subdivision.

6.0 AFFORDABLE HOUSING

The Planning Act contains matters of Provincial interest that include, among others, the adequate provision of a full range of housing, including affordable housing.

In order to have regard to this Provincial interest, and to achieve the goal of being an inclusive community, the City of Barrie Council has adopted Strategic Priorities for the years 2014-2018 that include encouraging affordable housing. Implementation of this strategic priority is ongoing in many forms including the adoption of Official Plan policies dealing with affordable housing, the approval of an Affordable Housing Strategy (2015), the establishment of a Built Form Working Group (2015-2016), and a direction to staff to monitor and report back to Council. The most recent monitoring report was June 27, 2016.

Section 3.3 of the Official Plan outlines the housing policy framework. Goal 3.3.1 a) is "to provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of current and future residents".

Section 3.3.2.2 provides policies for affordable housing, including the goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing under the following criteria:

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

- ii) In the case of rental housing, the least expensive of:
 - 1. A unit for which the rent does not exceed 30 percent of the gross annual household income for low and moderate income households; or
 - 2. A unit for which the rent is at or below the average market rent of a unit in the regional market.

Affordable housing is directed to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads (Policy 3.3.2.2c). Furthermore, second suites are encouraged in new plans of subdivision where it is demonstrated that they will not have a negative impact on existing residential development.

In February 2015, the City approved an Affordable Housing Strategy that included a variety of mechanisms to encourage affordable housing. Examples include preventing the condominium conversion of rental units, approving a Community Improvement Plan for the existing built boundary, the establishment of a Built Form Task Force and to amend the Official Plan to permit second suites in all single detached, semi-detached and row house zoned lands. In addition, the City has established a Built Form Working Group that has provided recommendations to relax certain zoning provisions and other requirements to encourage the development of affordable housing units.

According to the most recent Affordable Housing Monitoring Report prepared by the City (June 2016), affordable ownership is considered to be a unit selling for \$304,840 or less. It remains to be seen how this number will adjust over the next few years when the subject lands actually proceed to registration and construction. In the same Report, affordable rents range from \$728 for a bachelor apartment to \$1,299 for a three bedroom apartment.

6.1 BLUE SKY AFFORDABLE HOUSING UNITS

Specific to the Blue Sky subdivision, a portion of the street townhouse units, potentially as high as 15%, may fall within the definition of affordable housing for home ownership.

In addition, the draft zoning by-law for the annexed lands specifically includes permissions for second suites in all R5 and RM3 zoned units which will provide additional affordable unit options in this subdivision. There is an opportunity to establish an approval framework that requires the developer/builder to offer a second suite package as part of the sale of each unit.

7.0 CONCLUSION

This report reviewed the land use planning merits of the proposed development of 1005 and 1025 Big Bay Point Road and a portion of 3320 20th Sideroad in the Hewitt's Secondary Plan area.

In my professional planning opinion, the proposed development represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

THE JONES CONSULTING GROUP LTD.



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

**Appendix A: Text of OMB Minutes of Settlement,
Including Conformity Plan dated Sept 27, 2016**

ONTARIO MUNICIPAL BOARD

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Simcoe County District School Board
Appellant:	1091369 Ontario Inc.
Subject:	Proposed Official Plan Amendment 39 (Hewitt's Secondary Plan)
Municipality:	City of Barrie
OMB Case No.:	PL140771
OMB File No.:	PL 140771

MINUTES OF SETTLEMENT

B E T W E E N:

THE SIMCOE COUNTY DISTRICT SCHOOL BOARD
("SCDSB")

and

SIMCOE MUSKOKA CATHOLIC DISTRICT SCHOOL BOARD
("SMCDSB")

and

THE CITY OF BARRIE
("City")

and

CRISDAWN CONSTRUCTION INC.
("Crisdawn")

and

1597229 Ontario Limited
("1597229")

and

1091369 ONTARIO INC.
("1091369")

(collectively the "**Parties**")

WHEREAS the City passed By-Law No.: 2014-078 to adopt OPA 39, on June 16, 2014;

AND WHEREAS the SCDSB and others appealed OPA 39 to the Ontario Municipal Board (the "Board");

AND WHEREAS, 1091369's appeal has been resolved in part, in relation to the natural heritage system on its lands through modifications to OPA 39 by Minutes of Settlement approved by the Ontario Municipal Board ("OMB") on November 10, 2015, and the balance of its appeal is in relation to mapping associated with the location of two elementary school sites and a neighbourhood park on its lands ("1091369 Community Facilities");

AND WHEREAS based on the unit count in the City's *Growth Management Strategy* (the "GMS") the SCDSB initially projected a need for five to six public elementary school sites in OPA 39, but was content with three new public elementary school sites, so long as a fourth site for the post 2031 period was identified;

AND WHEREAS the Parties agree that it is appropriate and represents good planning to move the 1091369 Community Facilities by relocating one public elementary school site and the neighbourhood park to the lands owned by Crisdawn, and to move the separate elementary school site to the remaining designated school site on lands owned by 1597229 shown as Separate Elementary School (S.E.S.) on Schedule 2 to these Minutes;

AND WHEREAS the SCDSB became concerned that the pace, nature and amount of planned development may result in a rise in the overall unit count for OPA 39 to the extent that it would surpass the original GMS projections and a fourth public elementary school site would be needed before 2031;

AND WHEREAS Schedule 9C of OPA 39 - Land Use – identifies five "School/Neighbourhood Park Areas", but Appendix 9B – Hewitt's Secondary Plan – Master Plan – shows only three public elementary school sites;

AND WHEREAS the Parties have acknowledged and agreed that the fourth public elementary school to service OPA 39 is proposed to be located on lands including those identified as "Public Elementary School" on revised Appendix 9B, attached as Schedule 1 to these Minutes of Settlement (the "Fourth Public Elementary School Site");

AND WHEREAS the Parties have acknowledged and agreed that, rather than having to wait for 2031 before a fourth public elementary school can be developed, because it is anticipated that a new *Growth Plan* will be approved which will require the City to plan to accommodate its forecasted population growth to a 2041 planning horizon by way of an Official Plan Amendment within 3-5 years, there will be an opportunity to plan for and develop a fourth public elementary school on the Fourth Public Elementary School Site, before 2031;

AND WHEREAS the Parties have acknowledged and agreed that the City will be undertaking a Municipal Comprehensive Review (the "MCR") and that the MCR will consider the development of the Fourth Public Elementary School Site, before 2031;

AND WHEREAS subject to the outcome of the MCR the Parties have agreed to support, or not oppose, any and all applications by the SCDSB for the development of a fourth public elementary school on the Fourth Public Elementary School Site.

NOW THEREFORE for good and valuable consideration and the payment of Two Dollars [\$2.00], the receipt and sufficiency of which is hereby acknowledged by each Party, the Parties hereto, through their legal counsel, hereby agree as follows:

1. The above recitals are true and accurate.
2. The Parties agree that they will jointly request that the Board allow the appeals of OPA 39, in part, including the relocation of the proposed elementary school sites as shown on the revised Schedules 9C and 9E and revised Appendices 9A and 9B, attached to these Minutes as Schedule 1
3. The Parties acknowledge that subject to the outcome of the MCR the SCDSB proposes to develop the fourth public elementary school site in a configuration shown on the attached Plan which demonstrates conformity with the policies of OPA 39, attached to these Minutes as Schedule 2.
4. The Parties further acknowledge that the potential site of the SMCDSB Elementary School is shown on Schedule 2 as 2.43 ha. S.E.S. (Separate Elementary School).
5. The SCDSB will withdraw its appeal of OPA 39.
6. The changes identified in the revised Schedules and Appendices set out in paragraph 2 of these Minutes fully resolves 1091369's interest in relation the 1091369 Community Facilities.
7. The Parties agree that the City shall provide any land use planning evidence that the Board may require in considering the approval of the revised OPA 39.
8. Each of the Parties shall bear their own costs with respect to the appeals and other matters addressed in these Minutes of Settlement and no Party shall seek or request an Order from the Board for costs against another Party to these Minutes of Settlement.
9. These Minutes of Settlement are binding upon the Parties hereto and their respective successors and assigns.

10. These Minutes of Settlement comprise the whole of the understanding between the Parties and are not subject to or in addition to any representations, warranties or agreements, whether written, oral or implied.
11. These Minutes of Settlement may be executed in counterparts and may be delivered to the other parties by personal delivery, electronic transmission or facsimile transmission.
12. The Parties agree that an original, signed copy of these Minutes of Settlement shall be filed with the Ontario Municipal Board.

IN WITNESS WHEREOF the parties hereto have executed these Minutes of Settlement.

DATED this 21st day of November, 2016.

THE SCDSB

Per: Barriston LLP
Lawyers for the SCDSB

Harold Elston

THE CITY OF BARRIE

Per: WeirFoulds LLP
Lawyers for the City of Barrie

Bruce Engell

SMCDSB


Peter J Derochie
Associate Director of Education (Business & Finance)


Brian Beal
Director of Education

CRISDAWN CONSTRUCTION INC.

Per: Goodmans LLP
Lawyers for Crisdawn Construction Inc.

Robert Howe

1597229 Ontario Limited

Per: DLA Piper (Canada) LLP

Lawyers for **1597229 Ontario Limited**

Chris Barnett

1091369 ONTARIO INC.

Per: Davies Howe Partners LLP
Lawyers for 1091369 Ontario Inc.

Isaiah Banach

THE SCDSB

Per: Barriston LLP
Lawyers for the SCDSB



Harold Elston

THE CITY OF BARRIE

Per: WeirFoulds LLP
Lawyers for the City of Barrie

Bruce Engell

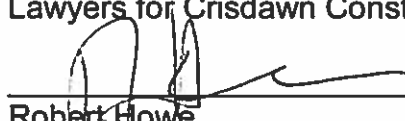
SMCDSB

Peter J Derochie
Associate Director of Education (Business & Finance)

Brian Beal
Director of Education

CRISDAWN CONSTRUCTION INC.

Per: Goodmans LLP
Lawyers for Crisdawn Construction Inc.



Robert Howe

1597229 Ontario Limited

Per: DLA Piper (Canada) LLP

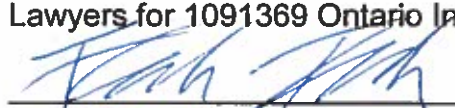
Lawyers for 1597229 Ontario Limited



Chris Barnett

1091369 ONTARIO INC.

Per: Davies Howe Partners LLP
Lawyers for 1091369 Ontario Inc.



Isaiah Banach

THE SCDSB

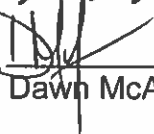
Per: Barriston LLP
Lawyers for the SCDSB

Harold Elston

THE CITY OF BARRIE



Jeff Lehman, Mayor



Dawn McAlpine, City Clerk

SMCDSB

Peter J Derochie
Associate Director of Education (Business & Finance)

Brian Beal
Director of Education

CRISDAWN CONSTRUCTION INC.

Per: Goodmans LLP
Lawyers for Crisdawn Construction Inc.

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1597229 Ontario Limited

Per: DLA Piper (Canada) LLP

Lawyers for **1597229 Ontario Limited**

Chris Barnett

1091369 ONTARIO INC.

Per: Davies Howe Partners LLP
Lawyers for 1091369 Ontario Inc.

Isaiah Banach

LM BARRIE / BLUE SKY
MAPLEVIEW DRIVE

Conformity Review Plan 5

Resubmission to
City of Barrie
for conformity review

September 27, 2016

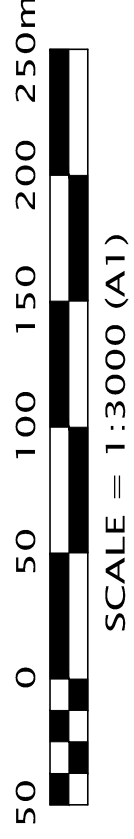
- Subject Lands

Gross Developable

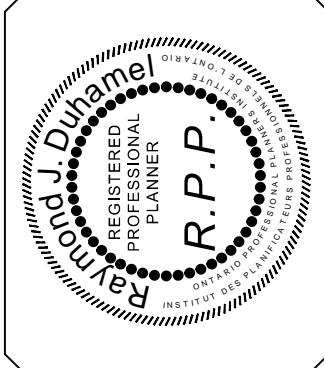
101.42 ha

Net Developable

93.71 ha
- City of Barrie 2031 Limit
- City of Barrie Phase 1 / 3 Limit
- Entrance Location
- Park/Open Space (6.45 ha.)
- Institutional Land Use
- Mixed Use Proposed (3.59)
- Mixed Use as per
City of Barrie Secondary Plan (3.49 ha.)
- Stormwater Management Ponds
- Natural Heritage 30m Buffer (2.96 ha)
- Natural Heritage Core Area (4.75 ha)
- Enhanced Landscaping & Dual Sidewalks
- Enhanced Window Streets
- Key Intersections (Enhanced treatments)



LM BARRIE / BLUE SKY
MAPLEVIEW DRIVE, BARRIE, ONTARIO
CONFORMITY REVIEW PLAN



Date Issued: Sept. 27, 2016
Checked By: RD
Project No.: BLU-12169
Drawn By: m.c.r.
Drawing Name: BLU-12169-CR5.dwg



LM BARRIE / BLUE SKY
MAPLEVIEW DRIVE
BARRIE, ONTARIO

Big Bay Point Road

2031 Phase Line

Unit Type	A + B + C		A (21.01 ha.)		B (39.10 ha.)		C (41.63 ha.)	
	% Goal	%	%	%	%	%	%	%
15m Single	35	8.59	150.0	8.55	10.57	63.5	7.13	57
11.5m Single	12	31.57	551.0	31.30	108	33.03	30.58	244.5
10.36m Single	8	14.12	246.5	10.72	37	14.89	15.01	120
9.0m Single	8	10.34	180.5	13.19	45.5	10.40	62.51	9.07
Semi Detached	12	12.60	220.0	12.75	44	13.31	80	12.01
Street Townhome	25	18.93	330.5	23.48	81	17.80	107	12.82
Condo Townhome	n/a	1.78	31.0	0.00	0	0.00	0	3.88
Condo Apartment (4 Storey)	n/a	2.06	36.0	0.00	0	0.00	0	4.50
Totals	100	100.00	1745.5	100	345	100	601	100.00

A (Blue Sky East)			
Calcs	# of units	% of total units	% Goal of # of units
15.0m Single	29.5	8.55	8
11.5 Single	108	31.30	35
10.36 Single	37	10.72	12
9.0 Single	45.5	13.19	8
Semi Detached Residential (7.5m/unit)	44	12.75	12
Street Townhouse Residential (6.0m/unit)	81	23.48	25
21.01 ha. Total Lands	345	100.00	100

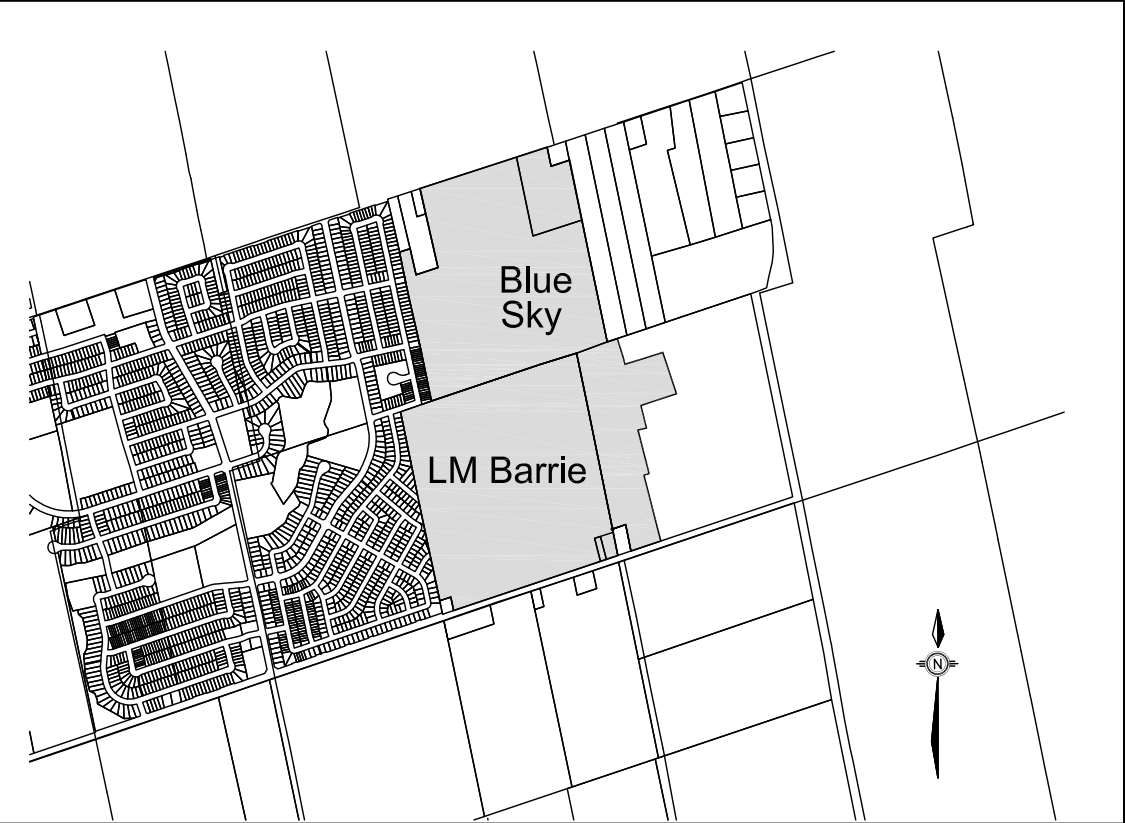
B (Blue Sky North)			
Calcs	# of units	% of total units	% Goal of # of units
15.0m Single	63.5	10.57	8
11.5 Single	198.5	33.03	35
10.36 Single	89.5	14.89	12
9.0 Single	62.5	10.40	8
Semi Detached Residential (7.5m/unit)	80	13.31	12
Street Townhouse Residential (6.0m/unit)	107	17.80	25
39.10 ha. Total Lands	601	100.00	100

C (LM Barrie)			
Calcs	# of units	% of total units	% Goal of # of units
15.0m Single	57	7.13	8
11.5 Single	244.5	30.58	35
10.36 Single	120	15.01	12
9.0 Single	72.5	9.07	8
Semi Detached Residential (7.5m/unit)	96	12.01	12
Street Townhouse Residential (6.0m/unit)	142.5	17.82	25
Condo Townhomes (6.0m and 8.0m units)	31	3.88	
Condo Apartment (4 Storey)	36	4.50	
41.63 ha. Total Lands	799.5	100.00	100

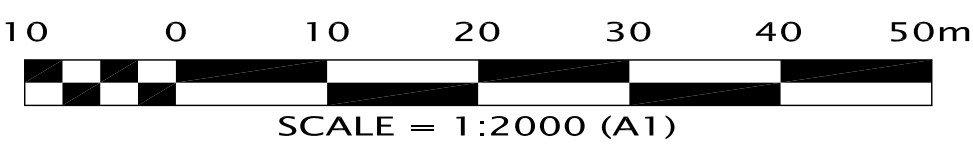
* Lots with this symbol were counted as half lots only.

Appendix B: Pedestrian Circulation Plan

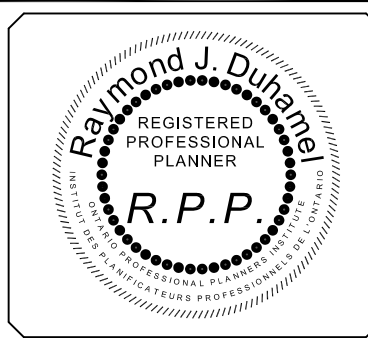
Pedestrian Connection Plan
LM Barrie & Blue Sky
Part of Lot 19, and Part of Lot 20, Concession 12
Former Township of Innisfil,
Now in the
City of Barrie, County of Simcoe
2017



- Legend**
- Draft Plan Boundary ———
 - Single Sided Sidewalk ———
 - Double Sided Sidewalk ———
 - Potential Transit System Routes ———
 - Potential Pathway Connctions ★
 - Key Pedestrian Intersections ●
 - Neighbourhood Park ■■■



LM BARRIE / BLUE SKY
MAPLEVIEW DRIVE, BARRIE, ONTARIO
PEDESTRIAN CONNECTION PLAN



Date Issued:	July 7, 2017
Checked By:	RD
Project No.:	BLU-12169 / LAW-12157
Drawn By:	m.c.r.
Drawing Name:	BLU-12169-LAW-12157-PedPlan-1a.dwg



