



Excellence Reliance Innovation

Planning Justification Report

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

108, 116 and 122 Harvie Road, City of Barrie

ASA Development Inc.

September 2021

The Jones Consulting Group Ltd.
229 Maplevue Drive East, Barrie ON L4N 0W5

TABLE OF CONTENTS

1.0	INTRODUCTION.....	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	PROPOSED DEVELOPMENT	10
3.1	Pre-Consultation	13
3.2	Neighbourhood Meeting	13
3.3	Supporting Technical Reports & Plans	15
4.0	LEGISLATION & POLICY REVIEW	17
4.1	Planning Act (R.S.O. 1990 c. P.13)	17
4.1.1	Matters of Provincial Interest	17
4.2	Provincial Policy Statement (PPS), 2020	20
4.2.1	Building Strong and Healthy Communities	20
4.2.2	Wise Use and Management of Resources	27
4.2.3	Protecting Public Health and Safety	27
4.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020	28
4.3.1	Where and How to Grow	28
4.3.2	Infrastructure to Support Growth	29
4.3.3	Protecting What is Valuable	31
4.3.4	Implementation	32
4.3.5	Simcoe Sub-Area	32
4.4	Lake Simcoe Protection Plan	33
4.5	City of Barrie Official Plan	34
4.5.1	108, 116 and 122 Harvie Road	34
4.5.2	Official Plan Policies	34
4.6	City of Barrie Zoning By-law Amendment	42
5.0	URBAN DESIGN	45
5.1	General Design Guidelines	45
6.0	AFFORDABLE HOUSING	49
7.0	CONCLUSION	50

LIST OF FIGURES

Figure 1. Aerial Photograph of Subject Lands	4
Figure 2. Surrounding Land Uses	5
Figure 3: Single detached dwelling on 108 Harvie Road	6
Figure 4: Single detached dwelling on 116 Harvie Road	6
Figure 5: Single detached dwelling on 122 Harvie Road	6
Figure 6: Montserrand Park.....	7
Figure 7: City Water Reservoir	7
Figure 8: Hydro Line Corridor	7
Figure 9: Extension of Harvie Road.....	8
Figure 10: Neighbourhood of Maple Woodlands	8
Figure 11: Existing Residential on Thrushwood Drive	8
Figure 12: Existing residential on Harvie Road	9
Figure 13: The intersection of Veterans Drive and Harvie Road	9
Figure 14: Commercial Plaza West of the Subject Lands	9
Figure 15: Proposed Draft Plan of Subdivision	11
Figure 16: Proposed Concept Plan.....	12
Figure 17: Schedule A Land Use: 108, 116 and 122 Harvie Road	34
Figure 18: Zoning By-law 2009-141: 108, 116 and 122 Harvie Road	43
Figure 19. Draft Zoning By-law Amendment Schedule	44

LIST OF TABLES

Table 1: Proposed land uses and unit breakdown	10
--	----

1.0 INTRODUCTION

On behalf of our client ASA Development Inc., we are pleased to provide this Planning Justification Report in support of applications for Zoning By-law Amendment and Draft Plan of Subdivision for lands located at 108, 116 and 122 Harvie Road (**Figure 1**). The purpose of the applications are as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the lands from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling First Density Special Provision (RM2-SP XXX), Residential Apartment First Density (RA1-2 SP-XXX) and Residential Single Detached Dwelling Fourth Density Special Provision (R4-SP XXX).
- ii) **Draft Plan of Subdivision:** This application will facilitate 127 residential units consisting of single detached dwellings and two blocks that will permit townhouses and an apartment building. The Plan contains a proposed municipal road (Street 'A'), two medium density blocks, single detached lots, and blocks for road widenings and drainage.

Figure 1. Aerial Photograph of Subject Lands



This Planning Report examines the subject lands, site context, land use policies, affordable housing, and the form of development that is proposed. This Report concludes that the applications represent orderly and proper land use planning.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of Lot 5, 6, and 7 Concession 13 in the City of Barrie. The lands are known municipally as 108, 116 and 122 Harvie Road (**Figure 1**). Each lot is rectangular in shape and contain a single detached dwelling and accessory structures. The total area of the lands is 2.48 hectares (6.1 acres) with a total lot frontage of approximately 115.2 metres on Harvie Road and 195 metres on the unopened extension of Beacon Road. The subject lands are surrounded by existing residential, commercial, and industrial uses (**Figure 2**).

The surrounding land uses include the following:

- **North:** Montserrand Park, single detached dwellings, multi-residential dwellings, and CTV Barrie Television Station and tower (**Figure 3**).
- **East:** Draft Plan Approved Business Park on lands owned by Bell Media. Further east consists of a City Water Reservoir, and the recently constructed Harvie Road overpass over Highway 400 (**Figure 4**).
- **South:** Veterans Woods Park, day care, single detached dwellings, and multi-residential dwellings are located south of the lands. Further south is Trillium Woods Elementary School (**Figure 5**)
- **West:** Commercial Plaza within walking distance along Veterans Drive and Essa Road. Single detached dwellings, and multi-residential dwellings located directly west of the lands (**Figure 6**)

Figure 2. Surrounding Land Uses



Figure 3: Single detached dwelling on 108 Harvie Road



Figure 4: Single detached dwelling on 116 Harvie Road



Figure 5: Single detached dwelling on 122 Harvie Road



Figure 6: Montserrat Park



Figure 7: City Water Reservoir



Figure 8: Hydro Line Corridor



Figure 9: Extension of Harvie Road



Figure 10: Neighbourhood of Maple Woodlands



Figure 11: Existing Residential on Thrushwood Drive



Figure 12: Existing residential on Harvie Road



Figure 13: The intersection of Veterans Drive and Harvie Road



Figure 14: Commercial Plaza West of the Subject Lands



3.0 PROPOSED DEVELOPMENT

The proposed development consists of a residential subdivision containing the proposed extension of Beacon Road and 12 corresponding single detached units. The subdivision also proposes a new east-west local road that will provide additional access to anticipated redevelopment of lands to the west. Lastly, the subdivision contains two medium density blocks that will permit the development of 115 townhouse and apartment lots/units that would be fully designed/approved as part of a future Site Plan approval application. The purpose of the applications and unit breakdown is outlined below:

1. **Zoning By-law Amendment:** The purpose of the application for the Zoning By-law Amendment is to rezone the lands from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling First Density Special Provision (RM2-SP XXX), Residential Apartment First Density (RA1-2) and Residential Single Detached Dwelling Fourth Density Special Provision (R4-SP XXX).
2. **Plan of Subdivision:** The application for Draft Plan of Subdivision will facilitate a subdivision comprised of single detached dwellings, townhomes, a four-storey apartment building, roads and road widening and stormwater management. Please refer to Table 1 for a breakdown of the land uses and unit types.

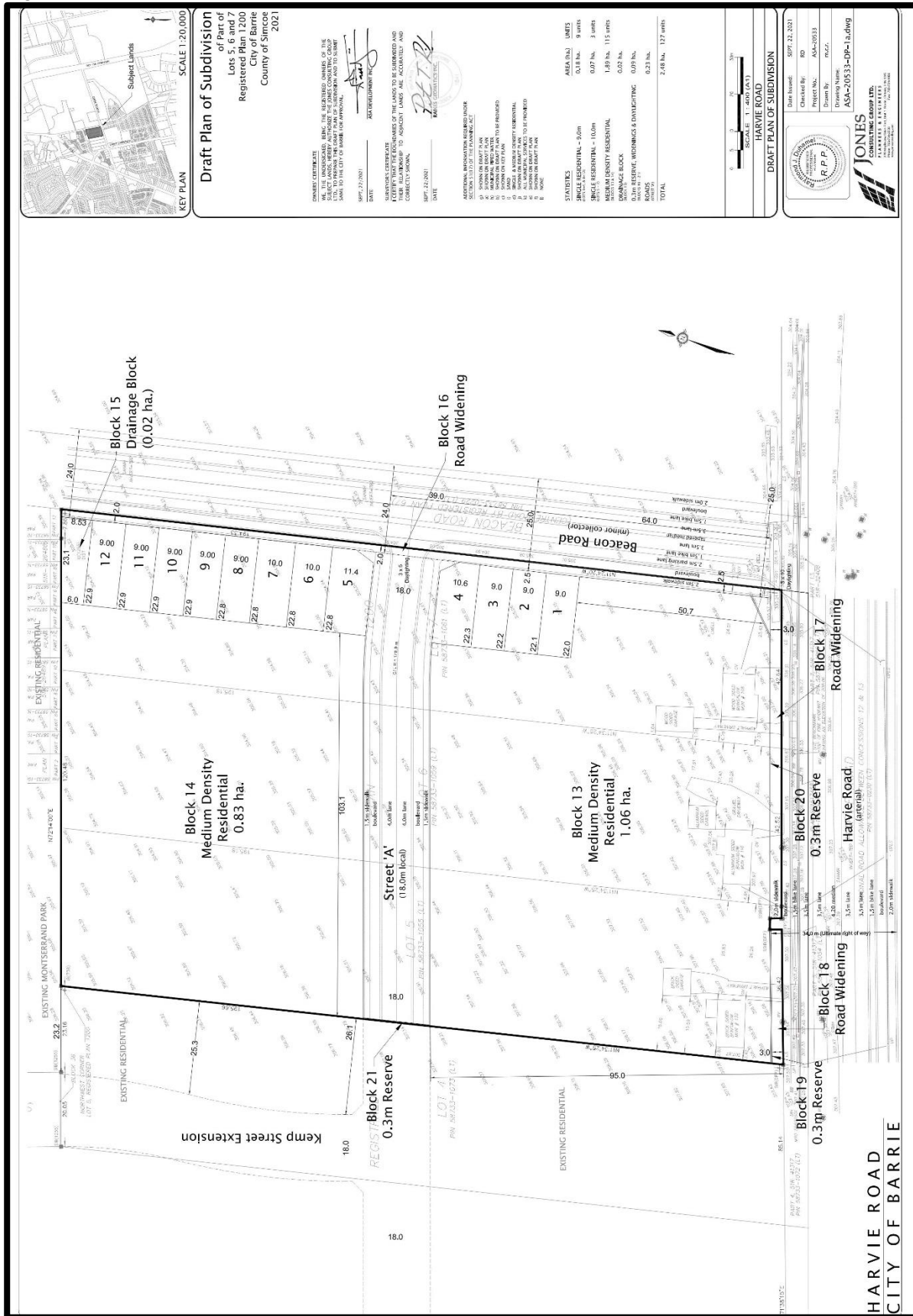
Table 1: Proposed land uses and unit breakdown

Residential Uses		
Unit Type	No. of Residential Units	Area (ha)
0.9 metre Singles	9	0.18
10 metre Singles	3	0.07
Townhomes	64	1.74
Four Storey Apartment	51	0.15
Other Land Uses		
Roads & Road Widening	-	0.32
Drainage Block	-	0.02
TOTAL	127	2.48

A number of features in the project are summarized below:

1. Construction of the planned extension of Beacon Road on lands currently owned by the City.
2. No vehicle access is proposed onto Harvie Road.
3. A variety of proposed building types are proposed including single detached, townhouses and units in a four storey apartment.
4. Surface amenity areas are provided for the townhouse and apartment, while private amenity areas in the form of balconies are proposed for the apartment.
5. The apartment building will have a single level of underground parking and vehicle access will be obtained from the internal condominium road.
6. The apartment building is located close to and oriented towards the intersection of Harvie Road and Beacon Road.
7. The lands are suitable for low and medium density development by virtue of the following:
 - a. Direct access to Harvie Road, which is an arterial road, and the newly constructed Highway 400 overpass.
 - b. Walking distance to commercial uses.
 - c. Walking distance to transit routes.
 - d. Walking distance to planned employment lands.
 - e. The lands abut medium density residential.
 - f. The lands to the west are anticipated to be redeveloped to medium density residential uses.

Figure 15: Proposed Draft Plan of Subdivision



ASA Development Inc, *Planning Justification Report*
The Jones Consulting Group Ltd.



3.1 Pre-Consultation

3.2 Neighbourhood Meeting

A Neighbourhood meeting was held on August 12, 2021 to provide area residents with an opportunity to learn about the proposed development and to ask questions and express their comments/concerns. The table below contains the meeting minutes, with an additional planning response provided to the points raised.

Public Attendees	Total: 22 (7 made comments/had questions)	City Attendees:	Tyler Butler Tiffany Thompson Anna Sajecki Councillor Gary Harvey	Developer / Consultant Attendees	Ray Duhamel Maddy Luker Ian Malcom Scott Brumwell
Discussion Topics/Summary: Following a presentation by Ray Duhamel (Jones Consulting), attendees raised the key points below:					
A. Traffic					
<ul style="list-style-type: none">The most repeated comments/questions were concerns about the increase in traffic on Harvie Road/Beacon Road due to the proposed development and proposed extension of Beacon Road.Several residents living on Montserrand Street expressed concerns about existing cut-through traffic from Veteran's to Essa and the need for traffic calming measures. Concerned that new development will exacerbate the problem.Concerns were raised about the future Kemp Street extension, although it was recognized that this is not part of the proposed development.Concerns/inquiries also raised by two Thrushwood Drive residents about increased traffic on Harvie.Questions were asked about the need for a new traffic signal for existing and new residents to safely cross Harvie Road to get to the elementary school.					
Response: A Traffic Impact Study has been prepared by JD Engineering which will be supplemented by additional traffic counts in late September/October when traffic volumes will better represent anticipated usage of the overpass. A supplementary traffic report will be made later this fall.					
B. Timing of Construction					
<ul style="list-style-type: none">Several residents inquired about the timing of construction, particularly in-light-of the Harvie Road re-construction they endured over the past 2 years.					
Response: Construction is estimated to occur in late 2022 or 2023.					
C. Parks & Amenity Areas					
<ul style="list-style-type: none">Concerns/inquiries about the importance of green/outdoor space/amenity areas. A resident on Thrushwood Drive noted they would like to see an increase in the amount of proposed green/outdoor space and amenity areas.One resident of Montserrand Steet had concerns/inquiries about the ability of Montserrand Park to accommodate current and future residents.					
Response: Each single or apartment unit will have private amenity area. In addition, the two medium density blocks will contain surface amenity area in accordance with the requirements of the City's Zoning By-law (12m ² per unit). The final design, size, location and orientation of the surface amenity areas within the Medium Density blocks will be determined during the future applications for Site Plan approval.					

Public Attendees	Total: 22 (7 made comments/had questions)	City Attendees:	Tyler Butler Tiffany Thompson Anna Sajecki Councillor Gary Harvey	Developer / Consultant Attendees	Ray Duhamel Maddy Luker Ian Malcom Scott Brumwell
-------------------------	--	------------------------	--	---	--

Discussion Topics/Summary: Following a presentation by Ray Duhamel (Jones Consulting), attendees raised the key points below:

C. Shadows, Privacy

- There was an inquiry about the possibility of planting trees along the north property line and to plant trees along the north drainage block.
- A resident on Thrushwood Drive expressed concerns about shadow impacts and privacy impacts resulting from the apartment building.

Response:

- ISM Architects have prepared shadow plans that illustrate shadow casting throughout the day during March, June, September and December which are the four months that best illustrate shadows. The Plans illustrate that no off-site shadow is anticipated on any adjacent residential lot.
- In terms of privacy, the apartment building has been oriented towards the intersection of Harvie Road and Beacon Road, which is as far removed from the adjacent townhouses to the north. To the south, the single detached dwelling on Thrushwood benefits from a large stone wall and a noise fence. There are no anticipated privacy impacts resulting from the proposed apartment.

D. Miscellaneous Questions/Comments

1. Question about parking and making sure that there is sufficient on-site parking so that future residents/visitors are not forced to park on nearby residential streets.

Response: Off-street parking has been provided in an amount that exceeds the requirements of the City's Zoning By-law.

2. Questions about tree removal on-site.

Response: Tree removal will occur on-site to facilitate the proposed development; however, boundary trees have been discussed with the neighbour to the west, and no boundary tree impacts will occur adjacent to the townhouses to the north.

3. Questions about the type of apartment units (e.g. ownership/rental/seniors) and size of those units (e.g. number of bedrooms)

Response: These decisions will be made at the time of submission of the site plan application).

4. Question about the City's review/approval timeline.

Response: The City typically takes 8-12 months make a decision on rezoning application.

5. Question about the method of assessing the impact on wildlife.

Response: A Scoped Environmental Impact Study accompanies the submission and will be reviewed the the Lake Simcoe Region Conservation Authority.

6. Interest was expressed from several attendees to attend future meetings.

Response: A future statutory Public Meeting will be held to provide the opportunity for additional feedback.

7. Question about the function and physical form of the drainage block.

Public Attendees	Total: 22 (7 made comments/had questions)	City Attendees:	Tyler Butler Tiffany Thompson Anna Sajecki Councillor Gary Harvey	Developer / Consultant Attendees	Ray Duhamel Maddy Luker Ian Malcom Scott Brumwell
-------------------------	--	------------------------	--	---	--

Discussion Topics/Summary: Following a presentation by Ray Duhamel (Jones Consulting), attendees raised the key points below:

Response: I will appear as a grassed swale. A full review of all servicing and stormwater management by City Engineering staff will occur during the detailed design stage following draft plan approval of the subdivision.

8. Question about the inclusion of sidewalks and number of lanes on the Beacon Road extension.

Response: The City will decide on sidewalks on Beacon Road at the time of detailed engineering design review following draft plan approval of the subdivision.

9. Question about inclusion of new bus stop.

Response: City transit staff will review bus routes/stops/shelters as part of their review of the application.

10. Questions about fencing around the proposed development.

Response: The specific details of fencing will be determined/reviewed at the time of detailed engineering design review following draft plan approval of the subdivision; however, the Zoning By-law requires a 2 metre high tight board wood fence abutting medium density residential development.

3.3 Supporting Technical Reports & Plans

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

1. Planning Justification Report

This Planning Justification Report examines the subject lands, site context, land use policies, and the form of development with specific consideration to affordable housing. The report concludes that the application represents orderly and proper land use planning that will positively contribute to the future growth and quality of life in the City of Barrie.

2. Functional Servicing & Stormwater Management Report

Pearson Engineering has prepared and Functional Servicing Report that reviews servicing, grading and stormwater management. The Report concludes that the development will require a sanitary and water connection onto the Beacon Road extension, and a treatment train approach will address the required quantity control to address MECP Enhanced level requirements and phosphorous loading. Underground storage will be used for quantity control.

3. Traffic Impact Study

A Traffic Impact Study was prepared by JD Engineering that included an assessment of traffic and pedestrian movement and an intersection operational analysis. The Report concluded that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Additional traffic counts will be undertaken on Harvie Road in late September/October, after which a supplementary traffic analysis will be provided in response to traffic comments made at the Neighbourhood Meeting.

4. Stage 3 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was completed by Earthworks Archaeological Services Inc. in 2020 which concluded a Stage 3 site specific assessment was recommended. As such, a Stage

3 Archaeological Assessment was completed by Yandata in 2021. The assessment consisted of test unit excavation conducted in October 2020, and a total of 143 pre-contact Indigenous ceramic artifacts were recovered. The assessment concluded the artifacts documented were introduced to the subject lands as a result of the construction that occurred in the twentieth-century. As such, the assessment confirmed there are no other significant archaeological resources on the site and that no further archaeological work is required.

5. Geotechnical Report

A Geotechnical Report has been prepared by Peto MacCallum Ltd dated February 1, 2021. The purpose of the report was to assess the surface conditions of the site and provide recommendations for building foundations and basements, site servicing, and pavement design. The report included the findings of 9 boreholes drilled on the property ranging in depth from 4.8 to 6.7 metres. The Report concludes the following:

- Based on the borehole results, loose to very loose soils were encountered in the upper 2.0 to 3.0 m, in about three or four of the boreholes. Only a reduced bearing resistance is available in these areas without soil improvement.
- In the boreholes, groundwater was typically below the depth of exploration, locally being about 8.6 m below grade. The general absence of ground water in the upper 3.0 m is favourable for the proposed basements in the dwellings.
- The existing topsoil and fill are not suitable to support footings or floor slabs due to concerns with settlement.
- It is recommended that existing topsoil and fill be removed and replaced with engineered fill to allow floor slabs to be supported on engineered fill and footings on engineered fill and/or native soil. It is also recommended that the native upper very loose to loose soil be removed and reworked as engineered fill.
- Floor slab-on-grade construction is feasible on engineered fill, constructed as discussed in the report, or native soil.

6. Hydrogeological Assessment

A Hydrogeological Assessment was prepared by R.J. Burnside & Associates. The purpose of the report was to review published geological and hydrogeological information and background information. The report summarizes hydraulic conductivity testing, water quality review and testing, and water balance calculations. The development considerations state dewatering may need to occur due to the groundwater level data indicating the water table is greater than 5 metres below ground surface, and the existing wells will need to be decommissioned.

7. Scoped Environmental Impact Study

A Scoped Environmental Impact Study was prepared by Roots Environmental which assesses the natural heritage features on the subject lands and within 120 metres of the subject lands and the potential impact of the proposed development on the features. The report concluded that a Level 1 Natural Heritage Resource was identified on adjacent lands to the development, and that no negative impacts to this resource or its related ecological functions are anticipated. Section 4 concluded ecological offsetting for the loss of cultural woodland plantation on the subject properties will be required through the planning process under the Lake Simcoe Region Conservation Authority (LSRCA) Ecological Offsetting Policy. Additional consultation with LSRCA will confirm the requirements and the strategy for these offsetting requirements through the planning process under the Planning Act.

9. Tree Preservation and Inventory Plan

A Tree Inventory and Removals Plan has been prepared by JDB Associates Ltd which demonstrated the majority of boundary trees along the northern, eastern and western boundary line are to be removed. Further, a majority of the trees located in the center of the site are proposed to be removed. The Plan proposes to preserve trees in the southwest and northwest corners of the site.

4.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed applications have regard to the Planning Act, are consistent with the Provincial Policy Statement, and conform to the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan and the City of Barrie Zoning By-law.

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

The following subsections assess how the applications have regard to matters of Provincial Interest.

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Planning Act) and Site Plan Approval (Section 41 of the Planning Act).

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

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

A scoped Environmental Impact Study has been prepared due to a Level 1 Natural Heritage resource being located on adjacent lands. The Report concludes that no negative impacts to this resource or its related ecological functions are anticipated.

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

The subject lands are located within the City of Barrie Settlement Area boundary and are not in close proximity to any agricultural lands. The subject lands and adjacent lands are designated for development.

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

No mineral resources have been identified on the subject lands, and natural heritage resources will be protected as outlined in point a) above.

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

The existing single detached dwellings have not significant cultural, historical or architectural value. Stage 1-3 Archaeological Assessments were completed for the lands and concluded that the site has been cleared of any significant archaeological resources and no further archaeological work will be required.

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

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

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process or site plan approval process for the three medium density blocks.

The development efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

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

The proposed development conforms to, or will conform to, the City's Master Plans.

g) the minimization of waste;

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

h) the orderly development of safe and healthy communities;

The proposed development has been designed in consideration of Crime Prevention through Environmental Design principles.

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

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

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

Trillium Woods Elementary School is located 400 metres to the southwest of the site. Further, multiple municipal parks are located in proximity to the lands including Montserrat Park to the north and Veterans Woods Park to the south.

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

The proposed development includes a variety of residential dwelling types to accommodate a range of family sizes and incomes. The inclusion of a four-storey apartment building contributes to more affordable housing options within the City. Refer to Section 6 of this report for additional information on affordable housing.

l) the adequate provision of employment opportunities;

The subject lands are located in the City of Barrie that contains a full range of employment opportunities. Vacant employment lands are located to the east and south-east. A commercial plaza which includes a post office, restaurants, personal service shop and a pharmacy is located west of the lands which offers possible job opportunities. Further, home occupations are permitted within the proposed residential units.

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

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained.

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

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

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

A Neighbourhood Meeting was held on August 12th, 2021 which provided further opportunity for the public to comment on the proposed applications. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and City Planning Staff to identify whether plan revisions are required.

p) the protection of public health and safety;

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

q) the appropriate location of growth and development;

The proposed development is located within the City of Barrie settlement area boundary and is surrounded by existing residential development. It is in close proximity to various municipal parks and an elementary school providing educational and recreational facilities for future residents.

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

The proposed development has been designed to include sidewalks to connect from Beacon Road and Harvie Road to the condominium road (Street 'A') to provide direct pedestrian access. The development is proposed at transit supportive densities and the site is located within walking distance (approximately 230 metres) from a transit stop.

- s) *the promotion of built form that,*

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

The applications will be reviewed by City staff in consideration of the City's Official Plan policies regarding Urban Design and Sustainable Development Guidelines. The proposed subdivision includes short block lengths, and compact dwelling lots to encourage a sense of place and provide for greater safety and accessibility.

In my opinion, the proposed Zoning By-law Amendment and Plan of Subdivision applications have regard to the matters of Provincial Interest identified in the Planning Act.

4.2 Provincial Policy Statement (PPS), 2020

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

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

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

4.2.1 Building Strong and Healthy Communities

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

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

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

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

The proposed development efficiently uses land at densities that meet the requirements of the Growth Plan.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development provides for a wide variety of housing types and land uses. Specific to the proposed applications, 9.0 metre and 10.0 metre single detached dwelling units, townhouse dwelling units and a four-storey apartment building contribute to the mix of housing typology in the surrounding area. The various housing types allow for more affordable options for those looking for a smaller dwelling unit or a rental option. The subdivision also contains three private amenity areas to provide recreational opportunities for future residents. The lands are in close proximity to institutional uses, parks and open spaces to meet the long-term needs of residents.

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

A Scoped Environmental Impact Study was prepared by Roots Environmental which assesses the significant natural heritage features on the property, and their associated buffer. A Level 1 Natural Heritage Resource is identified to the east of the subject lands. The lands do not contain significant natural heritage features and the proposed development will not negatively impact the Natural Heritage System.

A Traffic Impact Study has been prepared by JD Engineering that concludes that there are no operational or safety concerns associated with the development.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The subject lands are within the Built-up Area of the City of Barrie and it will not prevent the efficient expansion of the settlement areas.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed rezoning application will implement the Zoning By-law framework in the City of Barrie. The proposed site-specific development standards will minimize the land consumption and servicing costs through reduced setbacks, reduced lot areas and reduced lot frontages to allow for more compact forms of housing.

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

The proposed applications will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the subdivision can be discussed following that review. In addition, a variety of unit types and sizes will be provided that will cater to different needs and affordability.

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

The proposed development will meet the servicing requirements of the City's Master Plan.

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

A Scoped Environmental Impact Study, including a review of Species at Risk, has been completed by Roots Environmental in support of the proposed development. No impacts to significant natural heritage features or Species at Risk will occur as a result of this development.

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

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), protecting the natural heritage system, and consisting of compact housing typology and short block lengths which promotes active transportation.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

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

- b) *Policy 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

The proposed development efficiently uses land, resources, infrastructure and public services within the City of Barrie settlement area boundary. The development promotes active transportation through its close proximity to a mix of land uses in the surrounding area. The compact nature of the varying unit and lot sizes will promote efficient use of energy and support multi-modal transportation. The

proposed subdivision is located within walking distance of a public transit stop.

- c) *Policy 1.1.3.2: Land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The City has also identified intensification nodes and corridors and the Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria which are assessed in Section 4.5 of this report.

The subject lands are identified within the Built-up Area which is required to accommodate additional growth prior to new greenfield development being approved. The proposed development will assist the City in achieving the growth targets while allowing for the more efficient use of land and services.

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

The proposed subdivision maintains the appropriate levels of public health and safety by creating a walkable neighborhood at transit supportive densities that promote active transportation. The design of the subdivision also adheres to the principles of Crime Prevention through Environmental Design.

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

The proposed subdivision is located immediately adjacent to existing subdivisions to the north, south and west. The applications propose residential lots in a compact form that allows for the efficient use of land, infrastructure and public service facilities.

3) Housing

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

- a) *Policy 1.4.3 a): Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

The City of Barrie Official Plan policy 3.3.2.2.a) states the City's goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing. Refer to Section 6 of this report for additional affordable housing information.

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

The City of Barrie Official Plan permit all forms of housing within lands designated Residential. The City has also identified intensification nodes and corridors and their Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria which are discussed in Section 4.5 of this report. The subject lands are not located within an intensification node or corridor, however the lands are located within the built-up area which can accommodate additional growth.

- c) *Policy 1.4.3 c): directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

The proposed development will utilize municipal infrastructure.

- d) *Policy 1.4.3 d): promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

The densities proposed efficiently uses land, resources, infrastructure and public service facilities through the redevelopment of low-density residential uses. The proposed development will be built at a density that is appropriate for the lands as it will contribute to the housing supply of the City. The proposed development contains a mix of housing types that are compatible with the surrounding area. Further, the proposed development supports the use of active transportation through the close proximity of commercial and institutional land uses, as well as within walking distance to a public transit stop.

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

The subdivision proposes densities that are transit-supportive and within walking distance to a transit stop.

- f) *Policy 1.4.3 f): establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development maintains the appropriate levels of public health and safety by providing compact housing with shorter block lengths. The requested special provisions will permit efficient redevelopment of the lands to provide additional housing supply through a more efficient use of the land. Further, the development promotes walkable neighborhoods with a planned increase in active transportation, while also ensuring that it adheres to the principles of Crime Prevention through Environmental Design.

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

Policy 1.5.1 promotes healthy, active communities through the following:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

The proposed subdivision has been designed to include sidewalks on Street A and the extension of Beacon Road. The proposed development has been designed to include three private amenity areas and direct pedestrian access to the street from the units located on Harvie Road.

- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

The proposed development will provide three private amenity areas which will encourage recreational opportunities for future residents. Further, the lands are directly adjacent to multiple municipal parkland and open spaces which are accessible to the public.

5) Infrastructure and Public Service Facilities

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

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan, an Infrastructure Implementation Plan, a Capital Plan and a series of Master Plans that consider the needs and timing of delivery and their associated long-term costs.

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

The proposed development will incorporate Low Impact Development measures, where feasible.

6) Sewage, Water and Stormwater

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

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

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

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

The Lake Simcoe Region Conservation Authority (LSRCA) and the City of Barrie Engineering Department will review the stormwater management design for this subdivision to ensure their standards are being met. A Functional Servicing and Stormwater Management Report was prepared by Pearson Engineering.

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

The Functional Servicing Report prepared by Pearson Engineering explains the stormwater management design intention.

- 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.*

The Lake Simcoe Region Conservation Authority and the City of Barrie Engineering Department will review the Stormwater Management design and report to ensure their standards are being met. In addition, the design of the subdivision will incorporate Low Impact Development measures.

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

The Lake Simcoe Region Conservation Authority (LSRCA) concluded the lands do not contain any natural hazard features and a scoped EIS has been prepared by Roots Environmental. The Lake Simcoe Region Conservation Authority will be circulated the applications for review.

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

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

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

The proposed stormwater design is based on these objectives. The stormwater design implements the foundational details are contained in the Functional Servicing and Stormwater Management Report.

7) Transportation Systems

Policy 1.6.7.3 states as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained. The proposed subdivision will have direct access to the extension of the major collector road of Beacon Road. Further, a new local road (Street 'A'), will run parallel to Harvie Road and will connect Beacon Road to future redevelopment lands west. Further, condominium roads will provide access to medium density blocks.

Policy 1.6.7.4 promotes land use patterns, densities and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development contains compact housing forms with shorter block lengths that promotes walkable communities. Further, the lands are in close proximity to a variety of commercial and institutional land uses which encourages active transportation. The proposed subdivision will include sidewalks along Harvie Road, the proposed extension of Beacon Road and the proposed local condominium road, Street 'A', to promote pedestrian movement and safety. The lands are within reasonable walking distance to a transit stop.

8) Long-Term Economic Prosperity

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

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

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

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

The proposed development will provide for additional housing options and supply. The subdivision's location is within reasonable walking distance to community facilities (recreation facilities and an elementary school) and within walking distance of a transit stop.

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

The proposed development considers the use of land, resources, infrastructure and public service facilities through utilizing municipal services and redeveloping the lands in an efficient and effective manner.

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

There are no anticipated negative impacts on the downtown area.

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

No built or cultural heritage resources will be impacted by the proposed development.

f) promoting the redevelopment of brownfield sites;

The subject lands are not a brownfield site.

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

The proposed development encourages the use of multi-modal transportation by way of its density, compact form, short block length, and proximity to transit stop.

h) providing opportunities for sustainable tourism development;

Not applicable to the subject applications.

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

maintaining and improving the agri-food network;

The proposed development will not impact agricultural uses.

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

Energy conservation is promoted through the proposed development as it contains compact urban form that will efficiently use planned infrastructure and promote multi-modal transportation.

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

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change. The proposed development will not negatively impact any natural heritage features.

- l) encouraging efficient and coordinated communications and telecommunications infrastructure.*

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

9) Energy Conservation, Air Quality and Climate Change

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

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

The development is proposed at transit supportive densities.

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

The proposed subdivision is located in close proximity to a transit stop.

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

The proposed subdivision is proposed at transit supportive densities and located in close proximity to a transit stop.

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

Not applicable as the lands are designated Residential in the City's Official Plan and contain a residential dwelling.

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

The proposed development is proposed at transit supportive densities and within walking distance to a transit stop.

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

The proposed development will conform to the energy efficiency requirements of the Ontario Building Code and will contain Low Impact Development measures.

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

A tree inventory and preservation plan accompanies the applications.

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

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

A Scoped Environmental Impact Study (SEIS) has been prepared by Roots Environmental that confirms the proposed development will not negatively impact any natural heritage features on or abutting the subject lands. The SEIS contains a policy review demonstrating the developments consistency with the applicable provincial policies in the PPS.

2) Water

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

A Functional Servicing and Stormwater Management Report and a Hydrogeological Study have been prepared in support of the applications. These reports confirm that the site can be serviced with municipal infrastructure and there will be no negative impacts to the quality or quantity of water.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. A Stage 1-3 Archaeological Assessment has been completed and concludes the lands does not meet the requirements indicating significant cultural heritage value or interest for further archaeological assessments.

4.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

No development is proposed within any natural hazards.

2) Human-Made Hazards

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

In our opinion, the current Zoning By-law Amendment and Draft Plan of Subdivision applications proposed are consistent with the Provincial Policy Statement, 2020.

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

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

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

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

The proposed development features a range of residential typologies and will provide convenient access to an elementary school and multiple community parks. The application will improve social equity and the quality of life of future residents by being in close proximity to community facilities and promoting social connectivity through the compact form and short block lengths. The residential uses provide varying unit and lot sizes to accommodate people of all ages and income levels. Further, the proposed development, through efficient layout and built form, considers the impacts to climate change.

2) Policy 2.2.6: Housing

- 2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) planning to accommodate forecasted growth to the horizon of this Plan;*

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

The proposed development implements a range and mix of housing typologies that will contribute to the housing supply in the City. The development will promote efficient intensification on existing residential lands that will be compatible with the surrounding area. The proposed development provides an appropriate density for the area and promotes diversity within the housing stock of the City.

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

The applications will facilitate a mix of housing types which includes multi-unit residential development in the form of townhouses and an apartment building. The proposed units will range in size to accommodate a wide variety of people in all stages of life.

4.3.2 Infrastructure to Support Growth

Section 3 of the Growth Plan contains policies applicable to the proposed applications including: Integrated Planning (3.2.1), Transportation – General (3.2.2), Moving People (3.2.3), Water and Wastewater Systems (3.2.6), Stormwater Management (3.2.7), and Public Service Facilities (3.2.8).

1) Policy 3.2.1: Integrated Planning

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

The City prepared a series of Master Plans. New development must conform to these Master Plans as a condition of approval. The proposed subdivision has been designed to conform to these Master Plans.

2) Policy 3.2.2: Transportation – General

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

The City prepared a series of Master Plans. New development must conform to these Master Plans as a condition of approval. The proposed subdivision has been designed to conform to these Master Plans.

3) Policy 3.2.3: Moving People

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

The City of Barrie has prepared a Multi-Modal Active Transportation Master Plan in fulfillment of these policies.

4) Policy 3.2.6: Water and Wastewater Systems

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

The City of Barrie has prepared a Financial Impact Assessment and Long-Range Financial Plan based on the principle that 'growth pays for growth to the greatest extent possible'.

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
 - iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

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

5) Policy 3.2.7: Stormwater Management

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

In support of the above policies, the City of Barrie prepared a Drainage and Stormwater Management Plan as well as guidelines/standards to implement the use of Low Impact Development measures.

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - a) *is informed by a subwatershed plan or equivalent;*

- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
- d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

A detailed Functional Servicing Report has been prepared in support of the proposed rezoning and plan of subdivision applications.

6) Policy 3.2.8: Public Service Facilities

- 1. Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.*

The proposed development is in proximity to existing public service facilities. The lands are north of an elementary school, a childcare facility and a community park. Further, multiple parklands and open spaces are located to the south and west of the lands.

- 2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*

The location, size, configuration and orientation of the proposed development allows for public service facilities to be within a short distance.

4.3.3 Protecting What is Valuable

Section 4 of the Growth Plan contains policies applicable to the proposed applications including: Water Resource Systems (4.2.1), Natural Heritage System (4.2.2), Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features (4.2.4), and Cultural Heritage Resources (4.2.7).

1) Policy 4.2.1: Water Resource Systems

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

The lands are within the watershed boundary of Lake Simcoe. A Scoped Environmental Impact Study (SEIS) has been prepared.

- 3. Watershed planning or equivalent will inform:*

- a) the identification of water resource systems;*
- b) the protection, enhancement, or restoration of the quality and quantity of water;*
- c) decisions on allocation of growth; and*
- d) planning for water, wastewater, and stormwater infrastructure.*

A Scoped Environmental Impact Study (SEIS) has been prepared.

2) Policy 4.2.2: Natural Heritage System

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

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

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

The proposed development and rezoning applications propose development that will not negatively impact the natural heritage system or its related ecological functions.

3) Policy 4.2.7: Cultural Heritage Resources

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

A Stage 1-3 Archaeological Assessment has been prepared and concludes that the site does not require

4.3.4 Implementation

Section 5 of the Growth Plan contains policies applicable to the proposed applications including: Growth Forecasts (5.2.4), and Other Implementation (5.2.8).

1) Policy 5.2.4: Growth Forecasts

3. *The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of August 28, 2020 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.*

The application proposes 75 units per hectare in Block A and 46 units per hectare in Block B. The proposed overall site density of the development is 52 units per hectare.

4.3.5 Simcoe Sub-Area

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

1) Policy 6.3: Managing Growth

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

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

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

- a) *identify primary settlement areas;*

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

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

The subject lands are located approximately 530 metres from a Secondary Intensification Corridor along Essa Road and are within the built-up area.

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

The proposed development is intended to aid in the transformation of Barrie becoming a complete community.

- d) *ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and*

vibrant places that support walking and cycling for everyday activities and are transit- supportive.

New Development must conform to the Urban Design and Sustainable Development Guidelines for The City of Barrie Official Plan

In our opinion, the proposed Zoning By-law Amendment and Plan of Subdivision applications conform to the Growth Plan.

4.4 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.

The Lake Simcoe Region Conservation Authority concluded the lands are not within the vicinity of any natural hazards, however current environmental mapping shows the presence of significant woodland. A Scoped Environmental Impact Study was prepared by Roots Environmental which concluded the development will not negatively impact natural heritage features on and adjacent to the lands.

In accordance with policy 4.8-DP, a Functional Servicing Report has been prepared in support of the applications to assess water balance and phosphorus budget on the site and demonstrate how it will be protected, improved, or restored.

In our opinion, the current Zoning By-law Amendment and Plan of Subdivision applications conform to the Lake Simcoe Protection Plan.

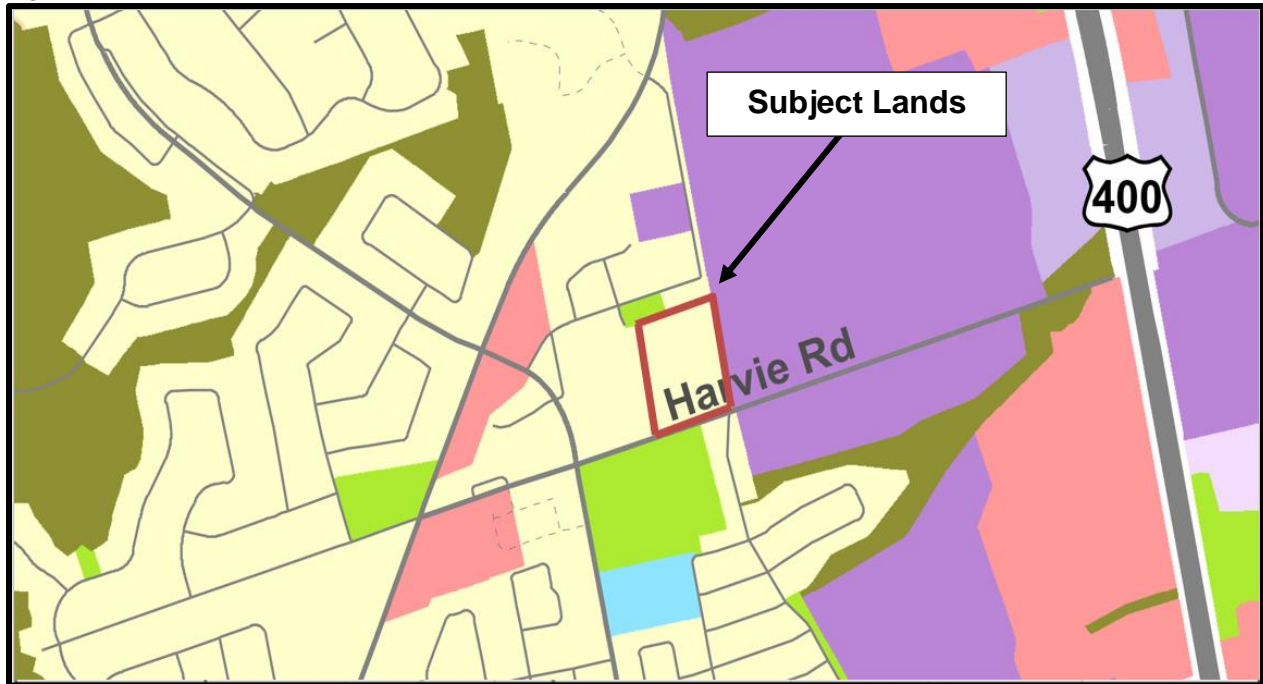
4.5 City of Barrie Official Plan

On April 23, 2010, the Ministry of Municipal Affairs and Housing (MMAH) approved a new Official Plan for the City of Barrie. The Official Plan incorporates municipal strategic priorities and addresses matters of provincial interest. The lands are subject to the policies of the City of Barrie Official Plan.

4.5.1 108, 116 and 122 Harvie Road

The subject lands are a designated Residential Area according to Schedule A – Land Use (**Figure 9**).

Figure 17: Schedule A Land Use: 108, 116 and 122 Harvie Road



4.5.2 Official Plan Policies

The proposed applications have been reviewed to determine their conformity with the following Official Plan policies.

4.5.2.2 Housing

Section 3.3 of the Official Plan contains policies for housing which have been assessed below:

a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles. (Mod D (p))

The proposed development contains a range of housing options to accommodate a variety of household sizes and incomes. The development will positively contribute to the options for affordable rental housing in the City.

b) The City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles.

The proposed development contains medium and low-density residential uses and offers a variety of housing and rental housing options.

g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The prescribed densities promote a compact urban form that supports the use of public transportation and active transportation.

h) The City shall maintain a 10-year supply of designated land and a 3-year supply of draft approved and registered lots through residential intensification and redevelopment sufficient to provide an appropriate range of housing types and densities to meet projected requirements of current and future residents.

The City is projected to grow to 210,000 persons by the year 2031. The proposed development will contribute to housing the future residents of the City.

4.5.2.3 Natural Heritage, Natural Hazards and Resources

Contained in Section 3.5.2.1 of the Official Plan are design policies for Natural Heritage, Natural Hazards and Resources which are addressed below:

a) The City shall encourage the local Conservation Authorities to prepare watershed management plans as input to the City's role in the management of watershed resources.

Not applicable.

b) In the review of plans, programs and development applications, the City shall protect the natural environment and its ecological functions for conservation, recreation, scientific and educational value, and its benefits to human health.

The proposed development will not negatively impact any natural heritage features.

4.5.2.4 Energy Conservation and Renewable Energy

Section 3.7.2.1 of the Official Plan contains general policies for energy conservation, which are assessed below:

a) A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;

The proposed densities promote a compact urban form that supports the use of public transportation and active transportation.

b) Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;

Energy conservation measures required under the Ontario Building Code will be employed and additional consideration will be given towards green building practices.

c) In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials; and.

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

d) The retention of forests and tree planting will be encouraged to enhance and improve the "urban forest" and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.

A Tree Preservation and Inventory Plan has been prepared.

4.5.2.5 Intensification Policies

Contained in Section 4.2.2.6 of the Official Plan are policies for intensification which are addressed below:

- a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.

The subject applications propose intensification through the redevelopment of three oversized residential lots to create a more compact urban form. The subject lands are located within the Built-up Area and propose medium and low-density housing types.

- b) Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan. (Mod E (s))

The subject lands are located within the Built-up Area approximately 530 metres from an Intensification Secondary Corridor along Essa Road.

- c) Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency. (Mod E (t))

The prescribed densities of the proposed development promote a compact urban form that supports the efficient use of land and resources, public transportation and active transportation. All of which contribute to improved air quality.

- d) Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:

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

The proposed ground oriented built form is compatible with the adjacent land uses. Specifically, townhouses and single detached are proposed adjacent to the townhouses to the north; however, a landscape buffer has been proposed to provide physical separated between the proposed and existing units. Lands to the west are expected to be redeveloped, and lands to the south are physically separated from the proposed apartment and townhouses by the width of Harvie Road right-of-way, and further buffered by stone walls and acoustical fencing on the south side of Harvie Road.

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

The development proposes the planned extension of Beacon Road (on lands the City already owns) and to extend services that have capacity to service the development.

- iii) that public transit is available and accessible;

A public transit stop and transit routes are located within distance of the site.

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

The site is located within the Built-up Area and I can think of no reason why the proposed development would detract from intensification opportunities elsewhere in the City.

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

The proposed development will conform to the City's Urban Design Guidelines, which specifically will be implemented through the Site Plan approval process for the two medium density blocks.

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

The land do not contain any cultural or built heritage resources.

- e) The City may, in the process of reviewing development applications for residential intensification, require studies related to the improvement of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:

- i) Programs for the rehabilitation of properties consistent with the character and role of the particular area within the City;

The character of Harvie Road has been permanently altered through the widening of Harvie Road and extension over Highway 400. What was once a dead end street now provides a critical transportation connection for the City.

In my opinion, the lands are located within a mixed use area that contains low and medium density residential uses, parks, schools, commercial and future employment uses.

- ii) Acquisition and clearance of land for community services;

A road widening and new public road is proposed to be conveyed to the City.

- iii) The protection, enhancement and restoration of the natural heritage system;

The development will not create negative impacts on the natural heritage system.

- iv) Improvement of municipal services including streets, sidewalks, public utilities, sewer and water mains, street lighting, parking and landscaping;

The development proposes the extension of Beacon Road and municipal sanitary, water, sidewalks, lighting and landscaping. A road widening and new public road will be conveyed to the City.

- v) Enhancing access to public transit and the pedestrian environment;

At the request of City Transportation staff, a new mid-block east-west public road was added to the subdivision to provide enhanced opportunities for vehicles and pedestrian movement as part of the anticipated redevelopment of lands to the west.

- vi) Promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;

As evidenced through the elevations and renderings provided with the application, the proposed built form is high quality and will significantly enhance the intersection of Harvie Road/Beach Road.

- vii) Accessibility for persons with disabilities; and

All construction will conform to the accessibility requirements of the Ontario Building Code, and specific accessibility matters (e.g. tactile surfaces, curb cuts, ramps, accessible parking) will be considered during the Site Plan review of the medium density blocks.

viii) Protection of cultural heritage resources. (Mod E (u))

The site does not contain any cultural or built heritage resources.

4.5.2.6 Servicing and Transportation

Section 5.1.2.1 of the Official Plan contains general policies for servicing and transportation, which are assessed below:

a) Public Utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, the electrical power utility, the TransCanada Pipeline, telecommunications/communications infrastructure, or any other utilities shall be permitted within any land use designation of this Plan. (Mod F (b)) Wherever possible, public utilities/facilities shall not be located on lands designated Environmental Protection or Open Space. Where the location of public utilities on lands designated Environmental Protection or Open Space is efficient, cost effective and in the public interest, an EIS shall be undertaken in accordance with the policies of Section 6 of this Plan.

Not applicable. The subject lands do not include Environmental Protection or Open Space.

b) New sewage treatment facilities, waste disposal sites, wastewater treatment or stormwater management facilities shall not be permitted in vulnerable areas where the activity would be a significant drinking water threat. (OPA 24 By-law 2013-185)

The extension of water and sanitary services, and the construction of stormwater management facilities are not proposed within vulnerable areas.

c) Expansions or retrofitting of existing facilities that are located in vulnerable areas where they are or would be a significant threat, may be permitted where no feasible alternative is available and the risk is not increased, or where the risk is reduced as result of the expansion or retrofit. (OPA 24 By-law 2013-185)

Not applicable to the proposed development.

c) if the availability of any urban service is to be restricted, industrial/commercial/institutional development shall take precedence over other land uses to receive the available capacity.

The proposed development includes low and medium density residential uses.

d) The City will encourage, and work in co-operation with the County and neighbouring municipalities for overall co-ordination of the transportation system including any active transportation and public transit initiatives.

The proposed development has been designed with direct pedestrian accesses to the street. The development is proposed at transit supportive densities and the site is located within less than a 5-minute walk (approximately 230 metres) from a transit stop.

e) Development occurring adjacent to the TransCanada Pipeline easement shall be required to maintain an appropriate setback for all permanent structures and excavations. Specific standards will be included in the City's Zoning By-law.

Not applicable.

f) Where municipal sewage services and municipal water services are not provided, no new development shall be permitted on individual on-site sewage services with the exception of a limited amount of residential infill where infill is defined by 6.2.1.1 of this Plan. Expansions or additions to existing development on individual on-site sewage services may be permitted only when they do not exceed the capacity of the existing system and where they do not constitute a significant drinking water threat. (Mod F (c)) (OPA 24-By-law 2013-185)

The proposed development will utilize existing municipal water services.

- g) The provision and expansion of services, taking into account the utilization of existing services, whenever feasible, shall be co-ordinated with planned future development to ensure that growth and redevelopment take place in an efficient, cost effective and environmentally sound manner. (Mod F (d))

Not applicable to the subject applications.

- h) The provision and expansion of services shall be planned to minimize conflicts with other land uses through their location, design and buffering.

Not applicable to the proposed development. Existing municipal services will be utilized.

- i) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations. (Mod F (e))

A Functional Servicing Report has been prepared that assesses the proposed water and sanitary servicing of the site.

- j) Draft approval of a plan of subdivision does not in itself constitute a commitment by the City, its electrical power utility, or the Ministry of the Environment to provide access to the City's Water Pollution Control Centre or the Water Supply Plant. Draft plans may proceed to registration provided there is sufficient plant capacity and capability to serve the development. Plant capacity will be allocated for new development on a priority basis at the time of payment of development charges. The provisions of Section 3 will be used to assist in determining the priority of individual development proposals.

Details about servicing and capacity will be confirmed as part of the detailed engineering design review/approval.

- k) Expansions to the existing serviced area shall progress logically from the extremities of the existing system outwards to the City boundaries subject to the provisions of Section 5.1.2.1 (e) and (f) above.

The subject lands are located within the Built-up Area.

- l) All sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.

Details about servicing and capacity will be confirmed as part of the detailed engineering design review/approval.

- m) No stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment.

Proposed stormwater approaches are outlined in the Functional Servicing Report and will be finalized as part of the detailed engineering design review/approval.

- n) The design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.

The detailed engineering design will conform to the City standards.

- o) The City will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights.

Not applicable to the subject applications.

4.5.2.7 Tall Buildings and Height Control

Section 6.6.3 of the Official Plan contains general policies for buildings proposed to be greater than three storeys, which are assessed below:

- a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.

The proposed apartment building will conform to the City's Urban Design Guidelines.

- b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

The compact nature of the proposed residential units will not obstruct important views and will conform to the City's Urban Design Guidelines.

- c) Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.

The proposed development incorporates medium and low-density residential units. The proposed low-rise apartment building will be the only building in excess of three storeys and will be sufficiently setback from adjacent residential uses to ensure there are no negative impacts on privacy, access to light, and views of the sky. The building is not adjacent to a tall building.

- d) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.

The proposed apartment building contains 39 underground parking spaces, including 1 barrier free parking space. Further, a total of 44 on-street parking spaces, including 4 barrier free parking spaces, are located to the north and west sides of the building to accommodate the apartment building and adjacent townhouse residential units.

- e) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

The low-rise apartment building will conform to the City's Urban Design Guidelines and building materials and architectural treatments will be considered during the detailed design stage.

4.5.2.8 Height and Density Bonusing (OPA No. 043, By-law 2015-051)

Section 6.6.3 of the Official Plan contains general policies for height and density bonusing, which are assessed below:

- a) Upon the City determining that an application that 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 also recommend for the provision of community benefits pursuant to Section 37 of the Planning Act provided that:

- i) The development constitutes good planning and is consistent with the goals, objectives and policies of this Plan;
- ii) 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
- iii) Adequate infrastructure exists or will be provided by the developer to support the proposed development.

The proposed development will provide a variety housing types for a range of household sizes and incomes, and represents compact development that efficiently uses land and optimizes the use of municipal infrastructure. The incorporation of affordable housing units will be achieved through an increase in density with the addition of a four-storey apartment building. The subject applications will improve social equity and the quality of life of future residents by being in close proximity to community facilities and promoting social connectivity through its compact form.

- b) Without limiting the authority of the foregoing, the City will seek to secure any of the following community benefits above and beyond those that would otherwise be provided under the provisions of the Planning Act (including parkland dedication and cash-in-lieu of parking) or the Development Charges Act or any other statute.

Noted.

- c) Development proposals in the R1, R2, R3, R4 and RM1 zones are not subject to this section of the Plan. Non-Profit housing proposals are also not subject to this requirement.

Subject lands are currently zoned R1. The Zoning By-law Amendment proposes to rezone the lands to Residential Multiple Dwelling First Density Special Provision (RM2 SP-XXX), Residential Apartment First Density (RA1-2 SP-XXX) and Residential Single Detached Dwelling Fourth Density Special Provision (R4-SPXXX) Zones.

- d) Where community benefits are to be provided in return for increased height and/or density pursuant to Section 37 of the Act, these benefits will be set out in the zoning by-law amendments along with the increased height and/or density.

Noted.

- e) Where community benefits are to be provided, they may be secured by letter of credit and/or in one or more agreements, which may be registered on title to the lands.

Noted.

4.6 City of Barrie Zoning By-law Amendment

The subject lands are zoned Residential Single Detached Dwelling First Density (R1) in the City of Barrie Zoning By-law which permits all forms and tenure of housing. The purpose of the application for a Zoning By-law Amendment is to rezone the lands from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling First Density Special Provision (RM2-SP XXX), Residential Apartment First Density (RA1-2) and Residential Single Detached Dwelling Fourth Density Special Provision (R4-SP XXX) (**Figure 10**). The Zoning By-law Amendment application will facilitate the development of 127 residential lots/units (single detached, townhomes and a four-storey apartment building) on a mixture of condominium and municipal roads.

1. Residential Multiple Dwelling First Density Special Provision (RM2) (SP-XXX).

- Permit freehold common element condominium townhouse lots fronting onto a condominium road with a minimum of 5.5m of frontage and 118m² of lot area.
- Permit Block A & B density of 75 & 46 units per hectare. Overall site density of 52 uph.
- Permit exterior side yard setback of 1.8m to Street 'A'.
- Permit rear yard setback of 5m, and secondary point of access at 5m.
- Permit front yard setback of 3m to house, and 5.5m to garage (with 5.5m driveway).
- Permit tandem parking.
- Eliminate maximum lot coverage.
- Permit a maximum density of 75 units per hectare for Block A (combined block townhouses and apartment building).
- Permit a maximum density of 50 units per hectare for Block B.

2. Residential Apartment First Density (RA1-2)

- Permit exterior side yard/front yard setback of 2m to the daylight triangle.
- Permit setback of 5 metres to Beacon Road and Harvie Road.
- Eliminate maximum lot coverage and maximum gross floor area percentage.

3. Residential Single Detached Dwelling Fourth Density Special Provision (R4) (SP-XXX) or R5.

- Permit a minimum lot area of 195m² and lot frontage of 9m.
- Permit exterior side yard setback of 2.6m to proposed Street 'A'.
- Permit rear yard setback of 5m, and secondary point of access at 5m.
- Permit front yard setback of 3m to house, and 5.5m to garage (with 5.5m driveway).
- Eliminate maximum lot coverage.

Note: The above special provisions would not be required if the lands were zoned R5 which is a Zoning By-law category in use in the Hewitt's and Salem Secondary Plan areas.

Figure 18: Zoning By-law 2009-141: 108, 116 and 122 Harvie Road

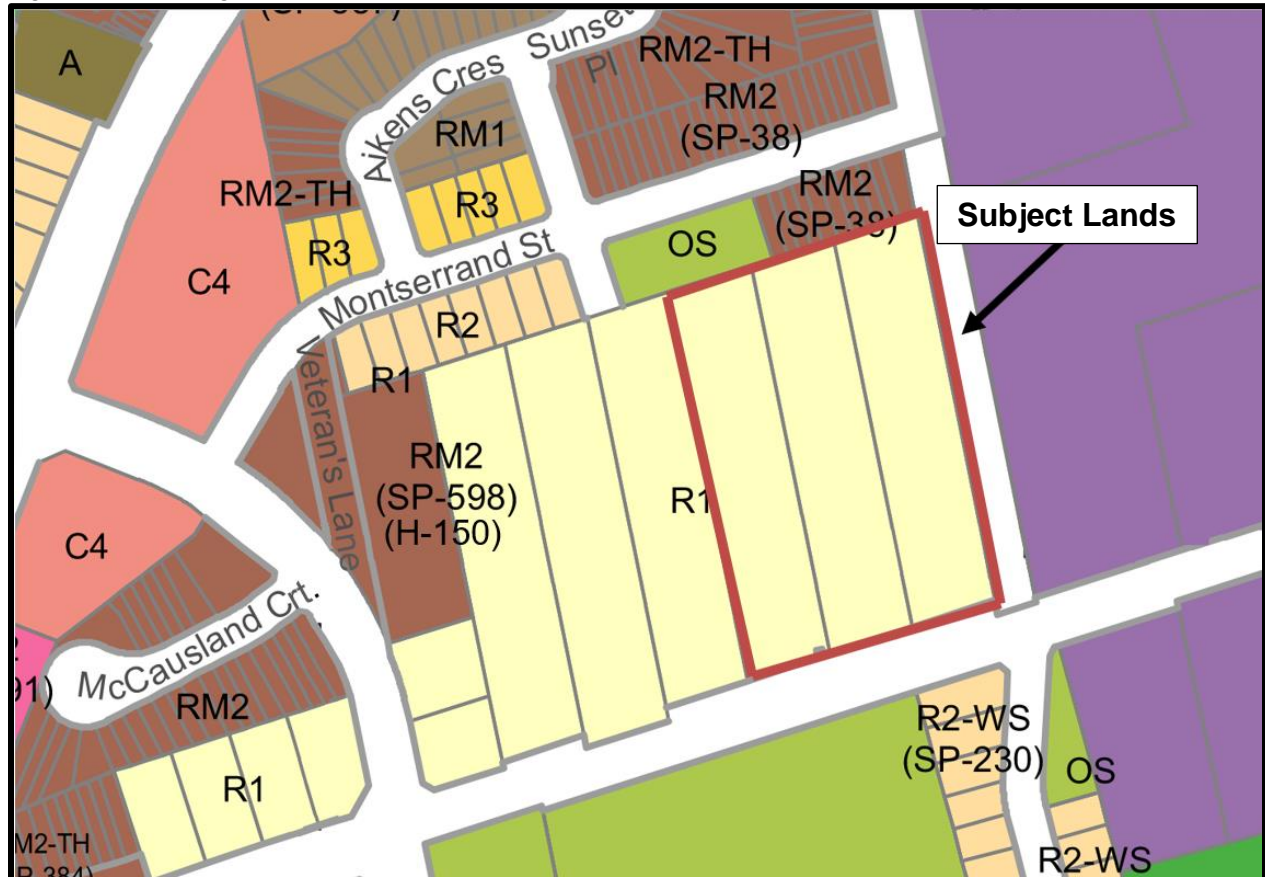


Figure 19. Draft Zoning By-law Amendment Schedule



5.0 URBAN DESIGN

The City's Official Plan contains general Urban Design Guidelines in Section 6.5. The following subsections assess the proposed developments conformity with these urban design policies.

5.1 General Design Guidelines

The General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development. The Design policies of Section 6.5.2.2 are assessed below:

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 residential dwelling units will conform to the City's zoning framework. The development standards in the zoning framework includes provisions to specifically enhance the massing and conceptual design of units.

As requested by City Urban Design staff, an apartment building is proposed in Block A which is oriented towards the intersection of Beacon Road/Harvie Road.

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

Rooftop mechanical equipment will be placed in such a way that it is not visible to pedestrians and residents. This will be addressed during the Site Plan approval process for the medium density blocks.

- 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 those dwellings on corner lots, will be treated similarly to the front. Enhanced architectural detailing will be provided for all corner units.

- 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.

- 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 Harvie Road and the proposed extension of Beacon Road, and the mid-block east west local road requested by City Transportation Staff to provide a link to anticipated redevelopment lands to the west. three streets within the subdivision.

- 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 corner lots will be designed to have the dwelling be the dominant feature. Specific architectural features will be determined through the building permit stage.

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 have been planned in consideration of the street network and all vehicle access (private roads and individual driveways) are proposed to access Beacon Road. The low-rise apartment building

fronting onto Harvie Road has been designed with direct pedestrian accesses to the street, while vehicle access is from the rear.

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

Barrier free parking spaces will be provided in the medium density blocks.

- 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 applications.

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

The garbage pad and surface level parking for the low-rise apartment building will be located to the rear and southwest corner of the building.

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.*

Landscaping will be reviewed as part of the subdivision and site plan detailed design. A landscape buffer has been proposed at the north end of the site.

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

There are no commercial uses proposed within the subdivision. Bell Media lands and a hydro line corridor is located to the east of the proposed development.

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

Not applicable to the subject applications.

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

A Tree Preservation and Inventory Plan has been submitted in support of 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.*

No negative impacts to the Level 1 Natural Heritage Resource on the adjacent lands to the development or its related ecological functions are anticipated. Ecological offsetting for the loss of cultural woodland plantation on the subject lands will be implemented as required through the planning process under the LSRCA Ecological Offsetting Policy.

- 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 natural heritage feature and related ecological functions adjacent to the subject lands are being protected.

- 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))*

Ecological offsetting for the loss of cultural woodland plantation on the subject properties will be required through the planning process under the LSRCA Ecological Offsetting Policy. Additional consultation with LSRCA will confirm the requirements and the strategy for these offsetting requirements through the planning process under the *Planning Act*.

- 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.*

The natural heritage feature and related ecological functions adjacent to the subject lands are being protected.

- 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.*

Signage will be determined at a later stage and discussed with the appropriate City of Barrie staff.

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.*

The matter is subject to a detailed design review.

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 at the time of home design/construction.

- 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.*

Not applicable. 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.

6.0 AFFORDABLE HOUSING

Affordable housing is a matter of provincial interest and the City of Barrie must have regard to affordable housing when considering all planning related matters. As such, affordable housing is encouraged and is in fact a strategic priority of the City. Section 3.3.2.2 of the Official Plan contains policies for the provision of affordable housing. The following Official Plan policy related to the proposed development:

3.3.2.2 Affordable Housing Policies

- a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
- 1. In the case of home ownership, the least expensive of*
 - 1) housing for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.*

The proposed development contains a variety of housing types to provide more affordable housing choices to future residents. 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 (March 2021), affordable ownership is considered to be a unit selling for \$305,000 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 \$941 for a bachelor apartment to \$1,334 for a three bedroom apartment.

The proposed development provides a mix of single detached dwellings, condominium townhomes and a low-rise apartment building. Unique to this subdivision are smaller and more affordable single detached dwellings than what is proposed elsewhere in the City. I expect that more than 10% of the apartment units would be affordable. The approval of 127 residential units will increase supply and positively contribute to housing availability in the City of Barrie.

7.0 CONCLUSION

The proposed development contains 127 residential units in the form of medium and low-density residential uses. In addition, the plan provides a road widening for Harvie Road, extension of Beacon Road and contains local condominium streets that will have enhanced landscaping and dual sidewalks.

This report reviewed the land use planning merits of applications for a Zoning By-law Amendment and Draft Plan of Subdivision for the lands located at 108, 116 and 122 Harvie Road in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan and the City of Barrie Official Plan. The application proposes a density of 75 units per hectare in Block A and 46 units per hectare in Block B, as shown in the proposed Concept Plan. The proposed overall site density of the development is 52 units per hectare.

The proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development will not negatively impact the adjacent natural heritage features and accommodates Low Impact Development Stormwater management controls that will service the subject lands. Further, the proposed development will meet the needs of future residents of the City of Barrie by providing a range of housing options and will have convenient access to the nearby parkland, commercial uses, and elementary school.

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

Sincerely,

THE JONES CONSULTING GROUP LTD.



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