

PLANNING JUSTIFICATION **REPORT**

338 Maplevue Drive East, Barrie
OFFICIAL PLAN AMENDMENT
ZONING BY-LAW AMENDMENT

Date:

February 2022

Prepared for:

Loon Avenue Lands OP Inc.

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Our File 1219H

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1.0

INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by Loon Avenue Lands OP Inc., the proponent (hereinafter “the Owner”) to seek approval for Official Plan and Zoning By-law Amendment applications to permit the development of the lands municipally known as 338 Maplevue Drive East in the City of Barrie (hereafter referred to as the “Subject Lands”) (**Figure 1**). The property is located on the north side of Maplevue Drive East, east of Huronia Road, and extends northerly to the south of existing residential dwellings on Loon Avenue to the north.

The Proponent is seeking the proposed amendments on behalf of the Owner to permit the development on the northern portion of the Subject Lands for a 13 block, 105 unit townhome community consisting of a mixture of cluster and back-to-back townhome typologies (hereinafter referred to as “the Community”). The proposed development will provide for a total of 14,870 square metres (160,059 sq ft) of gross floor area (“GFA”), representing a density of 42 UPH.

We conclude that the proposed request is consistent with the Provincial Policy Statement, conforms to the Lake Simcoe Protection Plan and the Growth Plan for the Greater Golden Horseshoe, and conforms to the general development policies of the City of Barrie’s Official Plan as it relates to the recent City of Barrie Municipal Comprehensive Review (MCR) 2011 process.

1.1 SUBJECT LANDS SURROUNDING AREA DESCRIPTION

1.1.1 Subject Lands

The Subject Lands are located on the north side of Maplevue Drive East, east of Huronia Road, and extend northerly to the south of the existing residential units along Loon Avenue. The Subject Lands are approximately 11.91 ha (29.43 acres) of which 2.56 ha (6.33 acres) is subject to development (the “Development Limit”) with the remainder being retained in a natural state. The Subject Lands have approximately 121.98 m (400 ft) of frontage on Maplevue Drive East, a width of approximately 243.70 m (800 ft) across the Development Limit at their northern property line, and a depth of approximately 687.97 m (2,257 ft) (**Figure 1**). The Subject Lands are currently vacant and were previously used as open pastureland which connected to a large area of agricultural land to the north, now a residential subdivision, and to the east.

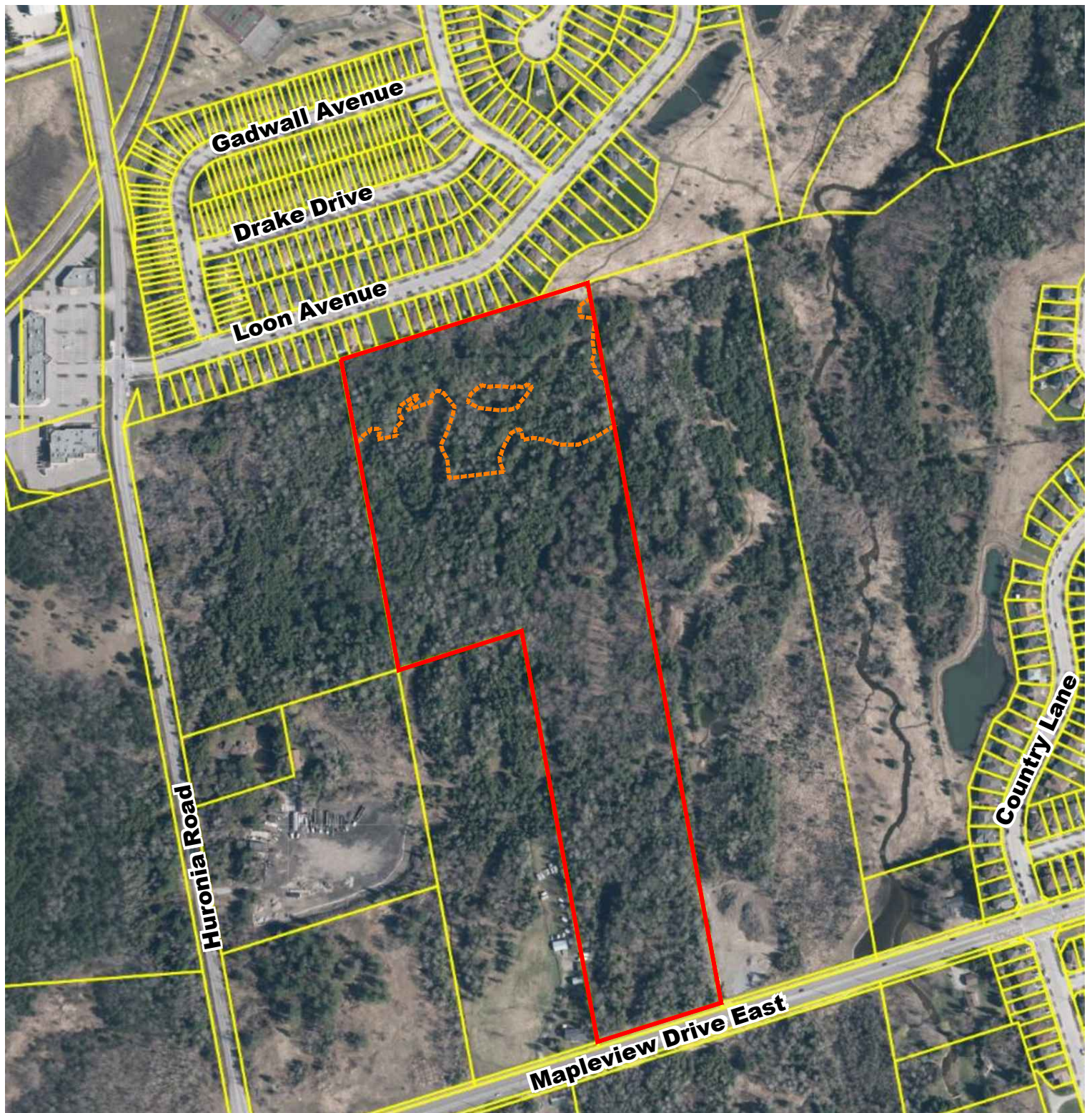


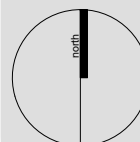
Figure 1
Location Map

LEGEND

- Subject Lands
- Development Limit

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338 Maplevue Drive East,
Barrie, Ontario

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1.1.2 Surrounding Area

The surrounding land uses within the immediate area of the Subject Lands are as follows (**Figure 2**):

- NORTH:** Immediately north of the Development Limit are single detached residential dwellings fronting onto Loon Avenue and a 20 m unopened road allowance to Loon Avenue.
- EAST:** Immediately east is a woodlot and environmental areas.
- SOUTH:** Immediately south is Mapleview Drive East, with a woodlot and environmental areas on the opposite side.
- WEST:** Immediately west are a single detached dwelling, with a large open field to the rear, fronting onto Mapleview Drive East, and a woodlot and environmental areas to the north. There is an active development application on the northern portion of the lot containing the woodlot and environmental areas, 521 Huronia Road, which is currently being proposed with 52, 3-storey townhouse units, consisting of 34 conventional townhouses and 18 back-to-back townhouses. The proposal includes an internal road system that is located parallel to the rear property line of the existing single detached dwellings to the north, with right-in/right-out access provided to/from Huronia Road. In addition, limited access to/from Loon Avenue is provided as eastbound traffic is controlled by a parking control gate at the west end of this community however no such gate is provided for west-bound traffic.

1.2 POLICY CONTEXT

The following section provides an initial summary of the policy context for the proposed Community. A detailed review of the policy framework is provided in **Section 3.0** and **Appendices C to E**.

1.2.1 Provincial Policy

The 2020 Provincial Policy Statement (“PPS”) and 2020 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of uses including residential and commercial to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 20 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. Specifically, land use patterns within settlement areas should appropriately and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.

The Growth Plan directs development to established built up areas where there is existing municipal infrastructure. Intensification and redevelopment is encouraged as is a range and mix of residential and employment uses in a compact urban form.



Figure 2
Surrounding
Context

LEGEND

Subject Lands

Development Limit

General Industrial

Environmental Protection Area

General Commercial

Community Commercial

Open Space

Educational Institutional

Institutional

Residential

⚕ Medical Practitioner

+ Medical Services

🍴 Restaurant

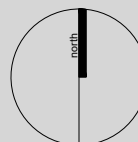
⚽ Sports Facility

🎓 School

—+—+—+— Railway

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1.2.2 Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (“LSPP”) is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary (**Figure 3**), the LSPP is applicable to the Development Limit.

Policy 4.8 of LSPP states that an application for major development shall be accompanied by a stormwater management plan that demonstrates consistency with stormwater management master plans prepared, subwatershed evaluations and water budgets prepared by local municipalities in accordance with the LSPP. In addition, the policy requires an integrated treatment train approach to be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot level controls and conveyance techniques, such as grass swales. The anticipated change in water balance and phosphorus loading should be evaluated between pre-development and post-development.

1.2.3 City of Barrie Official Plan

The City of Barrie Official Plan (“OP”) locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically, the Development Limit is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on (**Figure 4**). The OP designates the Subject Lands as a combination of both “General Industrial” and “Environmental Protection Area” on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Limit are both located within a combination of Level 1 with Existing Development Designation Subject to policy 3.5.2.4.D, Level 1, and Level 3 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Mapleview Drive East is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 41 m as per Schedule E (**Figure 10**).

While the Development Limit portion of the Subject Lands is designated General Industrial, and would typically be restricted from conversion to non-employment uses, this area of the Subject Lands have been deemed appropriate for conversion to non-employment uses and is shown as Neighbourhood Area in the Draft City of Barrie Official Plan. Further, the Subject Lands were identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City. In addition, a November 27, 2019 correspondence from the City planning confirmed that the Subject Lands would be recommended for conversion.

1.2.4 Draft City of Barrie Official Plan

The City of Barrie is currently completing a Municipal Comprehensive Review and the preparation of a new Official Plan. The Draft City of Barrie Official Plan (“Draft OP”) is expected to receive approval by Barrie City Council by early 2022 and will then need to be forwarded onto the Ministry of Municipal Affairs and Housing for consideration for approval. The Draft OP designates the Subject Lands as a combination of “Neighbourhood Area”, “Natural Heritage System”, and “Employment Area – Non Industrial” (**Figure 11**). The Development Limit portion of the Subject Lands has been designated Neighbourhood Area with a small



Figure 3

City of Barrie Official Plan

Schedule J

Lake Simcoe Watershed

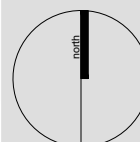
**338 Mapleview Drive East,
Barrie, Ontario**

LEGEND

- Subject Lands
- Development Limit
- Lake Simcoe Watershed Boundary

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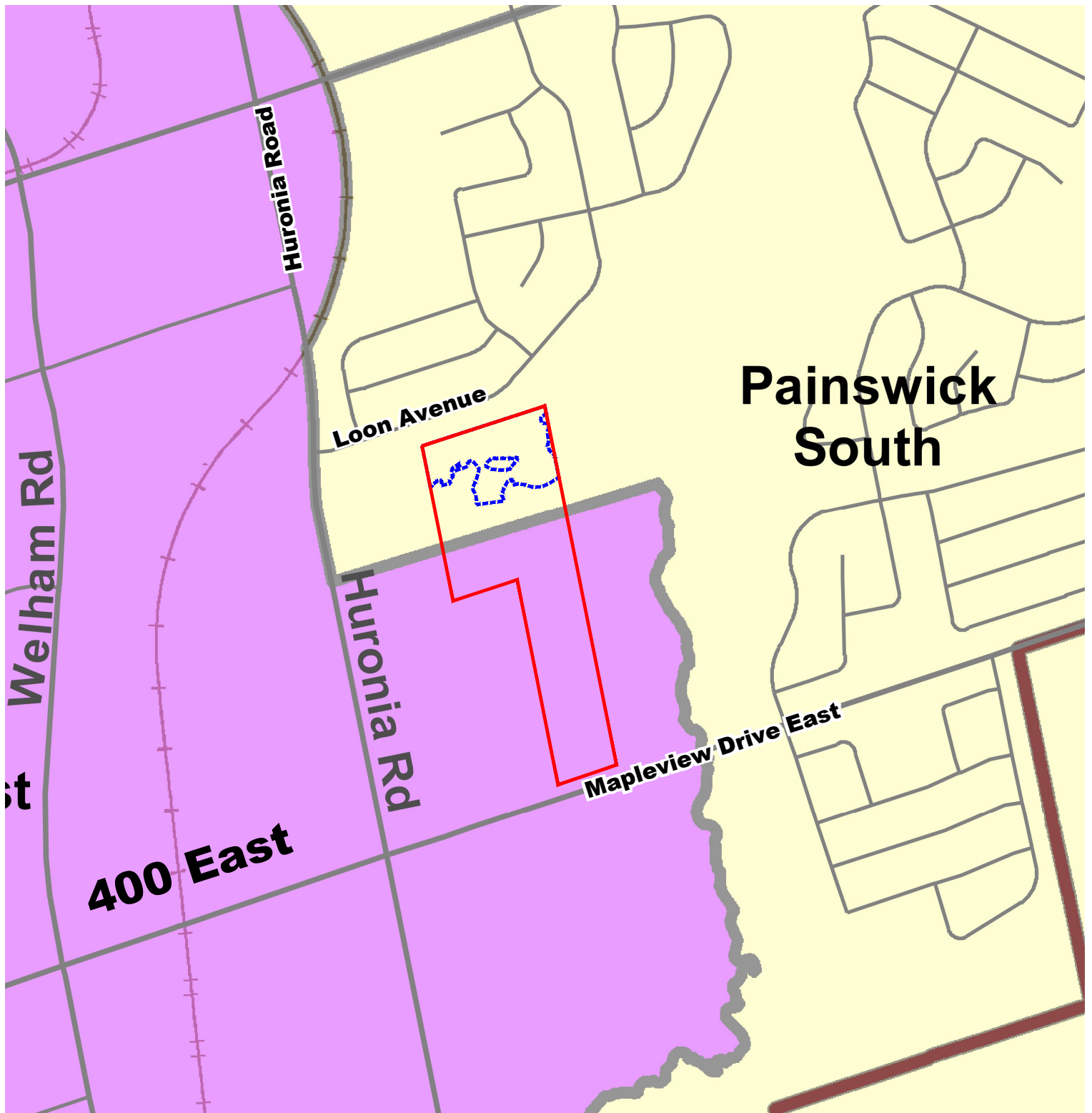


Figure 4

**City of Barrie
Official Plan
Schedule B
Planning Areas**

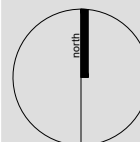
**338 Mapleview Drive East,
Barrie, Ontario**

LEGEND

- | | |
|---|--|
|  Subject Lands |  Residential |
|  Development Limit |  Settlement Area Boundary |
|  Industrial | |

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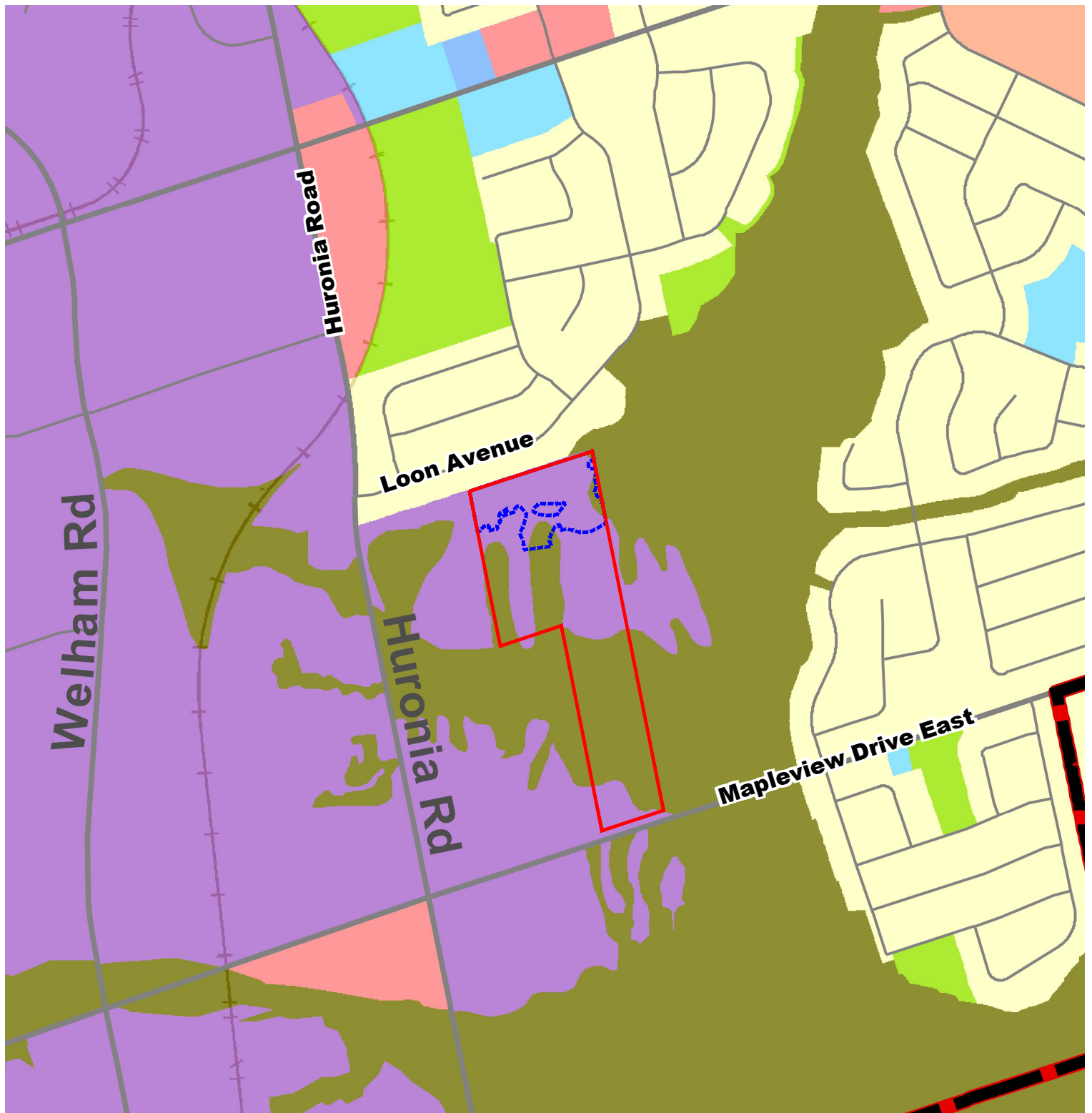


Figure 5
**City of Barrie
 Official Plan
 Schedule A
 Land Use**

LEGEND

Subject Lands

Development Limit

General Industrial

Environmental Protection Area

Residential

Open Space

General Commercial

Institutional

Educational Institutional

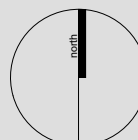
Community Centre Commercial

Secondary Plan Boundary

Settlement Area Boundary

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Figure 6
City of Barrie
Official Plan
 Schedule H
 Natural Heritage
 Resources

338 Mapleview Drive East,
 Barrie, Ontario

LEGEND

Subject Lands

Development Limit

Level 1

Level 1 with Existing Development
 Designation Subject to 3.5.2.4 d

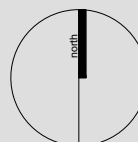
Level 2

Level 3

Natural Heritage System Salem and
 Hewitt's Secondary Plan Areas

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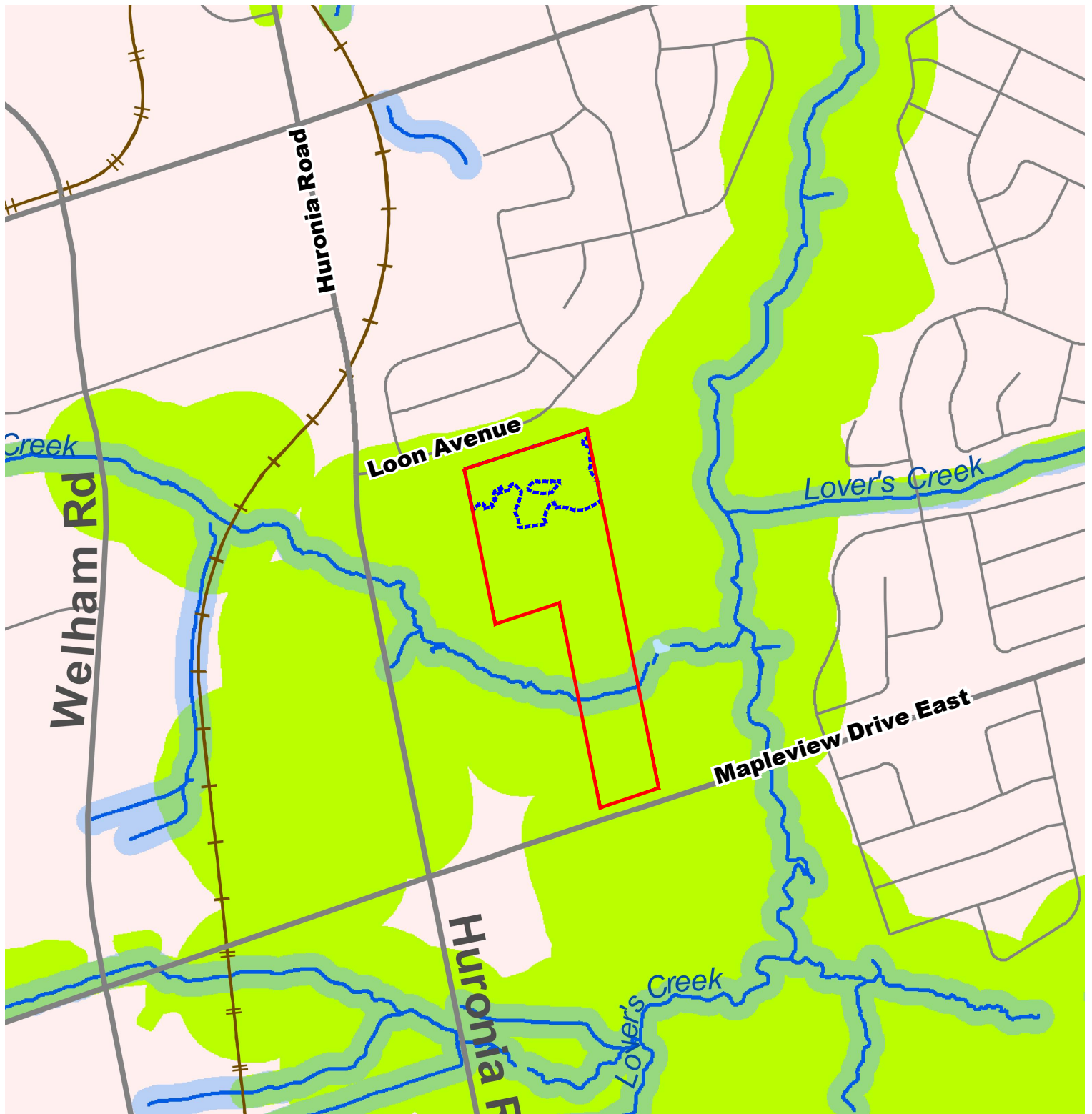


Figure 7
City of Barrie
Official Plan
 Schedule F
 Conservation Authority
 Regulation

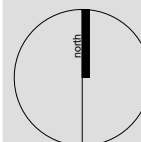
**338 Mapleview Drive East,
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LEGEND

- | | |
|---|---|
|  Subject Lands |  Lake Simcoe Region Conservation Authority Regulation Limits |
|  Development Limit |  30 Metre Watercourse Setback |
|  Watercourse |  Lake Simcoe Regional Conservation Authority |

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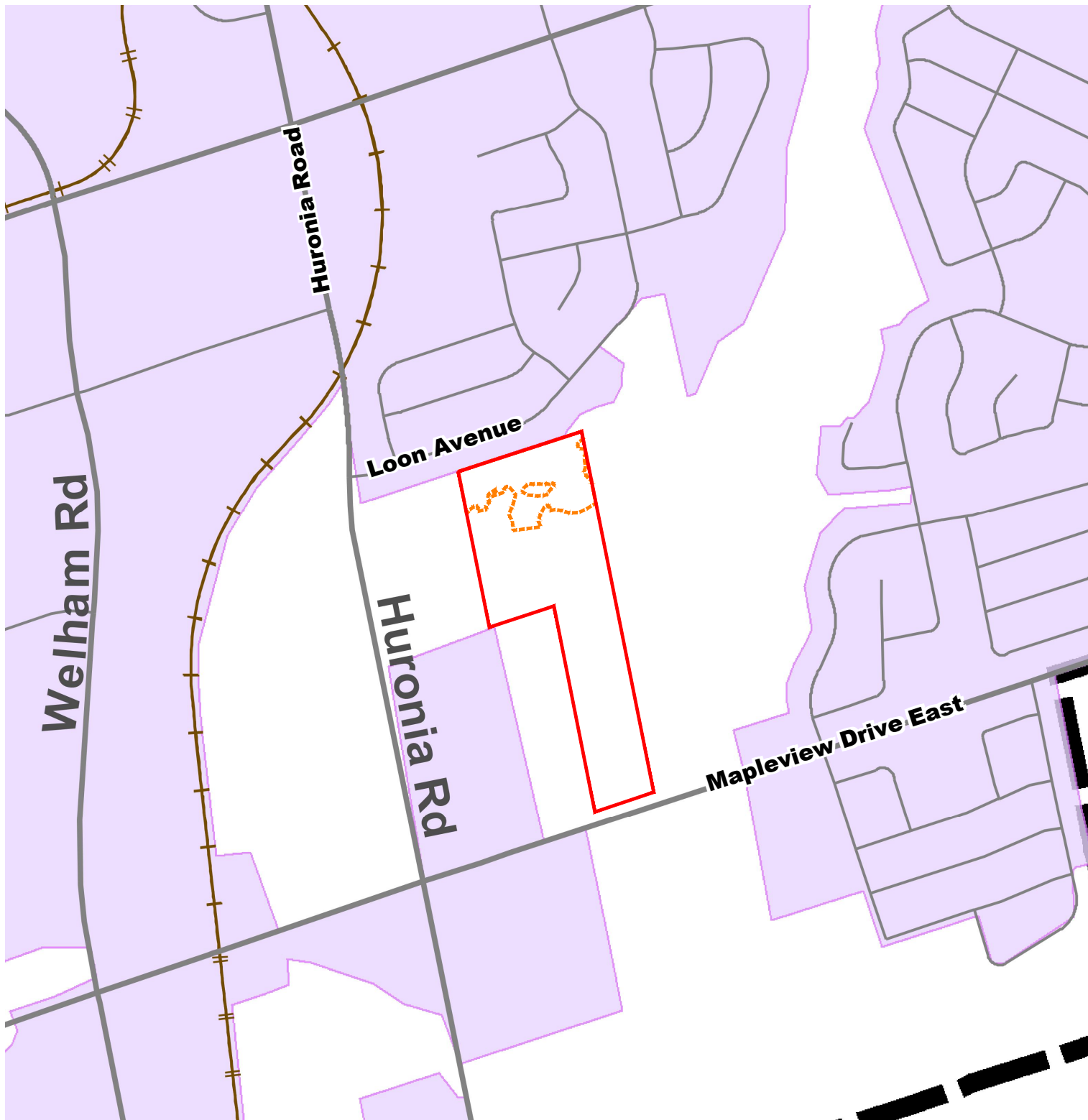


Figure 8
City of Barrie
Official Plan
 Schedule I
 Intensification Area

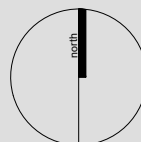
**338 Maplevue Drive East,
 Barrie, Ontario**

LEGEND

- Subject Lands
- Development Limit
- Built-Up Area

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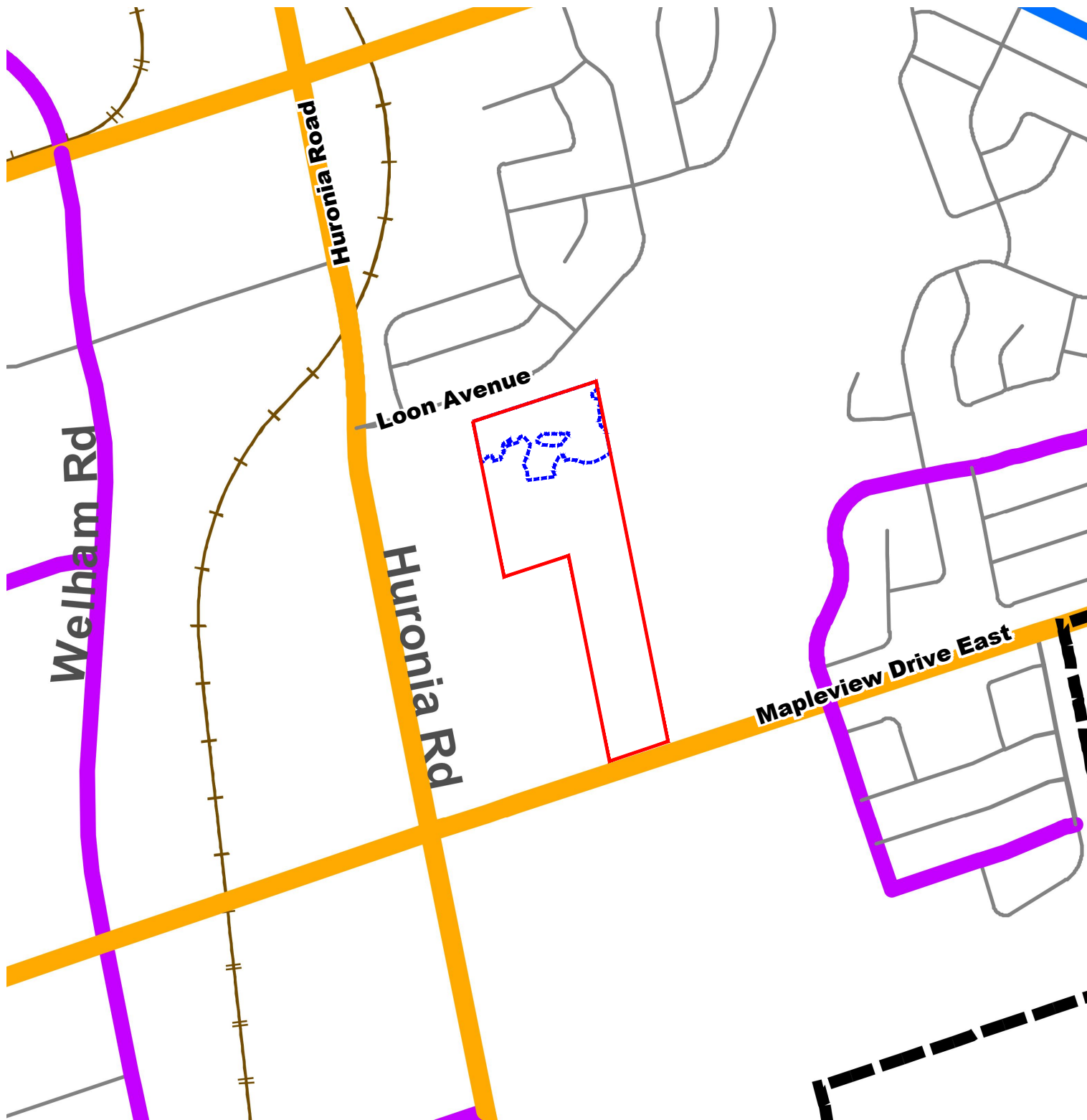


Figure 9

**City of Barrie
Official Plan
Schedule D
Road Plan**

**338 Mapleview Drive East,
Barrie, Ontario**

LEGEND



Subject Lands



Development Limit



Arterial



Minor Collector



Major Collector



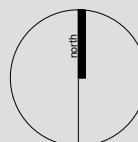
Local



Railway

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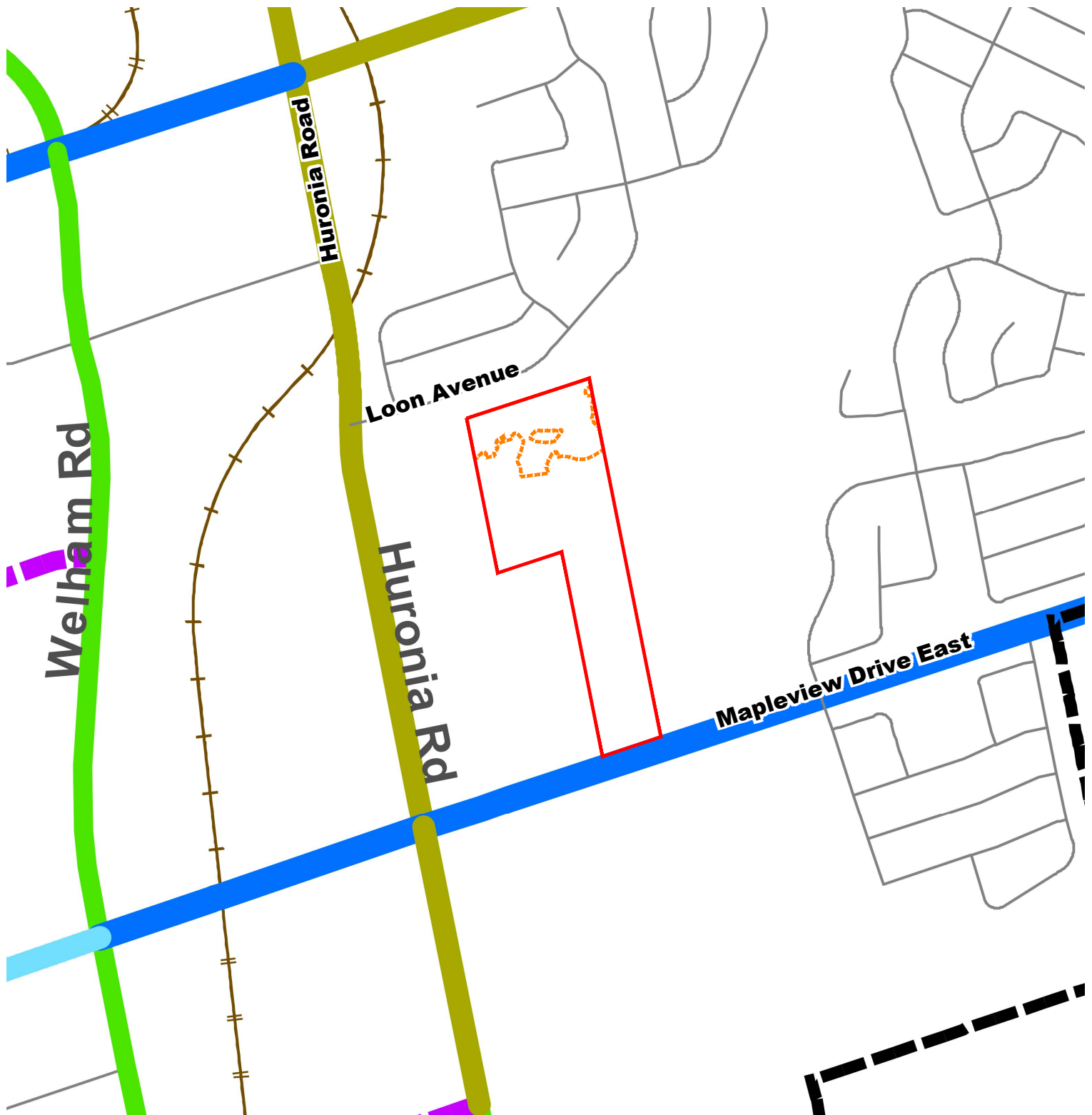


Figure 10

**City of Barrie
Official Plan
Schedule E
Road Widening Plan**

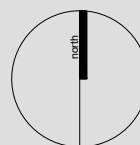
**338 Mapleview Drive East,
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	Subject Lands		27m		41m
	Development Limit		34m		Railway
	24m		37m		Other Streets

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Figure 11

City of Barrie Draft Official Plan

Map 2 Land Use Designations

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LEGEND



Subject Lands



Development Limit



Neighbourhood Area



Commercial District



Community Hub



Employment Area- Non
Industrial



Employment Area- Industrial



Natural Heritage System



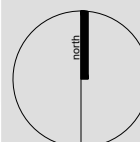
Greenspace



Infrastructure and Utility

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southeastern portion designated Natural Heritage System. The Neighbourhood Area designation permits residential land uses, with a maximum building height of three storeys, as of right, on the Subject Lands, and further with a maximum building height increase up to four storeys, subject to satisfying certain criteria. As such, this contemplates the redesignation that the subject Official Plan Amendment seeks.

1.2.5 City of Barrie Zoning By-law 2009-141

The provisions of Zoning By-law 2009-141 are in-effect for the Subject Lands. The City of Barrie Zoning By-law 2009-141 zones the Subject Lands a combination of “Agricultural” (A), “Environmental Protection Area” (EP), and “Light Industrial” (LI) with the Development Limit located within the “A” zone (**Figure 12**). The “A” zone permits a range of agriculturally related uses which include nursery or garden supply centres, or veterinary clinics, with the permission of accessory uses such as dwelling units. The “EP” zone permits a range of ecological management uses which include environmental conservation, and natural restoration areas inclusive of trails. The “LI” zone permits a range of industrial, commercial, and institutional uses which include manufacturing and processing within enclosed buildings, research/development facility, and wholesale establishment.

1.3 PROPOSED COMMUNITY

The proposal consists of a 105 townhome community located within the Development Limit of the Subject Lands (the “Community”). Despite the Subject Lands occupying a total area of approximately 11.91 ha (29.43 acres), the Development Limit occupies only the northerly portion of the Subject Lands and is adjacent to existing development. The proposal seeks to develop 13 townhome blocks that consist of a mixture of 4 storey traditional street related units and 3 storey back-to-back townhome units. Each block will occupy frontage along a new proposed private internal street network that includes three east-west streets, Streets B, C and E, and two north-south streets, Streets A and D. Streets B and C wrap around the proposed back-to-back townhome units to create a ring-road street pattern with Street B being parallel to the rear property lines of the existing single detached dwellings to the north, inclusive of a landscape buffer. The new street network will gain access via Loon Avenue through the unopened road allowance between the existing single detached dwellings on Loon Avenue. In addition, limited access is provided to/from the proposed street network of the community to the west, providing access to/from Huronia Road.

The proposal represents a proposed density of 42 units per hectare (uph) and GFA of 14,870 square metres (160,059 sq ft). We note that the density is based on the Development Limit, and future zoning boundary. This Development Limit also includes an edge management zone and an approximate 5 m wetland buffer (the “Conservation Lands”) which are adjacent to the Environmental Protection Area, These Conservation Lands are separated from the Environmental Protection Area by tree protection fencing which is located at the edge of and on the development side of the Conservation Lands.

In addition, the proposal provides an enhanced open space area of 45.2% (11,586 sq m (124,710 sq ft), inclusive of a shared outdoor amenity area located at the southern portion of the Community comprised of approximately 3,633 sq m (39,105 sq ft), reflecting a rate of 35 sq m per unit for future residents enjoyment. The proposal maintains compatibility to the existing dwellings to the north by establishing a separation distance of approximately 17.2 m from the proposed blocks to the shared lot line to the north. Separation distances are thereby increased when considering the existing rear yards of each dwelling. A 6.0 m landscape buffer is also proposed to further enhance privacy by mitigating overlook.

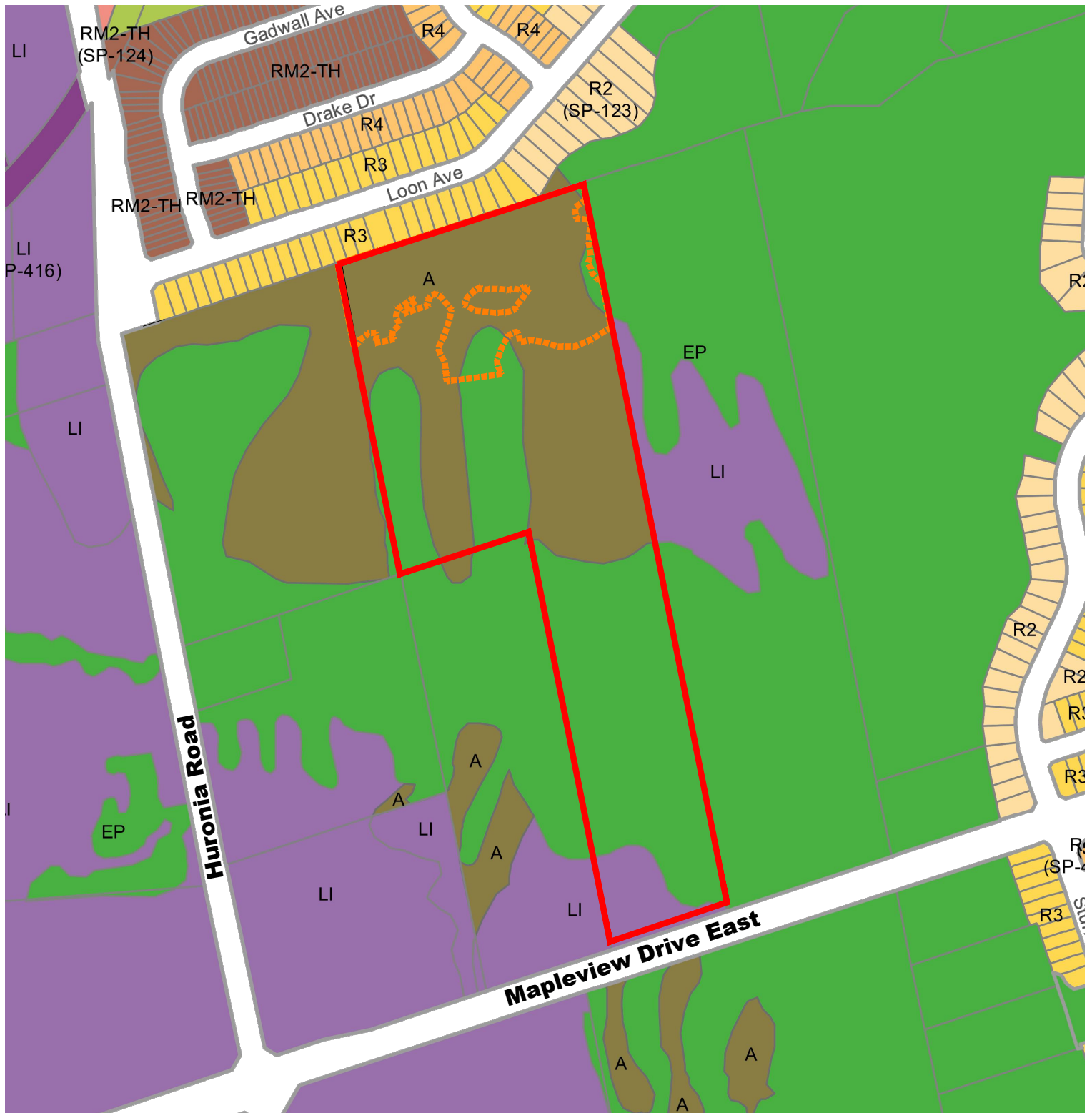


Figure 12

Zoning By-law 2009-141

338 Mapleview Drive East,
Barrie, Ontario

LEGEND

Subject Lands

Development Limit

General Commercial (C4)

Residential Single Detached Dwelling Second Density (R2, R2-WS)

Residential Single Detached Dwelling Third Density (R3, R3-WS)

Residential Single Detached Dwelling Fourth Density (R4, R4-WS)

Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)

Open Space (OS)

Environmental Protection Area

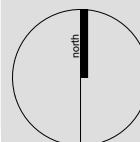
Agriculture (A)

Light Industrial (LI)

General Industrial (GI)

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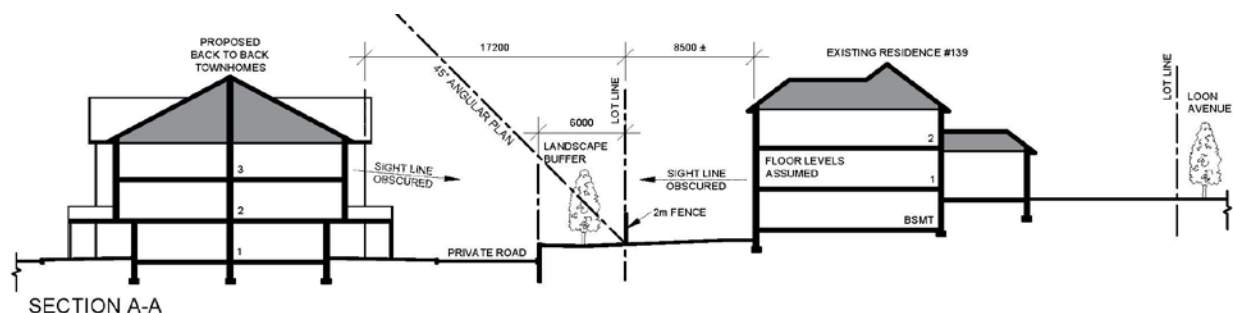


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Rendering of proposed site plan.



Concept cross section of back-to-back townhome units and existing dwellings along Loon Avenue.

This 17.2 m separation distance is inclusive of a proposed 6.0 m long internal driveway and a 6.0 m landscape buffer which will further promote compatibility and ensure privacy is maintained. Landscaping will consist of a mixture of coniferous trees and other planting species that will produce year round foliage to enhance visual interest and offer natural screening. In addition, the proposal will provide direct pedestrian connections from Loon Avenue, and the proposed street network of the community to the west, to the main entrances of each unit. Landscaping and pedestrian connectivity is also provided throughout the Development Limit to allow for continuous pedestrian movements between the Development Limit and existing commercial uses along Huronia Road, as well as existing transit bus routes.

A proposed new street network will facilitate vehicular access to the property for residents and visitors as well as ensuring fire routes can be accommodated. The new streets will provide connections to the private driveways serving the cluster and back-to-back townhomes. The proposed parking will be located within a combination of garages/driveways as well as surface parking spaces with 105 garage spaces, 102 driveway spaces, and 21 shared visitor surface parking spaces (including 6 barrier-free parking spaces). The

consideration of providing electric vehicle charging stations may be considered during the detailed design stage at Site Plan Approval.

1.3.1 Proposed Official Plan Amendment

The Subject Lands and Development Limit are located within the General Industrial and Environmental Protection designations under the City of Barrie Official Plan. The Official Plan Amendment is required to redesignate the Development Limit to the "Residential" designation to permit the proposal. The redesignation is supported by the Neighbourhood Area designation of the Draft OP and an accurate assessment of the natural heritage boundary by the ecologist MNAL.

A draft of the proposed Official Plan Amendment document has been prepared and is included in Appendix A of this report.

1.3.2 Proposed Zoning By-law Amendment

The proposed amendment to the City of Barrie Zoning By-law 2009-141 will rezone the Development Limit from the current Agricultural (A) and Environment Protection (EP) Zones in the City of Barrie Zoning By-law 2009-141 to the "RM2", "OS" and "EP" Zones. The "RM2" Zone permits residential uses in a cluster and back-to-back townhome form. The "OS" Zone permits playgrounds, [naturalized buffers](#), and [natural restoration and enhancement activities](#). The application will bring the Development Limit into conformity with the proposed Official Plan Amendment and to implement the proposal.

As part of the Zoning By-law Amendment the Development Limit will also include site specific development standards to allow the Community to occur as depicted in the submitted plans.

A draft Zoning By-law Amendment document has been prepared and is included in Appendix B of this report.

1.4 COMMUNITY CONSULTATION

A neighbourhood meeting was held on December 2, 2021, to share information regarding the proposed development with residents and gather their feedback. The planning team has also had the opportunity to hear resident's concerns through comments gathered as they pertained to the development proposal to the west of the Development Limit at 521 Huronia Road. Many of the issues are similar to the feedback received for the adjacent application and as such the development team attempted to resolve many anticipated neighbourhood concerns in the first draft of the plan as presented at the neighbourhood meeting.

Resident's concerns can be categorized into four areas including, neighbourhood in transition, natural environment, traffic and transportation, and design and integration. A summary of comments is outlined below.

Neighbourhood in Transition

1. Rezone lands from Industrial to Residential.
2. Limit density on the site.
3. Focus on townhomes as the primary built form.
4. Protect remaining green space for the long term.

Natural Environment

1. Protect and enhance the natural environment.
2. Ensure an adequate buffer is in place.
3. Minimize tree removal.
4. Create formal walking trails through environmentally protected lands.
5. Protect wildlife habitat and maintain opportunities for interaction with wildlife.

Traffic and Transportation

1. Address increased traffic on Loon Ave.
2. Ensure adequate parking is available on the site to reduce on street parking on Loon Ave.
3. Pay attention to traffic safety, consider traffic calming measures.
4. Create pedestrian access to environmentally protected lands.

Design and Integration

1. Ensure a treed buffer is in place for residents on Loon Ave to protect enjoyment of rear yards.
2. Take advantage of the unique park-like setting through the design.
3. Preserve mature trees as part of the design plans.
4. Ensure proper drainage is in place and protect against flooding of Loon Ave. homes.

This feedback was utilized to inform the design of the proposed Community and demonstrate the Proponents dedication to working with stakeholders to provide a well-designed Community that respects the natural features and existing residents.

Consultants reports accompanying this application including but not limited to an Environmental Impact Study, Traffic Impact Study, and Hydrogeological Assessment Report, address neighbourhood concerns in more detail.

Additional consultation will occur as part of a Statutory Public Meeting where the community will be able to provide additional feedback on the submission that will help inform council's decision.

2.0

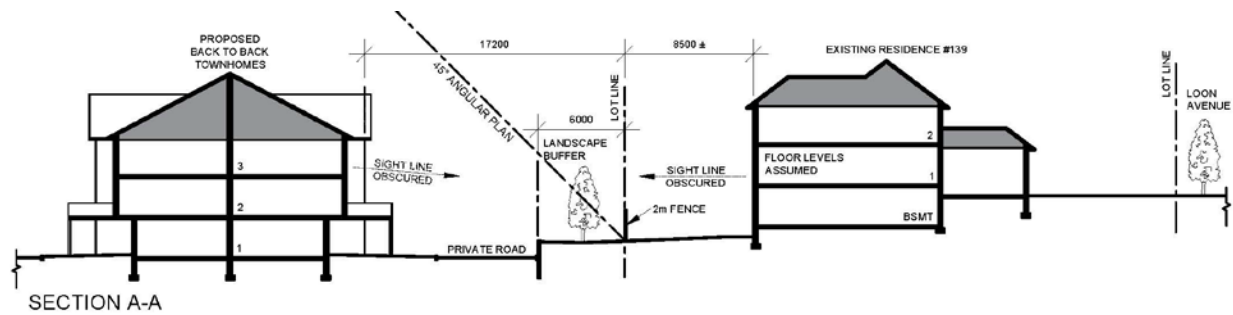
PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

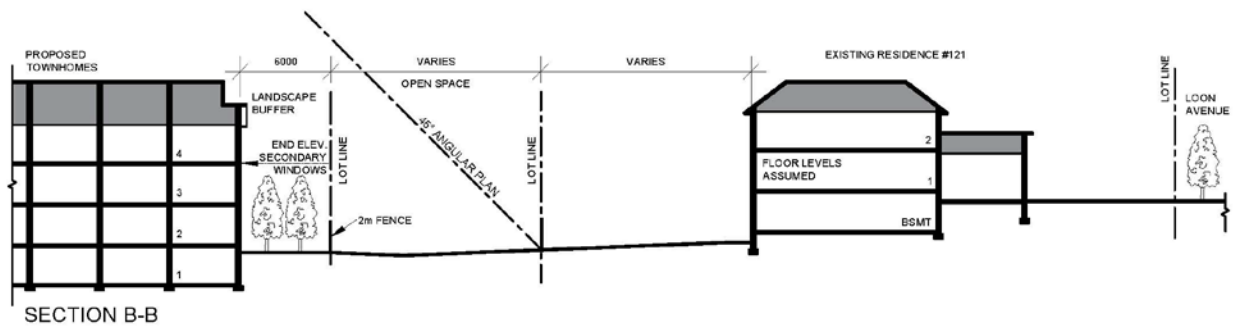
The overall design direction of the proposal supports the creation of complete communities through a mix of housing types in the residential planning areas. This Community will provide densities that contribute to the municipality achieving its growth and density targets while supporting transit uses as well as pedestrian and cycling movements. The proposal will maintain compatibility between dwellings types and undertakes this in a way that minimizes potential conflict with existing and proposed areas. The proposed Community will provide transition from/to the lower density and heights north of the Development Limit by ensuring separation distances are maintained and providing enhanced landscaping along the property line. The proposed Community will further contribute to compatibility through appropriate height transition by proposing a building height of 3-4 storeys next to the existing 2 storey detached dwellings to the north and the proposed 3 storey townhomes to the west. Additionally, the proposal is transit supportive as it locates 105 new residential units within proximity of two City of Barrie bus stops (3A/3B) with connections to the Downtown Bus Terminal, thus providing a transit supportive Community.

2.2 BUILT FORM AND MASSING

The proposed Community's orientation is generally compatible with the existing detached dwellings to the north, as discussed earlier in this report. The proposed distance separation of 17.2 metres from the proposed townhome blocks to the shared lot line to the north will incorporate street plantings and landscaping elements for outdoor uses to promote creating an attractive pedestrian friendly streetscape and a sense of arrival to the site. The massing and scale of the proposed buildings fit within the context of the Development Limit location as no future development is anticipated to the south. Given that the majority of the Subject Lands will be retained as EP area, the existing woodlot foliage is expected to continue to mature and will further compliment the proposal and create a sense of enclosure. The proposed townhome Community represents a compact built form that provides an appropriate built form relationship to the existing and proposed surrounding area context while introducing a broader range of housing types and sizes. The proposed massing combined with suitable setbacks will ensure the Community integrates appropriately into the existing fabric of the neighbourhood and contributes to the quality of life for local residents.



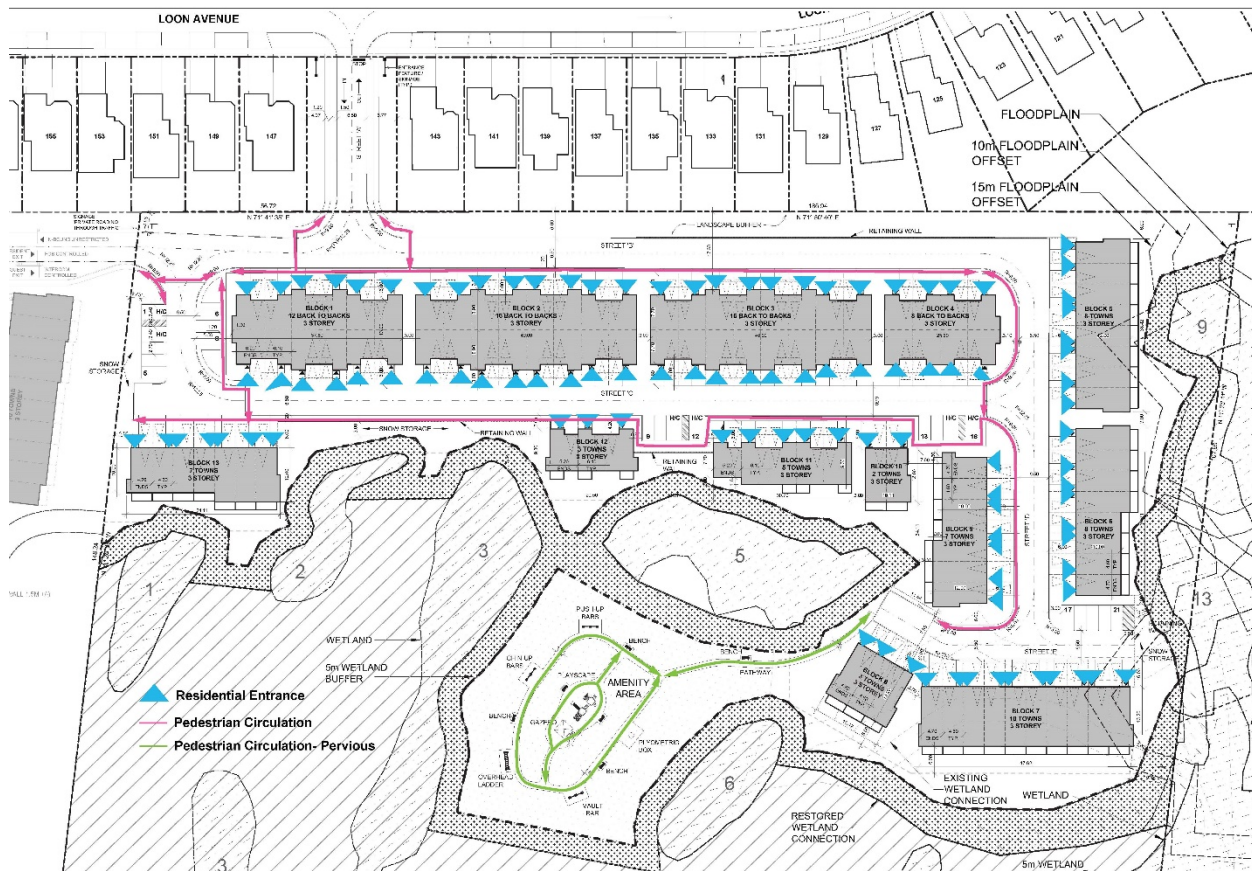
Concept cross section of traditional back-to-back townhome units and existing dwellings along Loon Avenue.



Concept cross section of traditional cluster townhome units and existing dwellings along Loon Avenue.

2.3 SITE DESIGN AND PEDESTRIAN MOVEMENT

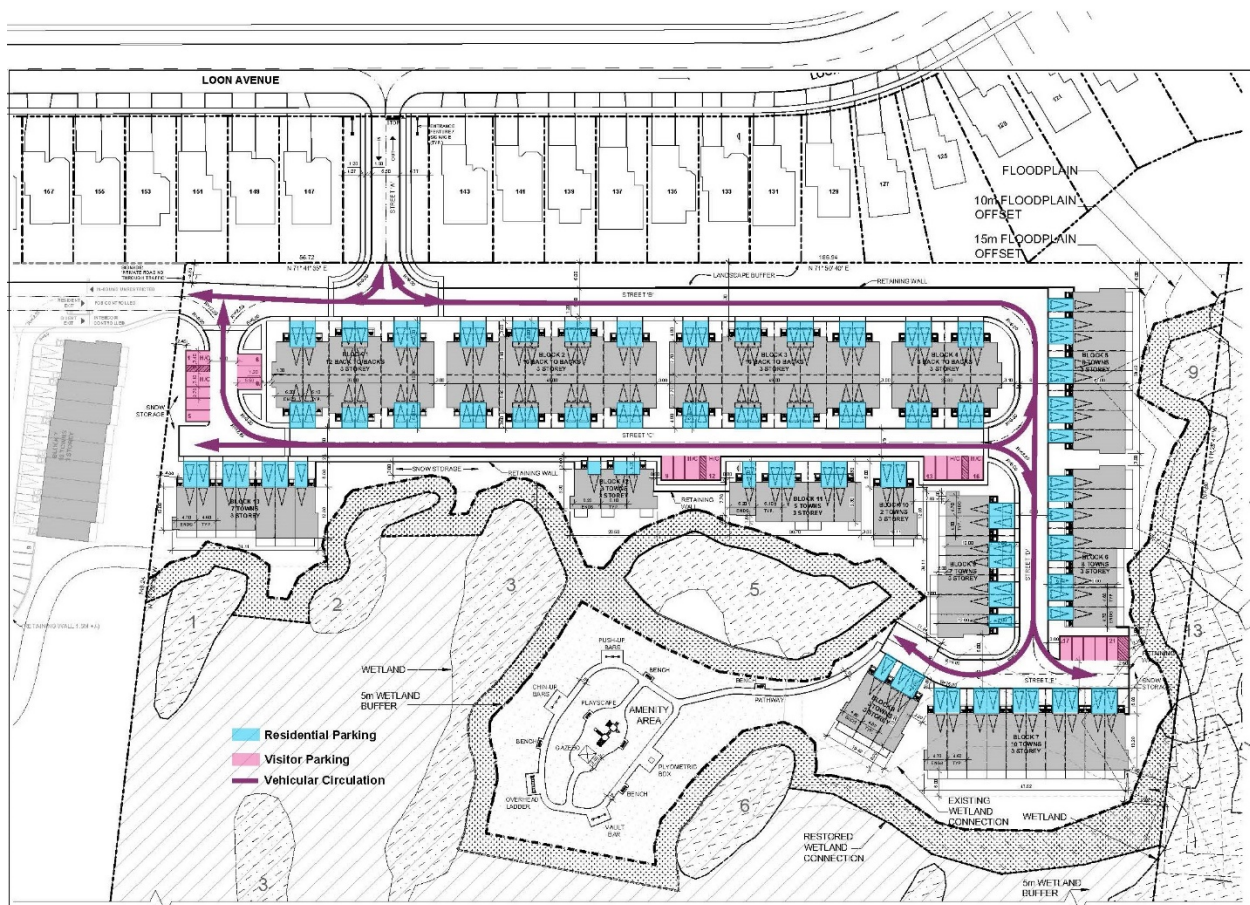
The proposed townhome blocks have been designed to provide for a safe and appropriate internal pedestrian circulation network. Proposed 1.2 m pedestrian walkways are being incorporated next to the proposed private street network and will ensure safe connection from each townhome dwelling entrance and the shared amenity area to the pedestrian circulation system. Landscaping will complement the pedestrian walkways to further create an inviting pedestrian realm. In particular, the proposal will provide direct pedestrian connections to the existing sidewalk and bus stop located along Huronia Road south of Loon Avenue, through the proposed development to the west, as well as to the sidewalk along Loon Avenue to the north. This will promote active transportation and achieve a transit-supportive Community.



Proposed pedestrian circulation on Site Plan.

The primary vehicular access has been located along the northwestern portion of the Development Limit and provides a connection to/from Loon Avenue through an unopened road allowance between the existing single detached dwellings to the north. Limited alternative access has also been provided to/from Huronia Road through the proposed community to the west as there is unrestricted westbound traffic proposed as part of this Community however eastbound traffic is controlled by a parking control gate to prohibit cut-through traffic within that site.

The access point to Loon Avenue is proposed with full movements. These access points connect to the proposed private internal street network that includes three east-west streets, Streets B, C and E, and two north-south streets, Streets A and D. Streets B and C wrap around the proposed back-to-back townhomes to create a ring-road pattern. The proposed pavement width of each street is 6.5 m. Pedestrian pathways are being proposed abutting these streets with identified pedestrian crossing areas to help reduce conflict between pedestrian and vehicular traffic.



Proposed vehicular circulation on Site Plan.

2.4 ARCHITECTURAL DESIGN

An attractive architectural design with a range of materials has been proposed to ensure a high level of quality design that positively contributes to the existing and planned residential architectural character of the area. The proposed building designs will provide visual interest through a mixture of façade materials, such as vinyl, masonry, hardie board and other materials compatible to the surrounding context. The proposed design will incorporate a consistent pallet of colours and materials on all sides of the proposed buildings to further enhance visual interest. Given that the proposal is in its preliminary stages, the proposed façade design for both cluster and back-to-back townhome Community's is able to evolve and allow for constructive feedback as part of the public process. As such, below are sample conceptual elevation designs for both the traditional cluster townhome and back-to-back townhome units for consideration.



Proposed Concept for back-to-back townhome elevation.



Proposed Concept for cluster townhome elevation.

Regardless of the final façade designs, the proposal will promote articulation and visual interest by incorporating breaks and setbacks in the façade. Along all frontages, the proposed building provides wall projections and semi recessed and projecting balconies creating a rhythmic pattern along the front and rear facades to create visual interest. As previously mentioned, the overall townhome blocks orientation provides a variety of setbacks to further emphasize relief and rhythm in the overall design.

Overall, the proposed architectural design of the townhome blocks will be compatible with and complimentary to the surrounding residential area through the use of materials, fenestration, and façade articulation. The buildings design respects the vision and design direction of the Residential Areas and in our opinion is compatible with and complimentary to existing uses.

2.5 CONCLUSION

Based on our review of the proposed Community, it is our opinion that the proposal adheres to the existing design direction for the Residential Areas. An Urban Design Brief has been prepared in support of this proposal that provides a detailed rationale for this Community. Overall, we can conclude that:

- The design of the Development Limit will focus on providing a safe and appropriate internal pedestrian circulation system, ensuring safe connections from the proposed townhome blocks to the public sidewalks.
- The proposed townhome blocks will be appropriately oriented to support a pedestrian friendly experience at-grade while transitioning to the existing single detached dwellings to the north and the proposed townhomes to the west.

- The massing and scale of the proposed townhome blocks is appropriate to the existing and planned context and will complement the area. The proposal represents a gentle form of intensified growth.
- The proposed townhome blocks will be located entirely within the Development Limit of the site, allowing for the long term protection and conservation of the environmental lands within the southern portion of the Subject Lands.
- The proposed Community is within proximity of existing transit facilities with connections to the Downtown Bus Terminal. Given this, the proposed Community will provide direct transit connection from the Development Limit to higher order transit within the City. The proposed density of the residential uses anticipated will support the existing transit infrastructure within the area.

Overall, the proposal represents good design and will build upon the existing residential and commercial context within a Residential area in an appropriate and reasonable manner.

3.0 POLICY ANALYSIS

The relevant planning policies have been analyzed to evaluate how the Official Plan and Zoning By-law Amendments supports the intention and goals of the policies. The proposed Community is evaluated against the policies of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the City of Barrie Official Plan.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to E**.

3.1 PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (the “PPS”) was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the City of Barrie. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, protecting the environment and public health, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained. The proposed amendments are consistent with these policies.

The housing policies identified in **Section 1.4** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The proposed Community, through these amendments is consistent with the housing policies.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that

these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion. The proposed amendments are consistent with these policies.

Section 2.1 provides policy direction for the long term protection of natural features and areas such as significant wetlands and woodlands. **Section 2.6** identifies the need to identify and protect archaeological resources, which has occurred through the archaeological assessment. The proposed amendments are consistent with these objectives.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in **Appendix C**. In summary:

1. The proposed amendments will allow for additional residential units to be developed, through gentle density and assist in meeting housing objectives of the Province and the City.
2. The proposed amendments will permit the development of the lands which will efficiently utilize a portion of the Subject Lands. This Community will support the financial well-being of Barrie through increased tax revenue and development charges.
3. The proposed amendments will allow development which will efficiently utilize existing infrastructure including municipal water and sewage services, utilities, roads and public transit.
4. Development of the portion of the Subject Lands does not cause undue environmental or public health and safety concerns and this has been confirmed through the Environmental Impact Study report submitted in support of this application.
5. The proposed amendments will ensure that the Development Limit is developed in a manner which is compatible with existing and future land uses.
6. The proposed amendments will permit a range of residential dwelling types and sizes which will provide additional housing choices for existing and future residents in this area of the City by providing family sized units.
7. The proposed Community will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.
8. The Community permitted by the proposed amendments will incorporate low impact development and other sustainable measures (which will be refined at the Site Plan stage) to assist the Province and City to become resilient to climate change.

In our opinion the proposed Official Plan, Zoning By-law Amendment and the Community they would permit are consistent with the applicable policies of the PPS.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The Growth Plan for the Greater Golden Horseshoe was approved by the Province of Ontario on June 16th, 2006, amended on July 1, 2017, May 16, 2019, and August 28, 2020, and is applicable to the Subject Lands ("Growth Plan"). The Growth Plan provides a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The Planning Act also requires that decisions affecting a planning matter conform to the Growth Plan. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy, and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies in **Section 2.0** of the Growth Plan outline policies that direct where and how growth should occur. These policies promote intensification and a mixture of uses in the built up areas to achieve the forecasted growth targets. Specifically the Growth Plan directs the majority of growth towards settlement areas with delineated built boundaries and minimum services to create complete communities.

Section 2.2.6 outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of household sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide at least a three year supply of residential units, which could exclusively consist of lands suitably zoned for intensification and redevelopment.

Specifically under **Section 2.0, Policy 2.2.5.9** of the Growth Plan permits conversion of Employment Areas to non-employment uses through a Municipal Comprehensive review, subject to meeting the applicable criteria. Similar to the 2020 PPS, these applications meet the applicable criteria.

Section 3.0 addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater management, and public service facilities. Specifically **Section 3.2** speaks to the continued investment to transit infrastructure, including bicycle and pedestrian networks, to meet the policy objectives of moving people, goods, and connecting them to adjacent neighbourhoods and communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in **Appendix D**. In summary:

1. The proposed amendments will achieve an appropriate built-form that will contribute to creating a complete community. The proposed compact built form of the townhome blocks is transit supportive and represents an efficient and appropriate utilization of land.
2. The proposed townhome blocks are compatible with existing and proposed surrounding land uses and implement the City's vision for the lands as per the current MCR study. The proposal will assist in meeting the daily needs of local residents.

3. The proposed amendments will permit the Community of 105 new residential units supporting the housing policies set forth in the Growth Plan.
4. The proposed amendments will permit a Community which will allow for the efficient use of the Development Limit and available infrastructure including municipal water and sewage services, utilities, roads and public transit.
5. The Community permitted by the proposed amendments will incorporate low impact development measures and other green infrastructure to assist the Province and City in becoming resilient to a changing climate.
6. The Community permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the Community's energy consumption and greenhouse gas emissions.
7. The criteria to permit the conversion of employment areas for non-employment purposes have been met to permit these applications in advance of a Municipal Comprehensive Review.
8. The proposed Community has been designed and oriented to minimize potential impact on the abutting woodlot and adjacent environmental areas.

In our opinion, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan.

3.3 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan ("LSPP") is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary, the LSPP is applicable to the Subject Lands.

The relevant policies of the LSPP have been considered as part of the Environmental Impact Study prepared by Michalski Nielsen, including Policies 6.33 and 6.34 of the LSPP. That report concludes that:

1. *The owner will provide a landscape concept plan, reflecting requirements of Section 4.1.6 of the City of Barrie's Site Plan Application Manual. As well, an Edge Management Plan has been prepared for the 5.0 m buffer to ensure its ecological values and functions over the long term. As described herein, 2.56 ha of forested land and two small wetlands will be removed to enable development of the Concept Site Plan. Woodland/wetland replacement and/or cash in lieu is recommended in keeping with LSRCA's Ecological Offsetting Policy.*
2. *A stormwater treatment system has been designed to balance pre-and post-development overland flows. All discharges will be directed via a level spreader to Wetland 13, or as uncontrolled sheet flow to Wetlands 1, 2, 3 and 5. Quality control will be achieved for suspended solids and phosphorus by means of a stormfilter unit acceptable to the City of Barrie and the LSRCA. Any impacts on the downgradient wetlands will be negligible to non-detectable, with no reduction in features or functions.*

3. *Determination and justification of a 5.0 m buffer for Wetlands 1, 2, 3, 5, 6, 9 and 13 is discussed in Section 5.2 of the Environmental Impact Study. As well, an Edge Management Plan has been prepared for the 5.0 m buffers to ensure that their ecological values and protective function will be sustained in the long term. The buffer will be owned and maintained by the condominium corporation.*

Based on the above, it is our opinion that the proposal and the proposed Official Plan and Zoning By-law Amendments continue to conform to the applicable policies of the Lake Simcoe Protection Plan.

3.4 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie Official Plan (“OP”) was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010. The Office Consolidation prepared by the City’s Planning Services Department dated January 2018 includes amendments approved to January 2018 and is the document referenced herein.

The OP locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Limit is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on **Figure 4**. The OP designates the Subject Lands as a combination of both “General Industrial” and “Environmental Protection Area” on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Limit are both located within a combination of Level 1 with Existing Development Designation Subject to policy 3.5.2.4.D, Level 1, and Level 3 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Mapleview Drive East is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 41 m as per Schedule E (**Figure 10**).

Section 3.3 provides the general goals, policies and objectives of the City housing policies. **Policy 3.3.1** relates to housing goals and encourages all forms of housing and commercial services with high quality public open space that meet the needs and income levels of current and future residents in order to create safe and healthy communities. Additionally, **Policy 3.3.2.2** of the OP further includes policies related to affordable housing goals and objectives.

Schedule H: Natural Heritage Resources of the OP outlines areas of Natural Heritage Resources within the southern portion of the property. **Section 3.5** of the OP provides specific policies regarding Natural Heritage features. An Environmental Impact Study has been prepared by Michalski Nielsen Associates Inc. to address these policies and is being submitted in support of these Applications.

Section 4.2 of the OP provides the Residential land use policies including policies related to the Residential designation. The goals of the Residential land use designation encourage the creation of complete communities through a mix of land uses servicing the residential planning areas in order to maximize convenient access to community facilities and services. In addition, Residential areas are to be developed with densities that support transit uses as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. Further, residential developments are to enhance compatibility between dwelling types at different densities and minimize potential conflict between incompatible land uses. **Policy 4.2.2.1** relates to the permitted land uses in the Residential land use designation and indicates that the predominant use shall be for all forms and tenure of housing which may

include senior citizen housing, nursing homes, bed and breakfast establishments and group homes. Based on this, the proposed townhome uses are permitted within the Residential land use designation.

A full analysis of the relevant Official Plan policies in relation to the proposed amendments can be found in **Appendix E**. In summary:

1. The proposed amendments will promote the development of a complete community in Barrie by revitalizing and intensifying vacant lands and increasing their vitality.
2. The proposed amendments conform to the policies set out in the Barrie Official Plan for development as they seek to encourage a more efficient and cost effective use of existing land and infrastructure.
3. The proposed amendments provide a built form that positively responds to the urban design policies of the Official Plan.
4. The proposed amendments will respect housing policies of the Official Plan by providing a variety of new housing stock in the form of cluster townhome and back-to-back townhome units. The proposed Community will permit the addition of 105 units within the City.
5. The proposed amendments will allow for a Community which conforms to the Residential Areas policies of the Official Plan.
6. The proposed amendments will contribute to making Barrie a healthier and complete city by promoting strong active transportation options that will be universally accessible.
7. The proposed amendments will permit a range of residential units which will provide additional housing choices for existing and future residents in this area of the City by providing for more family sized units.
8. The pedestrian pathways will create linkages that will help integrate the Community into the existing fabric of the neighbourhood and protect the existing natural heritage areas to the south.
9. The proposed Community will introduce a housing form and unit types that target first time homebuyers, creating housing that are attainable in the City of Barrie.

In our opinion, the proposed Official Plan and Zoning By-law Amendments, including the redesignation, conform to the overall policy direction of the OP.

3.4.1 DRAFT CITY OF BARRIE OFFICIAL PLAN

The City of Barrie is currently completing a Municipal Comprehensive Review and the preparation of a new Draft OP. The Draft OP is expected to receive approval by Barrie City Council in early 2022 and will then need to be forwarded onto the Ministry of Municipal Affairs and Housing for consideration for approval.

The Draft OP designates the Subject Lands as a combination of “Neighbourhood Area”, “Natural Heritage System”, and “Employment Area – Non Industrial” (**Figure 11**). The Development Limit portion of the Subject Lands has been designated Neighbourhood Area with a small southeastern portion designated Natural Heritage System. The Neighbourhood Area designation permits residential land uses, with a maximum building height of three storeys, as of right, on the Subject Lands, and further with a maximum building height increase up to four storeys, subject to satisfying certain criteria. As such, this contemplates the redesignation that the subject Official Plan Amendment seeks. Further, the Subject Lands have been identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City. In addition, a November 27, 2019 correspondence from the City planning confirmed that the Subject Lands will be recommended for conversion.

As the Draft OP has not been approved, it does not represent in-effect policy, but does represent the direction of the City, and therefore is informative but not determinative to the outcome of these applications.

3.5 ZONING

3.5.1 City of Barrie Zoning By-law 2009-141

The Development Limit is zoned Agricultural (A) and Environmental Protection (EP) within the City of Barrie Zoning By-law 2009-141. The “A” zone permits a range of agriculturally related uses which include nursery or garden supply centres, or veterinary clinics, with the permission of accessory uses such as dwelling units. The “EP” zone permits a range of ecological management uses which include environmental conservation, and natural restoration areas inclusive of trails. A Zoning By-law Amendment is required to permit the proposed residential uses on the Development Limit and seeks to rezone the Development Limit to the “RM2” Zone with site specific regulations. In addition, the proposed 5 m buffer limits and the proposed shared amenity space will be zoned “OS”. The following are the proposed amendments to the Zoning By-law:

As part of the Zoning By-law Amendment the Development Limit will also include site specific development standards to allow the Community to occur as depicted in the submitted plans.

- Permit an increase to the maximum density from 40 units per hectare to 42 units per hectare (UPH).
- Permit a reduction in the minimum driveway length of three townhome units from 6 metres to 3 metres.
- Permit a reduction in the front yard setback from 7.0 metres to 6.0 metres for the most north-easterly unit and define the front lot line to be the north property line.

- Permit a reduction in the rear yard setback from 7.0 metres to 2.0 metres to any portion of a building, and 1.0 metres to any portion of a balcony.
- Permit an increase to the maximum building height from 10 metres to 12 metres for the back-to-back townhomes and to 14.5 metres for the cluster townhomes.
- Permit tandem parking for townhome units with a driveway and garage.

The above amendments to the Zoning By-law are reasonable and justified for the following reasons:

1. The proposed amendment to increase the permitted density to 42 units per hectare is minor, in the public interest and represents good planning as it supports the growth objectives of the City, deploys the density in a gentle way across the site, with built form orientation that transitions to the abutting stable residential neighbourhood.
2. The reduction in the driveway length only applies to one block of townhomes with three units which backs onto the existing wetlands creating a pinch in the developable area at this location. This will allow for the protection and preservation of these wetlands. Each of these units includes an indoor parking garage where residents can park thereby minimizing any impact caused by this reduction.
3. The reduction to the front yard setback is only required to one of the proposed townhome units located at the northeast corner as all other townhomes exceed the minimum requirement. This townhome is oriented in an east-west direction. As such, this setback can be considered a side yard setback for this unit which exceeds the minimum side yard setback requirement of the Zoning By-law. As such, in our opinion this reduction is appropriate.
4. The reduction to the rear yard setback and increase in gross floor area can be considered to be technical amendments as these are based on the Development Limit portion of the Subject Lands only and some of the units back on to a wetland buffer. Therefore, if measured across the entire Subject Lands, these amendments are not required.
5. All built form will maintain a 15m separation from existing dwellings, mitigating any potential height increase. The development form will not overwhelm the community, demonstrating its height and massing can fit harmoniously within the existing context. No negative impacts to the natural heritage areas will occur as a result of this Community as per the Environmental Impact Study and recommendations.
6. The proposal to permit tandem parking in townhomes is simply in response to a City Zoning interpretation which suggested that parking spaces in garages do not count toward required parking. A Traffic Impact Study undertaken by JD Engineering has evaluated proxy sites in the City of Barrie and has confirmed that the proposed tandem parking configuration is consistent with the majority of existing street townhouse units within the City, where shared visitor parking is provided along the municipal road. Consequently, the proposed tandem parking spaces with separate shared visitor parking is appropriate for the intended use.

In our opinion, the proposed Official Plan and Zoning By-law Amendments are appropriate and reasonable and will not conflict with the policy direction of Provincial policies and the Barrie Official Plan.

4.0

SUMMARY AND CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of a request for an Official Plan and Zoning By-law Amendment to permit a 105 unit townhome Community on the Development Limit.

The proposed vision for the Development Limit contemplates a high density townhome Community to support the existing Barrie Transit bus routes and the existing and planned pedestrian and public realm. The development of the Development Limit will allow for an appropriately designed compact form which implements the vision being established by the City through the “Residential” polices of the Official Plan.

The block layout on the Development Limit follows the general design parameters used in the City of Barrie. The proposed orientation and built form of the blocks is located in such a way so that it will contribute to a compact Community that achieves compatibility through the respect of privacy and the limiting of overlook opportunities.

The increased density being sought will support the existing transit infrastructure and is supportive of the growth objectives of the policies of the Province and City. The approval of the proposed amendments will implement provincial policy, whereas denial of the proposed amendments would not achieve those goals on the Development Limit.

Despite the Development Limit being designated “General Industrial” in the City of Barrie Official Plan, the proposed amendments implement the current MCR Study recommendations to redesignate the lands for residential purposes for their highest and best use. This is implemented through the Draft City OP land use designation which designates the Subject Lands as Neighbourhood Area. As such, the designation change in the Draft City OP contemplates the redesignation that the subject OPA is seeking.

The site-specific provisions that form part of the amendment will permit the contribution toward the development of a complete and integrated community in an area of the City.

As such, the proposed amendments are in the public interest and represents good planning for the following reasons:

1. The proposed amendments are consistent with the relevant policies of the Provincial Policy Statement.
2. The proposed amendments conform to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
3. The propose amendments conforms to the applicable policies of the City of Barrie Official Plan.

4. The proposed amendments provide appropriate and reasonable density in a transit serviced area to support the existing transit infrastructure.
5. The proposed amendments will permit a range of housing units and types which will provide additional housing choices for existing and future residents, and attainable housing options for first time homebuyers in this neighbourhood and the City as a whole.
6. The proposed amendments permit residential development of the site in a sensitive manner, utilizing existing municipal infrastructure.
7. The proposed amendments will permit a Community which will not cause any environmental or public health and safety concerns.
8. The proposed amendments will allow a Community that will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures and other green infrastructure which will be refined at the Site Plan stage.
9. The proposed amendments will permit a Community which has been planned and designed with the importance of healthy and active community living in mind, with family sized units.
10. The proposed amendments will permit a Community which is also in reasonable walking and cycling distance to commercial uses, thus supporting a healthy and active lifestyle for future residents.
11. The proposed amendments will permit a Community which is compatible with adjacent land uses and will fit harmoniously into the existing context.

For the above reasons, we respectfully submit that the proposed Official Plan and Zoning By-law Amendments as contained in **Appendix A and B** are appropriate and we respectfully request their approval.

Yours truly,

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Urban Designer | Planner



Mariusz Jastrzebski BURPI, MCIP, RPP
Associate | Planner



Appendix **A**

AMENDMENT NO.
TO THE
CITY OF BARRIE OFFICIAL PLAN

**OFFICIAL PLAN
FOR THE
CITY OF BARRIE
AMENDMENT NO.**

Amendment No. to the Official Plan for the Barrie Planning Area was prepared by the Barrie General Committee and was recommended to the Council of the City of Barrie under the provisions of the Planning Act, on the day of 2022.

Mayor

City Clerk

This amendment was adopted by the Corporation of the City of Barrie by By-law Number 2022-XXX in accordance with the provisions of the Planning Act, on the day of 2022.

Mayor

City Clerk

BY-LAW NUMBER 2022 – XX

A By-Law of The Corporation of the City of Barrie to adopt an amendment to the Official Plan (OPA # ____).

WHEREAS, Section 21 of the Planning Act, R.S.O., 1990 Chapter P.13 authorizes Council to initiate an amendment to or repeal of any Official Plan that applies to the Municipality;

AND WHEREAS by Resolution Council of the Corporation of the City of Barrie deems it expedient to pass such a by-law to adopt an amendment to the City of Barrie Official Plan;

NOW THEREFORE the Council of the Corporation of the City of Barrie enacts as follows:

1. Amendment No. to the Official Plan for the Barrie Planning Area attached to and forming part of this by-law, is hereby adopted.
2. This By-law shall come into force and take effect upon the approval of the Corporation of the City of Barrie.

READ a first and second time this ____ day of _____, 2022.

READ a third time and finally passed this ____ day of _____, 2022.

THE CORPORATION OF CITY OF BARRIE

Mayor

City Clerk

This Amendment No. to the Official Plan for the City of Barrie which has been recommended by the Barrie General Committee and adopted by the Council of the Corporation of the City of Barrie, is hereby approved in accordance with the Planning Act as Amendment No. _____ to the City of Barrie Official Plan.

Date

City Clerk

I. PURPOSE

The purpose of this amendment to the City of Barrie Official Plan is to amend Schedule A on lands as shown on Schedule “1”.

II. LOCATION

The portion of lands subject to this Amendment, hereinafter referred to as the “Subject Lands”, are located to the east of Huronia Road, south of Loon Avenue and north of Maplevue Drive East, as shown on Schedule “1” attached hereto as “Area Subject to Amendment No. ____”.

III. BASIS

The decision to amend City of Barrie Official Plan is based on the following considerations:

1. Notwithstanding the Subject Lands have the designation General Employment, and would typically be restricted from conversion to non-employment uses, the Subject Lands have been identified as having potential for employment land conversion through the City Municipal Comprehensive Review and are shown as Neighbourhood Area in the Draft City of Barrie Official Plan.
2. The applicant has decided to pursue an application for an Official Plan Amendment to advance the Municipal Comprehensive Review recommendations by City staff, in line with the Draft City of Barrie Official Plan expected to go to Council in early 2022. This designation change within the Draft City of Barrie Official Plan contemplates the redesignation change that this Official Plan Amendment is seeking.
3. The amendment is in the public interest and represents good planning as it is consistent with the relevant policies of the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, and the applicable policies of the City of Barrie Official Plan.

4. The proposed amendment provides appropriate and reasonable density in a transit serviced area to support the existing transit infrastructure. The proposed amendment will permit a range of housing units and types which will provide additional housing choices for existing and future residents in this area of the City in a sensitive manner, utilizing existing municipal infrastructure. The amendment will permit development which will not cause any environmental or public health and safety concerns and has been planned and designed with the importance of healthy and active community living in mind, with family sized units.
5. The proposal will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures and other green infrastructure which will be refined at the Site Plan stage. The amendment will achieve development which is also in reasonable walking and cycling distance to commercial uses, thus supporting a healthy and active lifestyle for future residents.
6. Finally, the proposed amendments will permit a community which is compatible with adjacent land uses and will fit harmoniously into the existing context.
7. The statutory Public Hearing was held _____, 20___. The recommendation of the Committee of the Whole to receive the Public Hearing report _____, 20___, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Barrie Council on _____, 20___, when Barrie Council approved Official Plan Amendment File OP.____.

IV. DETAILS OF THE ACTUAL AMENDMENT AND POLICIES RELATIVE THERETO

The Barrie Official Plan is hereby amended by:

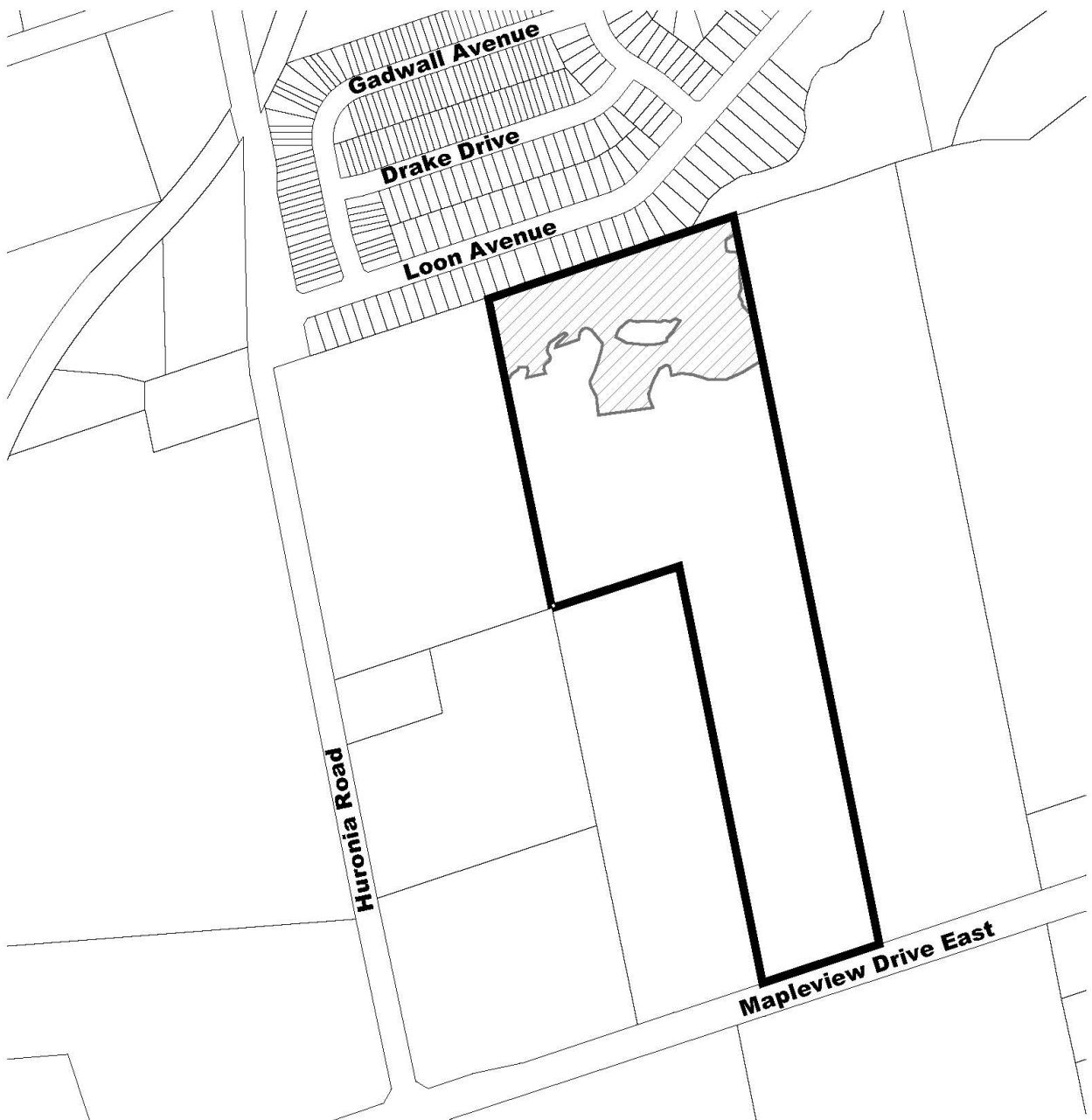
1. Revising Schedule A as shown on Schedule 2 attached hereto redesignating the subject lands from “General Employment” and “Environmental Protection Area” to “Residential” and “Environmental Protection”.

V. IMPLEMENTATION

It is intended that the policies of the City of Barrie Official Plan pertaining to the Subject Lands will be implemented by way of an amendment to the City of Barrie Zoning By-law 2009-141, and Site Plan approvals, pursuant to the Planning Act.

VI. INTERPRETATION

The provisions of the Barrie Official Plan, as amended from time to time, regarding the interpretation of that plan, shall apply with respect to this amendment.



Schedule 1
Location Map

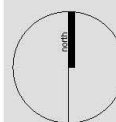
338 Mapleview Drive East,
Barrie, Ontario

LEGEND

-  Subject Lands
-  Area Subject to Amendment no. XXX

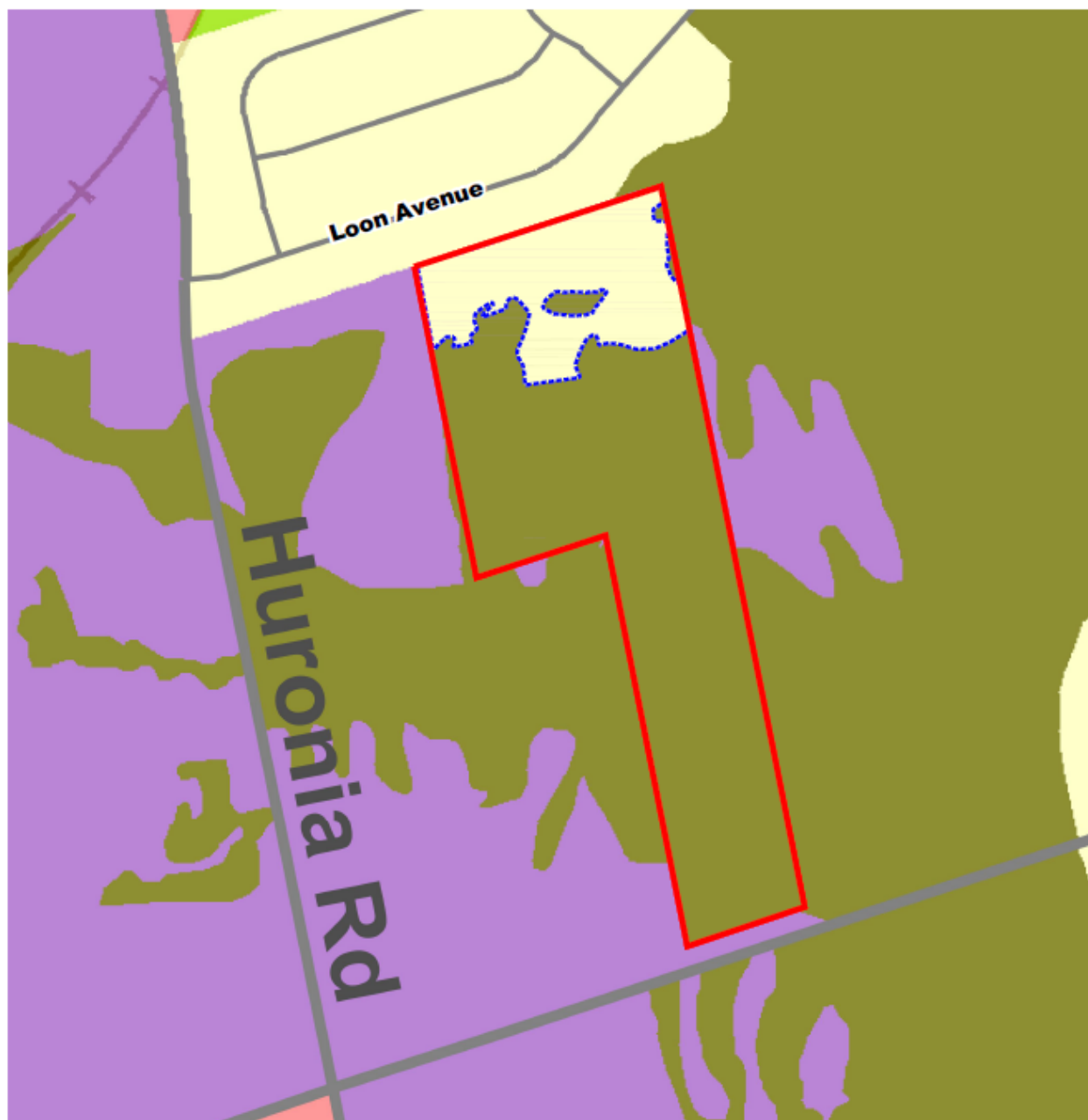
DATE: January 28, 2022

SCALE 1:5000



N:\1219\11 - Loon Avenue, Barrie\2021\Figures\CAD\1219-01 - CPA Figures- 28 October 2021.dwg

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& LANDSCAPE
ARCHITECTURE
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Schedule 2

LEGEND

Subject Lands	Environmental Protection Area	General Commercial
Development Limit	Residential	Institutional
General Industrial	Open Space	Educational Institutional

DATE: January 28, 2022

SCALE 1:5000



338 Mapleview Drive East,
Barrie, Ontario

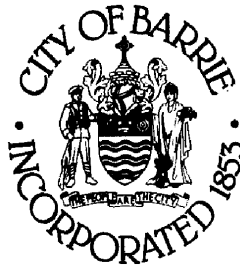
16/12/2018 MHBC - Land Use Map, Barrie (2017) Revised (2021) For the Region of Simcoe, 2021.dwg



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URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Appendix **B**



Bill No. XXX

BY-LAW NUMBER 2022-XXX

A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands identified as 338 Maplevue Drive East from Agricultural A and Environmental Protection EP to Residential Multiple Dwelling Second Density Special RM2 (SP-XXX), Open Space OS, and Environmental Protection EP.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 18-G-178.

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

1. **THAT** the zoning map is amended to change the zoning of the lands identified as 338 Maplevue Drive East from Agricultural A and Environmental Protection EP to Residential Multiple Dwelling Second Density Special RM2 (SP-XXX), Open Space OS, and Environmental Protection EP in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding Table 4.6, residential buildings containing more than three dwelling units shall be permitted to have tandem parking which spaces shall count towards the overall parking supply.
3. **THAT** notwithstanding the provisions set out in Section 5.2.5.1(a) in By-law 2009-141, the maximum density shall be 42 units per hectare.
4. **THAT** notwithstanding the provisions set out in Section 5.2.5.1(d) in By-law 2009-141, the minimum driveway length of three townhouse units may be 3 metres.
5. **THAT** notwithstanding the provisions set out in Table 5.3 in By-law 2009-141, the minimum front yard setback can be reduced to 6.0 metres for the most north-easterly unit which is oriented in an east-west direction. For the purposes of this By-law, the front lot line shall be the north property line.
6. **THAT** notwithstanding the provisions set out in Table 5.3 in By-law 2009-141, the minimum rear yard setback shall be 2.0 metres to any portion of a building, and 1.0 metre to any portion of a balcony.
7. **THAT** notwithstanding the provisions set out in Table 5.3 in By-law 2009-141, the maximum building height shall be 12 metres or 3 storeys for back-to-back townhomes, and 14.5 metres or 4 storeys for cluster townhomes.

8. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition or division had occurred.
9. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2022.

READ a third time and finally passed this day of , 2022.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A"



Schedule A

LEGEND

- Lands to be rezoned from "Agriculture" (A) and from Environmental Protection (EP) to "Residential Multiple Dwelling Second Density" (RM2) (SP-XXX) and Environmental Protection (EP)
- General Commercial (C4)
- Residential Single Detached Dwelling Second Density (R2, R2-WS)

- Residential Single Detached Dwelling Third Density (R3, R3-WS)
- Residential Single Detached Dwelling Fourth Density (R4, R4-WS)
- Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)
- Open Space (OS)

- Environmental Protection Area
- Agriculture (A)
- Light Industrial (LI)
- General Industrial (GI)

DATE: January 28, 2022

SCALE 1:5000



338 Mapview Drive East,
Barrie, Ontario

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Appendix C

Appendix C: Provincial Policy Statement (2020) Analysis

The Provincial Policy Statement, 2020 ("PPS") was approved by the Lieutenant Governor in Council and came into effect May 1, 2020. The Provincial Policy Statement replaced the Provincial Policy Statement issued April 30, 2014.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens' well-being, economic vitality and environmental protection.

The following is an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment in relation to the 2020 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

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

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses them.

POLICY

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *Accommodating an appropriate range and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for the older persons), employment (including industrial and commercial), institutional (including places of worship, centres, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *Avoiding development and land use patterns that would prevent the efficient expansion of*

EVALUATION

The proposal will develop a vacant greenfield site for a residential Community, thereby supporting the financial well-being of the neighbourhood, City and Province.

The proposed amendments will permit a mix of residential unit types on the Subject Lands, which will contribute to diversifying the housing stock by providing a range of unit types and sizes and meets the long-term needs of the neighbourhood and the City.

The Development Limit and the proposed Community will not cause any environmental or public health and safety concerns as confirmed by an Environmental Impact Study prepared by Michalski Nielsen.

The Subject Lands are located within the existing settlement area. No expansion to the existing

<i>settlement areas in those areas which are adjacent or close to settlement areas;</i>	settlement area boundary is required to accommodate the proposed Community.
e) <i>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;</i>	The proposed amendments will permit development patterns within an urban area that is in a compact urban form, supports area transit, and is serviced by existing infrastructure, thereby minimizing servicing costs and land consumption.
f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i>	While the proposed development form (townhomes) are technically exempt, the proposed Development Limit will meet all accessibility requirements as per the building code and Accessibility of Ontarians with Disabilities Act and all other required accessible standards.
g) <i>Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs;</i>	The proposed Community will utilize the existing municipal infrastructure that is available to the Subject Lands, reducing servicing costs. A Functional Servicing Report has been prepared by Counterpoint Engineering that confirms sufficient infrastructure is available to service the proposal.
h) <i>Promoting development and land use patterns that conserve biodiversity and;</i>	The proposed Community will mitigate impacts on the environment and conserve biodiversity as confirmed within the EIS prepared Michalski Nielsen Associates Limited.
i) <i>preparing for the regional and local impacts of a changing climate</i>	The proposal will support initiatives such as developing a compact urban form and promoting sustainable movement patterns that help limit impacts on a changing climate.

Policy 1.1.3 – Settlement Areas

This Provincial Policy Statement is applicable to the proposed Community as it states that:

“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities... It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Within this policy, the following is relevant.

Policy 1.1.3.1 of the PPS states *that settlement areas shall be the focus of growth and development.*

Evaluation: The proposed Community is situated within the existing urban area of Barrie. The proposal represents residential growth on an existing undeveloped property within the City. The proposal is compatible with the existing residential and environmental uses abutting the Development Limit and the Subject Lands.

Policy 1.1.3.2 states that *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 uneconomic 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.*

Evaluation: The proposed Community supports **Policy 1.1.3.2a)** as it proposes to allow for future residential uses that will efficiently use land within a settlement area. A Functional Servicing Report has been prepared by Counterpoint Engineering that confirms sufficient infrastructure and public service facilities are available; no uneconomical expansion of services will occur as a result of this Community. The proposal supports active transportation by providing pedestrian connectivity to the broader network and connections to existing transit stops.

Policy 1.1.3.3 of the PPS states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities require to accommodate projected needs.*

Evaluation: The proposed Community will facilitate and support appropriate residential growth within the surrounding area. The proposed Community will assist the City in achieving the required density at this location.

Policy 1.1.3.4 of the PPS states *that appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.*

Evaluation: The proposed Community allows for gentle growth, while acknowledging the importance of public health and safety, and avoiding or mitigating risks. The proposal will not result in public health and safety issues as confirmed by the Environmental Impact Study prepared by Michalski Nielsen Associates Limited.

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

Evaluation: The proposed Community allows for development adjacent to an existing built-up area for higher density within a growth area. The proposed Community will provide a range of residential unit types and sizes at a transit supportive density of 42 UPH.

Policy 1.3.2.4 states that *Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.*

Furthermore, **Policy 1.3.2.5** states that:

Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

Evaluation: Although the Development Limit portion of the Subject Lands is currently designated General Industrial, with exception of a small area designated Environmental Protection which will be used for the proposed amenity area, and would typically be restricted from conversion to non-employment uses, the City is currently undertaking their Municipal Comprehensive Review and the preparation of a new City Official Plan. The Draft City OP is anticipated to receive City Council approval in 2022 and shows the Subject Lands with a Neighbourhood Area designation. As such, this Municipal Comprehensive Review designation change contemplates the redesignation that this OPA is seeking.

Further, the Subject Lands have been identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City. In addition, a November 27, 2019 correspondence from the City planning confirmed that the Subject Lands will be recommended for conversion.

Section 1.4 Housing

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

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

Evaluation: The proposal contributes to the City of Barrie's ability to accommodate residential growth for a minimum of 10 years through the proposed residential growth in a compact urban form. The proposal will connect to the existing services and utilities available to the Development Limit, and will have the capacity to service the proposed townhomes, with no need for future infrastructure improvements.

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

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including 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;*
- 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;*
- 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;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- 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.*

Evaluation: The proposal introduces approximately 105 units in the form of cluster townhomes and back-to-back townhomes to the neighbourhood. This will offer different housing options that reach a broader spectrum of living options and affordability than what exists today. The proposed 42 uph will optimize the usage of the existing public services, facilities and infrastructure and support the active transportation options.

Section 1.6 – Infrastructure and Public Service Facilities

Section 1.6.6.1 of the PPS addresses sewage and water infrastructure and states that *planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal sewage and water services are the preferred form of servicing for new developments.* Furthermore, **Policy 1.6.6.2** states that *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services*

Evaluation: The proposed Community represents residential growth in a compact form on vacant land within settlement areas and will take advantage of the existing municipal sewage services and municipal water services.

Section 1.6.7 Transportation Systems

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

Evaluation: The Subject Lands are located in proximity of the existing Bus Route along Huronia Road, route 3A and 3B. The proposed Community will also provide a private road and pedestrian walkways that connect to the proposed Community to the west and to Loon Avenue to allow vehicles and pedestrians to move to and from Huronia Road with ease, removing the need for the expansion of municipal roads into the site.

Policy 1.6.7.2 states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies where feasible.*

Evaluation: The Development Limit is serviced by bus routes along Huronia Road and has access to the public street via Loon Avenue or a private road through the proposed Community to the west. While the proposed Community will intensify the Development Limit, a Traffic Impact Study prepared by JD Engineering Inc. in support of this application confirms the proposed parking supply will accommodate the anticipated parking demand generated by the proposed development.

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

Evaluation: The proposed Community will provide a transit supportive density of 42 uph which is comprised of approximately 105 residential units.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for impacts of a changing climate through land use and development patterns with:*

POLICY

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *Encourage transit-supportive development and intensification to improve the mix of*

EVALUATION

The proposed buildings will be in a compact form.

The Development Limit is currently serviced by existing transit stops. The proposed Community will provide continuous pedestrian pathways to offer active transportation options. The proposal will take advantage of existing and planned facilities connecting the proposed Community to the surrounding uses.

The proposed Community is in proximity to the residential and commercial uses in the surrounding

employment and housing uses to shorten commute journeys and decrease transportation congestion;

areas. The addition of residential uses on the Development Limit will help reduce commute time and emissions, allowing residents to have an easy access live-work environment.

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

The proposed Community will maximize energy efficiency and conservation through supporting green initiatives that will be addressed at the Site Plan Approval stage.

g) maximize vegetation within settlement areas, where feasible.

The proposal provides for a shared outdoor amenity area and at the same time protects the existing natural heritage features outside of the developable area as confirmed by the Environmental Impact Study prepared by Michalski Nielsen Associates Limited.

Wise Use and Management of Resources

2.1 Natural Heritage

Within **Section 2** Wise Use and Management of Resources, **Policy 2.1**, describe how natural features and areas should be protected for long term. The following is a review of the relevant policies and how the proposed amendment addresses them.

Policy 2.1.1 states that *natural features and areas shall be protected for the long term. Policy 2.1.2* states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

Policies 2.1.5- 2.1.8 outline the development and site alternation policies and restricts development from a range of areas containing environmental features such as but not limited to fish habitat, wetlands, and significant valleylands.

Evaluation: The Environmental Impact Study prepared by Michalski Nielsen Associates Limited confirms the following:

- the individual wetlands comprising the PSW (Provincially Significant Wetland) have all been identified and evaluated as part of their work, and will be protected. In this regard, 5.0 m buffers are recommended for the northern edges of Wetlands 1, 2, 3, 6, 9 and 13, and the western boundaries of Wetlands 9 and 13. The buffer will need to completely surround Wetland 5. As well, heavy duty silt/sediment curtains are proposed on the northern outside buffer limits for Wetlands 1, 2, 3 and 6, and the western outside buffer limit of Wetlands 9 and 13, and completely around the outer buffer limit of Wetland 5 in the short term, that is during this construction and “green-up” periods. In the long-term, when the proposed development is built out and fully occupied, silt/sediment fencing will be replaced with a permanent fence, in keeping with a design/type satisfactory to the City of Barrie. This will assist in diminishing encroachment by homeowners and household pets into the wetland/woodland complex;

- there has been careful consideration of Significant Woodlands in directing development to the northern part of the subject lands. The Concept Site Plan indicates robust protection for those woodland areas that are important in providing connectivity between wetlands, and between such areas and the floodplain of Lovers Creek and its tributary. In MNAL's opinion, removal of 2.56 ha of woodland fringe already affected by man-made influences would not undermine the ecological integrity of the overall PSW/Significant Woodland complex. Accordingly, there are no compelling environmental reasons why trees and other vegetation cannot be removed from the development site. With implementation of the recommendations set out herein, there will be no negative impacts on Significant Woodlands. A key recommendation that will also contribute to protecting the Environmental Protection Area is the preparation of a "Stewardship/Homeowners Manual" and provision of same to potential purchasers and homeowners;
- Significant Wildlife Habitat was confirmed for deer (i.e., winter congregation areas and movement corridors), bat maternity colonies, and woodland amphibian breeding habitat (i.e., Wetland 13). These will be protected by:
 - o focusing development activities to the northern portion of the subject lands;
 - o protecting all wetland units including Wetland 13 within the Lovers Creek Swamp PSW;
 - o protecting broad areas of woodland which surround these wetlands and which connect to Lovers Creek and its tributary; and
 - o by virtue of the Environment Protection Area designation provided in the City of Barrie Official Plan.
- a stormwater treatment system has been designed to balance pre- and post-development flows. All discharges will be directed via a level spreader to Wetland 13 or as uncontrolled sheet flow to Wetlands 1, 2, 3 and 5. Quality control will be achieved for suspended solids and phosphorus by means of a stormfilter unit. Any impacts on the downgradient wetlands will be negligible to non-detectable, with no reduction in features or functions.

2.6 Cultural Heritage and Archeology

Policy 2.6.4 states that *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.*

Evaluation: A Stage 1-2 Archeological Assessment has been undertaken by CRM Lab Archeological Services which has confirmed that the Subject Lands do not contain any archaeological resources of cultural heritage value or interest and no further archaeological assessment is required.

Based on the above, it is concluded that the proposal as facilitated by the proposed amendments is consistent with the policies of the 2020 Provincial Policy Statement.

Appendix D

Appendix D: Growth Plan Analysis, 2020

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on August 28, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed Official Plan and Zoning By-law Amendments are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed Community.

Policy 1.2.1 states *that the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.*
- *Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable by incorporating approaches to reduce greenhouse gas emissions.*

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. Further, the proposal will provide for a mix of housing options in the neighbourhood that is in proximity to existing transit connections to the Barrie Bus Terminal. Also, the proposal will protect the existing natural heritage systems by locating development outside of these areas, establishing an edge management zone and minimum buffer limits, and mitigating impact to said areas.

Section 2.2.1 Managing Growth

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan, or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review, will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan. The proposed Community will permit residential uses which will assist in achieving the population targets for the City as set out in through this policy and in Schedule 3 of the Growth Plan.

The relevant policies of **Section 2.2** are described and addressed as follows:

Policy 2.2.1.2 states that *forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands.*

Evaluation: The proposal supports the Growth Plan's growth directives by locating development within a settlement area where existing municipal water and wastewater system are available and can be connected to, and offer housing options that support a complete community. Furthermore the Development Limit is strategically located in an area well served by transit and several amenities.

Policy 2.2.1.4 states that *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 accommodates 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 a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

Evaluation: The proposed Community will contribute to achieve complete community by:

- providing a diverse range and mix of housing options including family sized units;
- providing on site pedestrian connections to open space area;
- proposing a high-quality built form with high visual interest;
- the proposed Community on the Development Limit will reduce the demand of vehicles by being located in proximity to transit options, thereby reducing travel demands and thus greenhouse gas emissions;
- protecting existing natural heritage systems by locating development outside of these areas, establishing an edge management zone and minimum buffer limits, and mitigating impact to said areas; and,
- providing green infrastructure and low impact development features to be refined at the site plan stage.

2.2.5 Employment

Policy 2.2.5.9 states *the conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*

- a) *there is a need for the conversion;*
- b) *the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) *the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d) *the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
- e) *there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

Furthermore, **Policy 2.2.5.10** states that *notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:*

- a) *satisfy the requirements of policy 2.2.5.9 a), d) and e);*
- b) *maintain a significant number of jobs on those lands through the establishment of development criteria; and*

- c) *not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies of subsection 2.2.4.*

Evaluation: Although the Development Limit portion of the Subject Lands is currently designated General Industrial, with exception of a small area designated Environmental Protection which will be used for the proposed amenity area, and would typically be restricted from conversion to non-employment uses, the City is currently undertaking their Municipal Comprehensive Review and the preparation of a new City Official Plan. The Draft City OP is anticipated to receive City Council approval by 2022 and shows the Subject Lands with a Neighbourhood Area designation. As such, this designation change contemplates the redesignation that this OPA is seeking.

Further, the Subject Lands have been identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City. In addition, a November 27, 2019 correspondence from the City planning confirmed that the Subject Lands will be recommended for conversion.

2.2.6 Housing

Policy 2.2.6.1 states *Upper – and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as other policies of this Plan by:*
 - i. *Identifying a diverse range and mix of housing options and densities, including additional residential units, and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*

Furthermore, **Policy 2.2.6.3** states *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.*

Evaluation: The proposed Community has been designed to be supportive of this housing goal, and provides for a mix of cluster townhouse and back-to-back townhouse units and sizes to accommodate a diverse range of household sizes and incomes. The proposed Community includes approximately 105 residential units which will assist the City by providing additional residential units to the housing supply.

Policy 3.2.7.2 states *that proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan 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.*

Evaluation: A Functional Servicing Report prepared by Counterpoint Engineering has been submitted in support of the Official Plan and Zoning By-law Amendment applications that discusses the proposed stormwater management for the site, therefore addressing Policy 3.2.7.2. A more detailed Stormwater Management Report will be submitted during the detailed design stage at Site Plan Approval.

2.2.7 Designated Greenfield Areas

As the Subject Lands and Development Limit are surrounded by development but have not technically been developed to date, the lands are designated as greenfield areas. This is further confirmed in the Draft City OP which identifies the lands as Designated Greenfield Areas on Map 1: Community Structure.

Policy 2.2.7.1 states that *new development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.*

Furthermore, **Policy 2.2.7.2** states that *the minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

Evaluation: The proposal supports the achievement of complete communities by diversifying the mix and range of housing options available in the Community, in walking distance to transit and supportive services within a 5 minute walk. The Community will achieve a density of 105 people per hectare, meeting the minimum density targets (based on 105 units at 2.57 people per unit and 2.56 ha).

4.2.2 Natural Heritage System

Policy 4.2.2.1 states that *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.*

Evaluation: An Environmental Impact Study prepared by Michalski Nielsen Associates Limited confirms that Section 4.2.2 of the Growth Plan clearly excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017. The City of Barrie Official Plan was approved in 2010, confirming that Growth Plan policies relating to natural heritage features do not apply to the proposed development.

Based on our analysis above it is concluded that the proposal as facilitated through the proposed Official Plan and Zoning By-law Amendments conforms to the relevant policies of the Growth Plan.

Appendix **E**

Appendix E: The City of Barrie Official Plan Analysis

The City of Barrie Official Plan (OP) was approved by the Ministry of Municipal Affairs and Housing (MMAH) on April 23, 2010. The Office Consolidation was updated on January 2018 is the document referenced herein.

The City of Barrie Official Plan ("OP") locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Limit is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on **Figure 4**. The OP designates the Subject Lands as a combination of both "General Industrial" and "Environmental Protection Area" on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Limit are both located within a combination of Level 1 with Existing Development Designation Subject to policy 3.5.2.4.D, Level 1, and Level 3 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Mapleview Drive East is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 41 m as per Schedule E (**Figure 10**).

The proposal is to redesignate the Subject Lands from "General Industrial" and "Environmental Protection Area" to "Residential" and "Environmental Protection".

The following is an analysis of the proposal and the proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") in relation to the City of Barrie's Official Plan.

3.1.2 General Objectives and Policies

Section 3 provides the general goals, policies and objectives of the City's growth management strategies.

Policy 3.1.1 a) states that *to accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities.*

Evaluation: The proposed Community supports this policy by putting additional residential living opportunities in the City of Barrie. Additional residential density with a mix of unit sizes on the Subject Lands will contribute to the creation of a complete community. The proposed townhome units provide increased density on the site which is in close proximity to key community and transportation infrastructure to further optimize land use, infrastructure, and community services in Barrie. The proposed residential uses will support and complement the existing institutional, residential and commercial uses in the areas.

Policy 3.1.1 e) states that *to direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.*

Evaluation: The proposed Community will take advantage of the existing services and infrastructure. The proposed Community can be serviced with existing municipal services, as confirmed within the Functional Servicing Report prepared by Counterpoint Engineering. The FSR confirms the existing municipal services have capacity to accommodate the proposed Community.

3.1.2.2 Staging and Phasing of Development

Policy 3.1.2.2 d) states that *the approval of specific development applications shall be governed by the following principles:*

- i. *encouraging a mix and form of housing that supports affordable housing and specialty needs housing; (Mod D (g))*
- iv. *provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h))*
- v. *provision of schools and parks;*
- vi. *provision of sidewalks and access to public transit.*
- vii. *sequential construction of collector roads and access to arterial and boundary roads;*
- viii. *sequential construction of sanitary sewer and watermain extensions and electrical distribution systems;*
- ix. *adequacy of storm drainage; and,*
- x. *protection of the environment and significant natural resources.*

Evaluation: The proposed Community meets **policy 3.1.2.2 d)** as follows:

- The proposed Community provides 105 townhome units within the urban boundary. Therefore, the proposal will contribute the mix and form of housing to support the City's growth and affordability options.
- The proposed 42 UPH Community is transit supportive and will support and optimize the usage of the existing community facilities, urban services, and sewage and water services.
- The proposed street network will connect to Huronia Road, designated an arterial road in the City OP, through the proposed community to the west. This will also provide pedestrian access to the existing public transit routes on Huronia Road.
- Protection of the environment and significant natural resources will be achieved through conservation of these features.

3.3 Housing

Section 3.3 provides the general goals, policies and objectives of the City's housing policies. **Policy 3.3.1** relates to housing goals and encourages all forms of housing and commercial services with high quality public open space that meet the needs and income levels of current and future residents in order to create safe and healthy communities.

Policy 3.3.2.1 a) states that *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.*

Furthermore, **Policy 3.3.2.1 b)** states that *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*

Evaluation: The proposed Community represents a varied selection of housing sizes and densities, offering a more attainable housing option than existing housing options in the neighbourhood.

Policy 3.3.2.1 g) states that *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.* **(Mod D (s))**

Evaluation: The proposed Development Limit is located within an urban area and will result in a density of 42 UPH, offering residential options that will help create a complete community in the neighborhood. The proposed Community intensifies a site adjacent to community and transportation infrastructure to further optimize land use, infrastructure and community services planned in the City of Barrie. The proposed residential uses will support and complement existing commercial, residential, cultural and institution uses in and around the Development Limit.

3.3.2.2 Affordable Housing Policies

Policy 3.3.2.2 a) states that *it is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria:* **(Mod D (u))**

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

Evaluation: Policy 3.3.2.2 a), in our opinion “affordable housing” is an aspiration objective sought across the City, not for a specific site. The proposed Community will provide a range of townhome unit types and sizes which will be more attainable in the context of the City marketplace within a low rise built form category. Furthermore, the application will not impact or remove any existing affordable housing units within the City of Barrie today.

Policy 3.3.2.2 b) states that *low and medium density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan; and Policy 3.3.2.2 c)* states that *affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.*

Evaluation: The proposed Community will provide a range of townhome types which will be attainable in the context of the City marketplace within a low rise built form along existing transit infrastructure along Huronia Road, to meet the policy objectives of this Plan.

3.5.2.4 Natural Heritage Resources (OPA 14, By-law 2013-059)

Policy 3.5.2.4(a) states that *the Natural Heritage Resources in the City of Barrie are depicted on Schedule H. Schedule H is intended to be used as an overlay to Schedule A: Land Use. Through the implementation of the following policies, Schedule H can be used as a guide to promote the protection, enhancement, and restoration of the City's natural heritage features and functions.*

- i. *Level 1 resources represent critical components of the Natural Heritage Resource network. No development shall be permitted within these areas.*
 - *Environmental Protection Area policy 4.7.2.2 would apply to all properties identified as Level 1.*

- *The City will strive to designate all properties identified as having a Level 1 Natural Heritage Resource as Environmental Protection.*
 - *An Environmental Impact Study (EIS) will be required for any development or site alteration within 120 metres of an area identified as Level 1 on Schedule H.*
- iii. *Level 3 resources represent significant and supporting components of the Natural Heritage Resource network. There is opportunity for development if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature.*
- *An EIS will be required to be completed for any development or site alteration in or within 30 metres of an area identified as Level 3 on Schedule H.*

Evaluation: An Environmental Impact Study by Michalski Nielsen Associates Limited has been prepared in support of the proposed Community. The report indicates the following:

- As indicated on Schedule H of the City OP, the principle of development (i.e., General Industrial) has been established on the upland woodland part of the subject lands. The balance is designated Environmental Protection Area. Schedule H which is an overlay to Schedule A confirms the General Industrial designation subject to 3.4.2.4 (d). This EIS recognizes the presence of a PSW, Significant Woodlands, and the existing Environmental Protection Area designation on the subject lands;
- This EIS acknowledges and protects the presence of Level 2 resources including SWH (i.e., deer wintering and movement corridors, bat maternity colonies in the central and southern parts of the subject lands and woodland amphibian breeding habitat [i.e., Wetland 13]), and woodlands greater than 4.0 ha;
- A Terms of Reference has been prepared for the proposed development; it is included in Appendix B of the EIS. No additional Natural Heritage Resources were identified through field investigations. However, wetland boundaries were refined and incorporated into the Concept Site Plan (Appendix G of EIS);
- A narrow fringe of forest (i.e., 2.56 ha) on the northern edge of the development site will need to be removed to enable the proposed Concept Site Plan (Appendix G of EIS). As well, Wetlands 4 and 10 will need to be removed; both are small, one being 0.008 ha and the other 0.024 ha. The latter has been modified by residential development to the north; neither provide valuable ecosystem functions. Removal of these features will not undermine the ecological integrity of the overall PSW/Significant Woodland complex. The applicant will need to satisfy the LSRCA's Ecological Offsetting Policy to compensate for the removal of these features;
- Residential rather than General Industrial development is proposed, subject to the policies of Level 2 in Section 3.5.2.4 (a) ii). Refer to Level 2 above.

3.7 Energy Conservation and Renewable Energy Systems

Policy 3.7.2.1 a) *states that 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.*

Evaluation: The proposed Community will utilize existing municipal infrastructure and public service facilities that are currently underutilized to meet future needs.

Policy 3.7.2.1 b) and 3.7.2.1 c) *states that energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping and building materials; and 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;

Evaluation: The Owners support the use of energy-efficient materials and landscaping, and will consider implementing energy-efficient materials at the detailed design stage during Site Plan Approval.

Policy 3.7.2.1 d) states that *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.*

Evaluation: The proposal has undertaken an EIS and an Edge Management Plan for the limit of environmental protection areas and 5m buffer areas respectively to both protect and enhancement of this feature. The overall plan will significantly increase the amount of environmental protection area by redesignating employment lands for that purpose across the Subject Lands and limiting developable area to the Development Limit proposed by this plan. This approval will result in an improvement to the amount and quality of existing forested areas within the environmental protection areas. Furthermore, the Development Limit will include new landscape planting that will further add to the tree canopy, adding shading and screening from adjacent lands to the north.

3.9 Lake Simcoe Protection Plan

3.9.4 Development and Site Alteration

Policy 3.9.4.1 states that *where, in accordance with the policies of LSPP, development and site alteration is permitted within 120 metres of the Lake Simcoe shoreline, other lakes in the Lake Simcoe watershed, or any permanent or intermittent stream or a wetland, the development or site alteration should be integrated with and should not constrain ongoing or planned stewardship and remediation efforts.* Furthermore, **Policy 3.9.4.2** states that *an application for development or site alteration shall, where applicable:*

- a) *increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;*
- b) *include landscaping and habitat restoration that increase the ability of native plants and animals to use valley lands or riparian areas as wildlife habitat and movement corridors;*
- c) *seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and*

Lastly, **Policy 3.9.4.3** states that *where, through an application for development or site alteration, a buffer is required to be established by the implementation of an environmental impact study or natural heritage evaluation, the buffer shall be composed of and maintained as natural self-sustaining vegetation.*

Evaluation: The proposed Community and the mitigation measures proposed by the Environmental Impact Study will protect existing natural heritage features by locating development away from these sensitive features. Through a stormwater management plan, the proposed Community will avoid impacts associated with the quality and quantity of urban run-off into the adjacent watercourse and Provincially Significant Wetland. Furthermore, the Environmental Impact Study prepared by Michalski Nielsen Associates Limited indicates that:

- At present, there are no known stewardship or remediation efforts being contemplated or undertaken in the context of the Lovers Creek Swamp PSW/Significant Woodland Complex. This EIS recommends a suite of mitigation/stewardship actions that will contribute to avoiding any

- negative impacts, inclusive of locating the development site away from significant features and their functions;
- The individual wetland units in the northern part of the subject lands do not constitute fish habitat as they are ephemeral;
 - An Edge Management Plan has been prepared for the 5.0 m wetland buffer to ensure its ecological values and protective functions. As described herein, 2.56 ha of forested land and two small wetlands will be removed to enable development of the Concept Site Plan shown in Appendix G of the EIS. Woodland/wetland replacement and/or cash-in-lieu will be undertaken in keeping with LSRCA's Ecological Offsetting Policy. Also, a restoration/landscape/planting plan will be prepared by a landscape architect for areas temporarily disturbed during construction;
 - A stormwater treatment system has been designed to balance pre- and post-development overland flows. All discharges will be directed via a level spreader to Wetland 13, or as uncontrolled sheet flow to Wetlands 1, 2, 3 and 5. Quality control will be achieved for suspended solids and phosphorus by means of a stormfilter unit acceptable to the City of Barrie and the LSRCA. Any impacts on the downgradient wetlands will be negligible to non-detectable, with no reduction in features or functions;
 - Determination and justification of a 5.0 m buffer for wetlands 1, 2, 3, 5, 6, 9 and 13 is discussed in Section 5.2 of this EIS. As well, an Edge Management Plan is recommended for the 5.0 m buffers to ensure that their ecological values and protective functions will be sustained in the long term.

4.2 Residential

Policy 4.2.2.1 provides for the permitted uses for lands designated Residential on Schedule A. The following uses are permitted within lands designated Residential:

- a) *where lands are designated Residential on Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes. (Mod E (h))*

Evaluation: The proposed Community provides 105 townhome units which meets this objective.

Policy 4.2.2.2 d) states that *medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments, and street, stacked and cluster townhomes*. Despite this, **Policy 4.2.2.2e** states that *High density residential development shall consist of developments which are in excess of 54 units per net hectare. (Mod E (m))*

Evaluation: The proposed Community will provide a medium density built form at a density of approximately 42 townhome units per net hectare, therefore being below the high density rate of 54 units per net hectare. Notwithstanding this, this increase is with the recognition that this density is based on the Development Limit which the zoning is scoped to rather than the Subject Lands. Therefore the density is technically increased in light of the balance of the Subject Lands.

Policy 4.2.2.3 b) states *medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:*

- i. *adjacent to arterial and collector roads;*
- ii. *in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and*

- iii. *where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E (n))*

Evaluation: The proposed Community represents a medium density built form (i.e. cluster towns and back-to-back towns) at a proposed density of 42 UPH. The proposal, when combined with the proposed Community to the west, is located along an arterial road (i.e. Huronia Road), with connections to existing municipal services. The Development Limit is located within a 1 km or less than a 13 minute walk to Willow Landing Elementary School, Lennox Park (a major park facility), and commercial services along Huronia Road and Big Bay Point Road to the north. Overall the objectives of this policy are met.

Policy 4.2.2.4 provides the following design policies:

- a) *residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.*
- b) *Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.*
- c) *Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).*
- d) *The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*
- e) *Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

Evaluation: The proposed Community meets the design policies of 4.2.2.4 by:

- Providing on-site surface parking consisting of 228 parking spaces at the rate of 2.00 spaces per unit for residents, with exception that three units will have 1 space, and a rate of 0.20 spaces per unit for visitors, 21 parking spaces. These parking rates are supported by the Traffic Impact Study being submitted in support of these Applications;
- Providing a total of 3,633 sq m (39,105 sq ft) of outdoor amenity space within the shared outdoor amenity area, at the rate of 35 sq m/ unit. This outdoor amenity space will be in addition to the proposed front yards of back-to-back townhome units proposed.
- Providing a minimum separation distance of 17.2 m from the existing low density residential dwellings to the north which will include enhanced landscaping and transition to existing rear yards.
- Providing enhanced landscaping to increase visual interest on site and enhance natural buffers from the natural heritage areas to the south.
- Proposing an attractive architectural design consisting of a range of materials to reflect a high level of quality and contribution to the existing and future mixed use architectural character of the area.

Policy 4.2.2.5 a) states that *development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. Spot rezoning of*

residential lands should not be approved when they would have a negative impact on an existing neighbourhood.
(Mod E (p))

Evaluation: In our opinion, the proposal is compatible with adjacent uses and maintains a healthy, safe and livable community. Further, a high degree of residential area amenity is being provided for residents and visitors, in addition to the enhancement of natural buffers to the south. The Traffic Impact Study being submitted in support of these Applications indicates that the proposed Community will not cause any operational or traffic safety issues and will not add significant delay or congestion to the local roadway network. Noise, odour, dust and other nuisances are not anticipated from this residential development however these items can be further investigated at the Site Plan Approval stage, if required.

Policy 4.2.2.6 of this Plan provides intensification policies which states:

- 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.*
- 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))*
- 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;*
 - ii. *that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*
 - iii. *that public transit is available and accessible;*
 - iv. *that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*
 - v. *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*
 - vi. *that consideration is given to the preservation of heritage resources.*

Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan.

Evaluation: The Subject Lands are located outside of the Intensification Areas shown on Schedule I of the OP however meet the criteria for providing a more intensified form outside of these areas. The proposal will make more efficient use of a vacant parcel of land within the City and provide for gentle density in an area with transit facilities and amenities. The proposed high quality building design is compatible with the existing and proposed low rise residential uses to the north and west and will balance this with the preservation and protection of the existing natural heritage features on and surrounding the Subject Lands. In addition, the proposed residential units will accommodate the anticipated population growth and contribute to the City's housing targets. Further, the future residents of the proposed Community will be within walking distance (less than a 13 minute walk) to commercial, industrial, and recreation uses in a complete community.

5.0 Servicing and Transportation

Policy 5.1.2.1 j) states that *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)).* In addition, **Policy 5.1.2.1 m)** states that *all sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.* Lastly, **Policy 5.1.2.1 n)** states *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* and **Policy 5.1.2.1 o)** states that *the design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.*

Evaluation: The proposed Community will be connecting to the municipal sanitary sewage system and will comply with provincial regulations. A Functional Servicing Report has been prepared by Counterpoint Engineering which confirms the following:

- i. The site will be serviced by an existing sanitary manhole located approximately 180 m east-northeast of the site on the adjacent City owned property which connects to an existing sanitary sewer. Based on review of the available sanitary design sheet for the subdivision, the local sewers downstream to the Lover's Creek Trunk sewer have adequate capacity to accommodate the subject site;
- ii. There is currently no storm servicing infrastructure in the vicinity of the subject site. The nearest storm system consists of an existing 450 mm storm sewer on Loon Avenue flowing west to east that drains into an existing 750 mm storm sewer downstream. The proposed residential development will be serviced through surface conveyance and a minor storm sewer system. Stormwater flows will be directed south towards the existing wetland.

Policy 5.3.2.2 a) states that *an application for major development shall be accompanied by a stormwater management plan that demonstrates:*

- i. *an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*
- ii. *through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- iii. *through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized.*

Evaluation: A Functional Servicing Report has been prepared by Counterpoint Engineering and confirms the proposed residential Community will be serviced through surface conveyance and low impact development (LID) features on site. Stormwater flows will be directed south towards the existing wetland and managed through controls to protect this natural feature.

Policy 5.3.2.2 b) states that *stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:*

- i. *encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;*
- ii. *encouraging the implementation of innovative stormwater management measures;*

- iii. *allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*
- iv. *supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and*
- v. *support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls. (Mod F (l))*

Evaluation: The Functional Servicing Report prepared by Counterpoint Engineering confirms the proposed site release rate during the 100-year storm event will be controlled to the maximum allowable release rate of 110 L/s. This results in 370m³ of required storage within the site. The required storage will be provided by the green storm module system or stormtech chamber system. Quality control will be provided by the proposed Stormfilter cartridge system that is equipped with PhosphoSorb media that shall provide the necessary stormwater treatment, including 80% TSS, phosphorus, oil, grease, and heavy metal pollutant removal. The PhosphoSorb will provide 79% phosphorus removal as per ETV testing results.

Volume control will be provided by the stormtech chamber isolator row meeting a minimum filtration treatment volume of 5mm from all impervious areas. Infiltration potential from the stormtech chamber is to be explored in areas of significant engineered fill when 1.0m groundwater separation from the stormtech chambers can be achieved.

The Water Balance Offsetting Fee has been calculated assuming infiltration will not be possible and can be revisited pending confirmation of the high groundwater table. Based on the fee schedule, the calculation is as follows:

1688 m³/year x \$44.97 costs/m³ = \$75,909.36;
 Administration Fee = 15% x 75,909.36 = \$11,386.40
 Total Fee = \$75,909.36 + \$11,386.40 = \$87,295.76

In accordance with the offsetting policies, the greater of the Water Balance Offset Fee and the Phosphorus Offsetting Fee will be payable. For the contemplated development proposal it is expected that the Water Balance Offsetting Fee will be payable.

Policy 5.3.2.2 f) states that *where lands are under private ownership, reasonable access shall be provided to watercourses for maintenance purposes. The City shall seek to acquire lands through which a watercourse flows as a condition of development approval. (Mod F (m))*

Evaluation: The Environmental Impact Study being submitted indicates that all lands designated Environmental Protection Area outside of the development footprint be dedicated to and owned by the City of Barrie. This will be implemented through the Official Plan Amendment and Zoning By-law Amendment documents, and any required agreements.

Policy 5.3.2.3 a) states that *new development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm.*

Evaluation: The Environmental Impact Study confirms that the Development Limit is located adjacent to existing development and outside of the floodplain of Lovers Creek and its tributary.

Policy 5.3.2.3 b) states that *stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and floodwater by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the Ministry of the Environment Planning and Design Manual and the policies of the Conservation Authorities.*

- i. *This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment. (Mod F (p))*

Evaluation: The Functional Servicing Report by Counterpoint Engineering confirms that the proposal satisfies the quantity storage requirements by providing LID features, and quality control will be provided by the proposed Stormfilter cartridge system that is equipped with PhosphoSorb media that shall provide the necessary stormwater treatment, including 80% TSS, phosphorus, oil, grease, and heavy metal pollutant removal. The PhosphoSorb will provide 79% phosphorus removal as per ETV testing results.

Policy 5.4.2.3 b) and 5.4.2.3 c) states that *new development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.*

Furthermore, **Policy 5.4.2.4 b)** states that *pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.*

Evaluation: The proposed Community provides a street network with barrier-free sidewalks that will connect to Loon Avenue and the proposed Community to the west. This will allow pedestrians to move to and from Huronia Road with ease to access the existing bus routes, routes 3A and 3B.

6.5 Urban Design Guidelines

Section 6.5 provides the Urban Design Guidelines of the City OP. The following Urban Design Guidelines are applicable to the proposed Community.

Policy 6.5.2.2(a) provides guidelines related to Building and Siting and include the following:

- i) *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
- ii) *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
- iii) *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*
- v) *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*

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

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.

Evaluation: The proposed Community responds to the above Guidelines as follows:

- The proposed Community includes a high quality building design that will complement and is compatible with the existing and proposed low rise residential uses to the north and west;
- Due to the low rise nature of the proposed buildings, all mechanical equipment will be located at-grade and will be screened from public view. This will be addressed at the detailed design stage during Site Plan Approval;
- The sides of the proposed buildings will include a high quality design similar to the fronts of the buildings and include windows to ensure that they are not blank walls facing public views.
- The proposed building entrances have been defined through a mix of materials and canopies and will be easily accessible for all;
- The proposal provides a pedestrian circulation network next to the street network which will include walkways and provide access to Loon Avenue to the north and Huronia Road to the west through the proposed Community;
- Additional landscaping is being proposed next to all corner units.

Policy 6.5.2.2(b) provides guidelines related to Parking Areas and include the following:

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

Evaluation: The proposed Community responds to the above Guidelines by providing a shared street network and access points to Loon Avenue to the north and Huronia Road to the west, through the proposed Community to the west. In addition, accessible parking spaces are being proposed to meet the requirements of the City of Barrie Zoning By-law.

Policy 6.5.2.2(c) provides guidelines related to Landscaping and include the following:

- 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.*
- iii) No Environmental Protection Area should be included in the minimum landscaping standard.*
- iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

Evaluation: The proposed Community provides for a 6.0 m landscape buffer next to the north property. In addition, the proposal provides an enhanced landscape open space area of 11,586 sq m (45.2% of the lot area), inclusive of a shared outdoor amenity area located at the southern portion of the Community comprised of approximately 3,633 sq m (39,105 sq ft), reflecting a rate of 35 sq m per unit for future residents enjoyment. This does not include any Environmental Protection Areas. Also, the proposed landscaped open space areas can include planting materials, which include

native vegetation, but this, together with any water conservation practices, will be defined at the detailed design stage during Site Plan Approval.

Policy 6.5.2.2(d) provides guidelines related to Environmental Features and include the following:

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

Evaluation: The proposed Community and the mitigation measures proposed by the Environmental Impact Study will protect existing natural heritage features by locating development away from these sensitive features. The conclusions of the Environmental Impact Study includes recommendations for a suite of measures to mitigate potential negative impacts, with particular emphasis on protecting ecological functions of the Lovers Creek Swamp PSW/Significant Woodland Complex. These include certain measures that are urban design related, including the following:

- A 5.0 m natural buffer (i.e., also referred to as the Edge Management Zone) be implemented and enforced between the proposed development site and the northern boundaries of Wetlands 1, 2, 3 and 6 and the western boundary of Wetlands 9 and 13. The 5.0 m buffer will be required around the entire circumference of Wetland 5;
- At the outset of grubbing, and prior to any other earthworks, a temporary heavy-duty silt/sediment fence be installed along the outer edge of the 5.0 m buffer. The fence is to be trenched a minimum of 0.2 m;
- For long-term protection of the 5.0 m buffer and contiguous Lovers Creek Provincially Significant Wetland/Significant Woodland complex, the earlier mentioned temporary silt/sediment fence be replaced with a permanent fence not higher than 1.5 m to be located on

- property owned by the condominium corporation, in keeping with the style and type set out in Section 5.3.5.4 of Zoning Bylaw 53 (Office Consolidation, September 13, 2019);
- All lands designated Environmental Protection Area outside the development footprint be dedicated to and owned by the City of Barrie, in keeping with Policy 4.7.2.3 (f) of the City of Barrie Official Plan, with the exception of the 5.0 m buffer that protects Wetlands 1, 2, 3, 5, 6, 9 and 13;
 - An edge management plan be prepared and implemented for the exposed edge of the 5.0 m buffer;
 - The City of Barrie in consultation with the Lake Simcoe Region Conservation Authority consider the design and implementation of a low-impact footpath/walkway originating from the proposed amenity area, and having the potential to be linked into the City's outdoor recreational program. Such a pathway would obviously contribute to educational and passive recreational opportunities, which are not otherwise available to the public at this location;
 - The passive amenity area have a site specific zoning (e.g., Open Space, with restrictions), which not only recognizes its use but its function as a connected landscape of woodlands and wetlands.

Policy 6.5.2.2(f) provides guidelines related to Utilities and include the following:

- 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.*

Evaluation: It is encouraged that any proposed utilities be clustered or grouped where possible to minimize visual impact however this level of detail will be addressed during the detailed design stage at Site Plan Approval.

Policy 6.5.2.2(g) provides guidelines related to Energy Efficient Urban Design and include the following:

- 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.*
- 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.*
- 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.*

Evaluation: The Community permitted by the proposed amendments can incorporate low impact development and other sustainable measures (which will be refined at the Site Plan stage) to assist the Province and City to become resilient to climate change. In addition, the proposed Community represents a compact built form that provides an appropriate built form relationship to the existing and proposed surrounding area context while introducing a broader range of housing types and sizes. Also, the proposed street network will connect to Huronia Road, designated an arterial road in the City OP, through the proposed Community to the west. This will also provide pedestrian access to the existing public transit routes on Huronia Road.

In our opinion, the proposed Official Plan and Zoning By-law amendments and the Community it will permit conform to the applicable policies of the Official Plan.



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