



Excellence Reliance Innovation

Planning Justification Report

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

460 Lockhart Road, City of Barrie

Lockhart Innisfil Investments II Limited.

October 2021

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

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	PROPOSED DEVELOPMENT	9
3.1	Conformity Review	11
3.2	LSRCA Design Charette	11
3.3	Supporting Technical Reports & Plans	11
4.0	LEGISLATION & POLICY REVIEW	14
4.1	Planning Act (R.S.O. 1990 c. P.13)	14
4.1.1	Matters of Provincial Interest	14
4.2	Provincial Policy Statement (PPS), 2020	17
4.2.1	Building Strong and Healthy Communities	17
4.2.2	Wise Use and Management of Resources	24
4.2.3	Protecting Public Health and Safety	25
4.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020	26
4.3.1	Where and How to Grow	26
4.3.2	Infrastructure to Support Growth	28
4.3.3	Protecting What is Valuable	30
4.3.4	Implementation	31
4.3.5	Simcoe Sub-Area	31
4.4	The Lake Simcoe Protection Plan	32
4.5	City of Barrie Official Plan	33
4.5.1	Hewitt's Secondary Plan	33
4.5.2	Official Plan Policies	40
4.6	City of Barrie Zoning By-law	44
5.0	URBAN DESIGN	45
5.1	General Design Guidelines	46
5.2	Urban Design and Sustainable Development Policies	49
6.0	AFFORDABLE HOUSING	51
7.0	CONCLUSION	52

LIST OF FIGURES

Figure 1. Aerial Photograph of Subject lands	4
Figure 2. Location Plan.....	5
Figure 3. Lands owned by GG (9 Mile) and BEMP Holdings 2 Inc. currently undergoing site alteration.	6
Figure 4. Vacant agricultural lands owned by Lockhart Innisfil Investments and Mattamy Homes	7
Figure 5. Vacant Agricultural Lands in the Town of Innisfil.....	7
Figure 6. Single detached dwelling lot in the Hewitt's Secondary Plan area.	8
Figure 7. Proposed Draft Plan of Subdivision.....	10
Figure 8. Hewitt's Secondary Plan Schedule 9E (OPA No. 39)	33
Figure 9. Hewitt's Secondary Plan Schedule 9A (OPA No. 39).....	34
Figure 10. Draft Zoning By-law Amendment Schedule.....	45

LIST OF TABLES

Table 1. Proposed land uses and unit breakdown.....	9
---	---

LIST OF APPENDICES

Appendix A:	Conformity Plan
Appendix B:	Conformity Letter from the City of Barrie – June 23 rd , 2020
Appendix C:	Pedestrian Circulation Plan

1.0 INTRODUCTION

On behalf of our client Lockhart Innisfil Investments II Limited., we are pleased to provide this Planning Justification Report in support of applications for Zoning By-law Amendment and Draft Plan of Subdivision for lands located at 460 Lockhart Road (**Figure 1**). The purpose of the applications are as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the lands from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5), Neighbourhood Residential Multiple Zone (RM3), and Environmental Protection (EP). The proposed zones are in accordance with the Zoning By-law framework for the Hewitt's and Salem Secondary Plan.
- ii) **Draft Plan of Subdivision:** This application will facilitate a subdivision containing single detached dwellings, street townhouses, back-to-back townhouses, environmental protection lands, and stormwater management facilities.

Figure 1. Aerial Photograph of Subject lands



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

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of South half of Lot 13, Concession 11, former Township of Innisfil, now in the City of Barrie. The lands are known municipally as **460 Lockhart Road** and are located north of Lockhart Road between Huronia Road and Yonge Street. The lands are square in shape and comprise 32.10 hectares (79.32 acres) with approximately 487 metres of frontage on Lockhart Road. The subject property contains agricultural structures with the balance being vacant agricultural lands and natural heritage features (**Figure 2**).

The lands are located within the Hewitt's Secondary Plan which is a master planned community in the City. In 2010 the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) came into effect, extending the southern boundary of the City of Barrie to incorporate 2,293 hectares of land, including the subject lands, which were previously located in the Town of Innisfil. The Hewitt's Secondary Plan was finally approved by the former Ontario Municipal Board in 2016.

Figure 2. Location Plan



The surrounding land uses include the following:

- **North:** Vacant lands owned by GG (9 Mile) Ltd. and BEMP Holdings 2 Inc which are draft plan approved for future development within Phase 1 of the Hewitt's Secondary Plan (**Figure 3**). Note that a portion of the BEMP subdivision has been registered. The draft approved GG (9 Mile) Ltd. lands are currently undergoing site alteration to facilitate single detached dwellings, street townhouses, an elementary school, a neighbourhood park, three park/village squares, a stormwater management facility and environmental protection lands. The draft approved and partially Final Approved BEMP Holdings 2 Inc. lands, once developed, will consist of single detached dwellings, street townhouses and two mixed use blocks. There are existing residential dwellings towards the northwest.
- **East:** Vacant agricultural lands within Phase 2 of the Hewitt's Secondary Plan area owned by Lockhart Innisfil Investments Limited. and Mattamy Homes Canada Inc. (**Figure 4**). Applications for Zoning By-law Amendment and Plan of Subdivision have been submitted for both properties. Further east are vacant agricultural lands owned by Rainsong Land Development Inc. within Phase 1 and Phase 2 of the Hewitt's Secondary Plan. The Rainsong Phase 1 lands draft plan approved for single detached dwellings, semi-detached dwellings, street townhouses, back-to-back townhouses, a future recreation centre, library, and an elementary school. The Rainsong Phase 2 lands are proposed to contain residential dwellings and a catholic secondary school.
- **South:** Agricultural lands located outside of the City of Barrie boundary within the Town of Innisfil (**Figure 5**).
- **West:** Vacant agricultural lands owned by Barrie Lockhart Road GP Inc. in Phase 2 of the Hewitt's Secondary Plan area which are draft plan approved for single detached dwellings, street townhouses, a mixed-use block, a stormwater management facility, a public elementary school, and three village squares. Single detached dwelling lot within Phase 2 of the Hewitt's Secondary Plan area owned by a non-participating landowner (**Figure 6**). Further to the west is an existing residential subdivision of single detached dwellings.

Figure 3. Lands owned by GG (9 Mile) and BEMP Holdings 2 Inc. currently undergoing site alteration.



Figure 4. Vacant agricultural lands owned by Lockhart Innisfil Investments and Mattamy Homes



Figure 5. Vacant Agricultural Lands in the Town of Innisfil.



Figure 6. Single detached dwelling lot in the Hewitt's Secondary Plan area.



The proposed development is situated within the Hewitt's Secondary Plan Area which is designated and approved to contain a total of 26,000 residents, commercial uses, institutional uses, and open space and parks throughout the area. A recreation centre, public library and public elementary school are proposed to be located 1,250 metres to the east of the subject lands. A catholic secondary school is also anticipated to be located approximately 1,250 metres east of the subject lands and a catholic public school is proposed to be located approximately 500 metres north of the subject lands. The lands are near many parks and open spaces, including a proposed park to the north within approximately 500 metres and parks to the east and west.

The subject lands are in proximity (approximately 2 kilometres) to the Barrie South GO Station, which is a Major Transit Station Area. The lands also contain a proposed 'Core Route' being 'Fenchurch Manor', therefore, the lands will have convenient access to a transit route that travels through the south end of Barrie connecting to the Allandale/Waterfront GO Station. This route will also conveniently connect to the north end of Barrie. The subject lands are in an ideal location that provides convenient access to nearby community facilities and services and will provide transit opportunities that will easily connect future residents with the rest of the City and the regional market.

3.0 PROPOSED DEVELOPMENT

On behalf of the owner, we have submitted applications for Zoning By-law Amendment and Draft Plan of Subdivision, each of which are detailed below.

1. **Zoning By-law Amendment:** The purpose of the application for Zoning By-law Amendment is to replace the former Agricultural General (AG) and Environmental Protection (EP) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. The amendment would rezone the lands Neighbourhood Residential (R5), Neighbourhood Residential Multiple (RM3), and Environmental Protection (EP) (**refer to Section 4.6 of this Report**).
2. **Plan of Subdivision:** The application for Draft Plan of Subdivision will facilitate a subdivision comprised of single detached dwellings, street townhouses, back-to-back townhouses, Environmental Protection blocks, and stormwater management facilities which will be serviced by future municipal roads and infrastructure (**Table 1 and Figure 7**). Table 1 provides a breakdown of the land uses and unit types.

Table 1. Proposed land uses and unit breakdown

Land Uses		
Unit Type	No. of Residential Uses	Area (ha)
12.2 Metre Singles	78	2.99
11.0 metre Singles	68	2.34
9.15 metre Singles	48	1.31
Street Townhomes	20	0.47
Back-to-Back Townhomes	180	1.88
Future Lots/Blocks	1	0.02
Other Land Uses		
Environmental Protection	-	12.43
Stormwater Management	-	4.14
Roads & Road Widening	-	6.52
TOTAL	395	32.10

A general overview of the proposed Draft Plan of Subdivision is outlined below:

1. **Road Network:** The Plan of Subdivision includes two major collector roads, one being 'Fenchurch Manor' which will connects to the lands to the east, owned by GG (9 Mile) and Innisfil Investments Limited, and will travel through to the lands to the west owned by Barrie Road Lockhart GP Inc. The other major collector road is 'Ball Gate' until it intersects with 'Fenchurch Manor' at which time it becomes Street 'A', a local road. There are eight local roads in the subdivision, one of which is also a window street with a right-of-way width of 16.0 metres where it is adjacent to Lockhart Road.
2. **Access:** The Subdivision's main access is 'Ball Gate' from Lockhart Road. The lands can also be accessed from the lands to the east and west through the adjacent approved subdivisions. There is one access, via 'Fenchurch Manor' to the lands to the east which are owned by Lockhart Innisfil Investments Limited. and are also in Phase 2 of the Hewitt's Secondary Plan. There are two accesses to the lands to the west via 'Fenchurch Manor' and 'Thicketwood Avenue'. These lands are owned by Barrie Lockhart Road GP Inc. and are also within Phase 2 of the Hewitt's Secondary Plan.
3. **Stormwater Management Facilities:** The subject lands contain two stormwater management facilities. These facilities will service the proposed Plan of Subdivision with one facility partially servicing the lands to the west.
4. **Environmental Protection:** There are two Environmental Protection blocks on this subdivision. The natural heritage lands were staked and walked in 2015 to determine the limits of the Natural Heritage System and its buffer. The proposed Subdivision respects the Natural Heritage System and the associated buffers.

3.1 Conformity Review

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Review Plan (**refer to Appendix A**) was prepared and approved on June 23rd, 2020, prior to the submission of the rezoning and Plan of Subdivision applications for the subject lands. The purpose of the Conformity Application process is for the City to verify that the proposed development conforms to the Hewitt's Secondary Plan Master Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

A letter from the City dated June 23rd, 2020 confirms that the Conformity Review Plan is deemed to generally conform to the Hewitt's Secondary Plan, and formal applications for Zoning By-law Amendment and Draft Plan of Subdivision can be submitted once a neighbourhood meeting and separate LSRCA design charrette was hosted. Refer to Sections 3.2 and 3.3 of this report for details on these subsequent meetings.

3.2 LSRCA Design Charette

To identify the appropriate stormwater management framework for a property, the City requires applicants to host a Design Charrette with the Lake Simcoe Region Conservation Authority (LSRCA). A Design Charrette was held on June 22nd, 2021, with the Lake Simcoe Region Conservation Authority.

3.3 Supporting Technical Reports & Plans

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

1. Planning Justification

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

2. Functional Servicing Report

A Functional Servicing Report has been prepared by The Jones Consulting Group which reviewed stormwater management, sanitary and water servicing, grading and landform, transportation and parking and utility servicing and concludes as follows:

- Stormwater runoff from the site and surrounding lands can be accommodated in stormwater quality and quantity control facilities.
- The site's grading, landform and road profile elevations can accommodate the sanitary and storm sewer servicing requirements.
- The City's trunk sanitary sewer infrastructure can accommodate the effluent from the site and surrounding lands at full build out.
- The City's planned external watermain upgrades, together with the internal trunk and local mains can accommodate the potable water and fire flow demands of the site and surrounding lands.
- The sites street lighting and boulevard features will be designed according to City standards.

3. Stormwater Management Report

A Preliminary Stormwater Management Report has been prepared by The Jones Consulting Group, which demonstrates how the site can be serviced appropriately by the existing adjacent municipal infrastructure while not adversely impacting receiving waters in the Lover's Creek subwatershed. The report concludes as follows:

- Quantity, quality and erosion control will be provided downstream in two stormwater management facility facilities.
- Low Impact Development approaches are recommended to promote groundwater recharge and mitigate the impacts of increased runoff and stormwater pollution (including Phosphorus loadings) on end-of-pipe stormwater management facilities by managing runoff as close to its source as possible.
- Implementation of erosion and sediment control measures prior to, and throughout the construction period.
- The designs are consistent with the Hewitt's Creek Subwatershed Impact Study.

3. Traffic Impact Study

A Traffic Impact Study has been prepared by JD Northcote Engineering Inc. The Traffic Impact Study reviewed the background vehicle and pedestrian traffic, estimated the volume of traffic generated from the development, conducted an intersection analysis of Ball Gate and Lockhart Road. The interim improvements ahead of the planned Lockhart Road reconstruction that were recommended for Ball Gate and Lockhart Road were an eastbound left turn lane and a westbound right turn taper.

The Traffic Impact Study concludes that the entrances will operate efficiently, subject to two egress lanes (right turn and left turn) at the Ball Gate intersection. The sight distance available to the Ball Gate intersection meets the minimum stopping sight distances and there will be no operational issues, nor will any significant delay or congestion occur to the local road network as a result of the development.

4. Stage 1-4 Archaeological Assessments

Stage 1-3 Archaeological Assessments were prepared by Archaeological Assessments Ltd. In a letter dated June 30, 2015 the Ministry of Tourism, Culture and Sport provided clearance for the site.

5. Geotechnical Report

A Geotechnical Report has been prepared Soil Engineers Ltd.. The findings of the Geotechnical Report informed the servicing and stormwater management analysis referenced in Section 3.4.3 above.

6. Hydrogeological Assessment

A Hydrogeological Assessment was prepared by R.J. Burnside & Associates Limited. The purpose of the report was to review published geological and hydrogeological information, background information, and water well records. In addition, the report summarizes the installation of a groundwater monitoring network, hydraulic conductivity testing, water quality review and testing, and water balance calculations.

The findings of the Hydrogeological Assessment informed the servicing and stormwater management analysis referenced in Section 3.3.3 above.

7. Natural Heritage Evaluation

A Natural Heritage Evaluation was prepared by Azimuth Environmental Consulting Inc. The report confirms the natural features and functions within the study area, assesses impacts of the proposed residential subdivision and confirms if the proposed buffers are adequate for protection of natural features.

The report concludes that assuming appropriate mitigation measures and recommendations are implemented, the proposed development will not negatively impact the Natural Heritage System

and the buffers, and the proposed subdivision is will not result in negative direct or indirect impacts to habitat of Species at Risk.

8. Pedestrian Circulation Plan

A Pedestrian Circulation Plan has been prepared by The Jones Consulting Group Ltd. that illustrates pedestrian and vehicle access, trails, roads and sidewalks on the plan.

9. Tree Inventory & Preservation Plan

A Tree Inventory and Preservation Plan has been prepared by JDB Associates Ltd. The plan illustrates that the trees on or adjacent to the site are located predominantly along the boundary lines and in the Natural Heritage System. All trees not located within the Natural Heritage System are proposed to be removed to facilitate the proposed subdivision. The Plan proposes to preserve all trees within the Natural Heritage Systems.

10. Noise Impact Study

A Noise Impact Study was prepared by R. Bouwmeester & Associates to identify noise sources and noise-sensitive land uses, recommend mitigation measures (if required), identify those areas required more detailed study, all to satisfy the City of Barrie approval requirements. The report concludes that the MECP noise guidelines can be met in all dwelling units and outdoor living areas subject to the following mitigation measures:

- Certain lots and blocks require warning clauses in all Development Agreement and Agreements of Purchase and Sale.
- Two lots/units must be equipped with air conditioning and their building components must be reviewed by an acoustic engineer prior to building permit issuance.
- 72 units require forced air heating systems sized to accommodate future air conditioning.
- 1 lot requires a 2.15 m high acoustic fence.

4.0 LEGISLATION & POLICY REVIEW

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

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

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

4.1.1 Matters of Provincial Interest

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

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

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

A Natural Heritage Evaluation was prepared that confirms that the development will not negatively impact any natural heritage features provided the appropriate mitigation measures and recommendations are implemented.

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

The subject lands and lands to the north, east, and west are located within the City of Barrie settlement area boundary and are designated for development within the Hewitt's Secondary Plan. Agricultural lands to the south are not impacted by the proposed development given the existing development designations and settlement boundary.

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

No mineral resources have been identified within the Hewitt's Secondary Plan area, and natural heritage resources are explained in point a) above.

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

Stage 1-3 Archaeological Assessments were prepared by Archaeological Assessments Ltd. In a letter dated June 30, 2015 the Ministry of Tourism, Culture and Sport provided clearance for the site.

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

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

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process.

The compact nature of the proposed subdivision and the modified grid road pattern efficiently uses lands and optimizes the use of infrastructure.

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

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

A Multi-Modal Active Transportation Master Plan has been prepared for the Hewitt's Secondary Plan, and all new development, including the proposed Plan of Subdivision, is required to conform to this document.

g) the minimization of waste;

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

h) the orderly development of safe and healthy communities;

The proposed development falls within Phase 2 of development according to the Hewitt's Secondary Plan. The subdivision has been designed in consideration of Crime Prevention through Environmental Design principles.

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

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

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

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. Lands to the north and east have been planned for two elementary schools, a community park, recreation centre, library and future catholic secondary school.

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

The Hewitt's Secondary Plan is a master planned community that will contain approximately 16,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing. Some of the units in the plan, such as back-to-back townhouses and the provision for rental second suites will contribute to the affordable housing supply.

l) the adequate provision of employment opportunities;

The Hewitt's Secondary Plan is located in the City of Barrie that contains a full range of employment opportunities, including future employment opportunities in the Salem Secondary Plan area. In addition, population related employment opportunities will arise as commercial and institutional development occurs, specifically the schools, and recreation centres adjacent to the subject lands, and mixed uses/commercial development in the mixed-use nodes and within walking distance along Yonge Street.

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

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained. The Hewitt's Secondary Plan developers have supported the City by front-funding environmental assessments, and infrastructure design and construction.

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

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

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

A statutory Public Meeting will provide opportunity for the public to comment on the proposed applications. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and City Planning Staff to identify whether plan revisions are required. At this time no conflicts between public and private interests have been identified.

p) the protection of public health and safety;

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

q) the appropriate location of growth and development;

The Hewitt's Secondary Plan is a master planned community that will contain approximately 16,000 dwelling units housing approximately 26,000 people. Extensive master planning occurred to identify the appropriate location of growth prior to approval of the Secondary Plan. The City has confirmed that the proposed applications generally conform to the Hewitt's Secondary Plan.

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

The approval of the Hewitt's Secondary Plan was supported by a Multi-Modal Active Transportation Master Plan that assessed road standards to support transit and pedestrian trails. The proposed Plan of Subdivision conforms to this Master Plan.

The development is proposed at transit supportive densities and the site is located within a 20-minute walk (2 kilometres) from a Major Transit Station.

s) the promotion of built form that,

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

The applications will be reviewed by City staff in consideration of the City's Official Plan specific Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plan areas. The proposed subdivision includes a modified grid pattern to the road network, short block lengths, and compact dwelling lots to encourage a sense of place and provide for greater safety and accessibility.

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

4.2 Provincial Policy Statement (PPS), 2020

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

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

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the applications consistency with the PPS, in addition to identifying why the Zoning currently in effect for the subject lands is inconsistent with the PPS.

4.2.1 Building Strong and Healthy Communities

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

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

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

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

The proposed Plan of Subdivision conforms to the Hewitt's Secondary Plan, which is a master planned community in the City, that is to act as a gateway to the City of Barrie and is to provide a range of employment, housing and mix of other uses that allow residents to live, work and play in their community.

The Hewitt's Secondary Plan requires land uses to efficiently use land at densities that meet the requirements of the Growth Plan. The City prepared a number of implementation documents including a Financial Impact Assessment, Long-Range Financial Plan, and an Infrastructure Implementation Plan in order to ensure their financial well-being. Policies in the Secondary Plan protect the City's financial well-being by allowing for new development to be restricted if it does not conform to the City's financial plan. In addition, to assist the City in managing the costs of growth, the Hewitt's Creek Landowners Group have front ended, and continue to front end millions of dollars of environmental assessments, design and construction expenses.

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

The Hewitt's Secondary Plan provides for a wide variety of housing types and land uses. Specific to the proposed applications, single detached dwellings, street townhouses and back-to-back townhouses are proposed.

Institutional uses, parks and open spaces are planned for surrounding lands to meet the long-term needs of residents.

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

The subject lands contain significant natural heritage features which will not be negatively impacted with the proposed development. The proposed subdivision respects the Natural Heritage System and the associated buffers. Specific to public health and safety, a Traffic Impact Study has been prepared that concludes that there are no operational or safety concerns associated with the development.

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

The approval of the Hewitt's Secondary Plan represented an expansion of the Barrie settlement area boundary. The proposed Plan of Subdivision will not prevent the further expansion of the settlement area boundary because such an expansion, if it were to occur in the vicinity of the subject lands, would need to occur to the south of Lockhart Road.

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

The proposed rezoning application will implement the Zoning By-law framework for the Salem and Hewitt's Secondary Plan area approved by the City of Barrie in 2017. That framework established new standards that minimize land consumption and servicing costs, such as reduced setbacks, higher lot coverage, and the permission to build more compact forms of housing.

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

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

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

A water and wastewater master plan were prepared in support of the Salem and Hewitt's Secondary Plans which confirmed that the water and wastewater treatment plant expansions undertaken by the City earlier this decade provide sufficient capacity to accommodate the City's growth in both its Greenfield Areas and within the Built-up Area.

The City has also prepared an Infrastructure Implementation Plan (IIP) that identifies the infrastructure required to service the Hewitt's Secondary Plan, and the Landowners Groups have committed to front ending the design and construction of several 'Category D' projects included in the IIP.

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

No impacts to significant natural heritage features or Species at Risk will occur as a result of this development.

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

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e., floodplain), and being compact with smaller lot sizes and unit types, and short block lengths which promotes active transportation.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

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

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

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

The policies of the Hewitt's Secondary Plan direct that growth occurs in a manner that efficiently uses land, resources, infrastructure, and public service facilities. The proposed subdivision efficiently uses land within a settlement area, it will be serviced with planned public service facilities and infrastructure, and the compact nature of the varying housing types will support multi-modal transportation.

Land Use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The subject lands are located within an area planned for residential and mixed-use development in accordance with the Hewitt's Secondary Plan.

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

The City has approved a Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas that facilitates a more compact form, while maintaining appropriate levels of public health and safety. The latter is achieved by creating walkable neighbourhoods with planned increase in the active transportation multi-modal split, while also ensuring that new developments adhere to the principles of Crime Prevention through Environmental Design.

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

The proposed subdivision is located immediately adjacent to planned and future subdivisions to the north, east and west, the proposed sidewalks and roads will connect these lands. The applications propose residential lots and unit types in a compact form that allows for the efficient use of land, infrastructure and public service facilities.

- e) *Policy 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly*

progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The Hewitt's Secondary Plan contains phasing policies and a phasing schedule that provides a method to control the timing of final approvals relative to growth in the greenfield area. All development occurring in Hewitt's will adhere to the infrastructure Implementation Plan that ensures the timely provision of infrastructure.

3) Housing

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

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

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

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

The City of Barrie Official Plan and the Hewitt's Secondary Plan permit all forms of housing within lands designated Residential. The City has also identified intensification nodes and corridors and their Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria. The subject lands are not located within an intensification node or corridor.

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

The Salem and Hewitt's Secondary Plan areas have been identified as appropriate locations for new growth. Infrastructure and public service facilities will be available to support projected needs.

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

The subdivision proposes densities that are transit supportive and conform to the Hewitt's Secondary Plan and the Growth Plan. The densities proposed efficiently use land, resources, infrastructure and public service facilities.

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

The subdivision proposes densities that are transit supportive and within walking distance to a Major Transit Station Area.

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

As mentioned, the City has approved a Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas that facilitates a more compact form, while maintaining appropriate levels of public health and safety. The latter is achieved by creating walkable neighbourhoods with planned increase in the active transportation multi-modal split, while also ensuring that new developments adhere to the principles of Crime Prevention through Environmental Design.

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

Policy 1.5.1 promotes healthy, active communities through the following:

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

The proposed subdivision has been designed to include streets that will have enhanced landscaping and dual sidewalk. The site has also been designed in accordance with the principles of Crime Prevention through Environmental Design.

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

The overall parkland needs of the Hewitt's Secondary Plan will be delivered in accordance with the executed Master Parkland Agreement between the City and the Hewitt's Creek Landowners Group. This Agreement identifies the park land and cash-in-lieu obligations, including the timing of payment and the configuration/location/size of the parkland areas.

5) Infrastructure and Public Service Facilities

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

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan, an Infrastructure Implementation Plan, a Capital Plan and a series of Master Plans that consider the needs and timing of delivery and their associated long-term costs. In addition, representatives from InnPower, Enbridge, the City of Barrie and the Hewitt's Landowners Group attend regular working group meetings to coordinate electricity and utility needs. Both InnPower and Enbridge have prepared and will continue to update their economic modelling to ensure viable service delivery.

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

The proposed development will incorporate Low Impact Development measures, where feasible as discussed during the LSRCA design charette.

6) Sewage, Water and Stormwater

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

The City has significantly invested in upgrades to their Water and Wastewater Treatment Plants to support planned growth. Those plants are both located adjacent to Lake Simcoe and are required to meet the

Ministry of the Environment Conservation and Parks regulatory criteria. Development Charges collected from growth will reimburse the City for most of the costs incurred as a result of the plant expansions.

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

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

The Lake Simcoe Region Conservation Authority (LSRCA) and the City of Barrie Engineering Department will review the stormwater management design for this subdivision to ensure their standards are being met. A significant amount of background and foundational work is available in the Subwatershed Impact Study (SIS) to inform the stormwater design. The proposed design conforms to the SIS.

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

The proposed subdivision conforms to the SIS.

- c) *minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure.*

As per the Conformity Review comments, a water balance and erosion and sediment control plan has been included in the Stormwater Management Report. The Lake Simcoe Region Conservation Authority and the City of Barrie Engineering Department will review the Stormwater Management design and report to ensure their standards are being met. In addition, the design of the subdivision will incorporate Low Impact Development measures.

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

The lands are located within LSRCA regulated development limits, as such, the Lake Simcoe Region Conservation Authority will continue to review and be circulated on the applications.

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

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

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

The proposed stormwater design is based on these objectives, which were discussed at the site-specific stormwater design charrette held with the Lake Simcoe Region Conservation Authority. The stormwater design implements the foundational detail contained in the Subwatershed Impact Study.

7) Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. The principal entrance to this subdivision is 'Ball Gate', a major collector road that intersects with Lockhart Road. The subdivision also aligns with the approved street network to the north and west and will align with the future development to the east.

Policy 1.6.7.4 promotes land use patterns, densities and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

In support of the approval of the Hewitt's Secondary Plan, the City prepared a Multi-Modal Active Transportation Master Plan (MMATMP) that planned for an increase in the use of transit and active transportation. The design of the Hewitt's Master Plan, and by extension each individual subdivision and site plan, implement the MMATMP.

Specific to the proposed subdivision, the plan was designed to create a continuous pedestrian and vehicle circulation system. The pedestrian system exists with a series of internal sidewalks that connect to adjacent lands.

The vehicle system includes roads that connect to the adjacent lands to ensure continuous movement.

8) Long-Term Economic Prosperity

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

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

Development within the Hewitt's Secondary Plan must conform to the City's Long-Range Financial Plan which ensures the economic well-being of the City.

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

The proposed development will provide for additional housing options and supply in accordance with the Hewitt's Secondary Plan. The subdivision's location is in walking distance to planned community facilities (library, recreation centre, elementary school, secondary school) and within walking distance of a Major Transit Station Area.

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

The Hewitt's Secondary Plan is a Master Planned community that considers the use of land, resources, infrastructure, and public service facilities.

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

There is no anticipated impact on the nearby mixed-use corridors or on the downtown.

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

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

f) promoting the redevelopment of brownfield sites;

The property is not a brownfield site.

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

The proposed subdivision conforms to, and will implement, the City's Multi-Modal Active Transportation Master Plan. The proposed development encourages the use of multi-modal transportation by way of its density, compact form, short block length, and modified grid pattern design.

h) providing opportunities for sustainable tourism development;

Not applicable to the subject applications.

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

The subdivision will not impact agricultural uses outside of the City of Barrie.

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

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

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

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change.

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

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

9) Energy Conservation, Air Quality and Climate Change

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

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

The subdivision is proposed at transit supportive densities.

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

The proposed subdivision is located along a planned transit route.

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

The subdivision is proposed at transit supportive densities along a planned transit route.

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

Not applicable.

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

The subdivision is proposed at transit supportive densities along a planned transit route and within walking distance to a Major Transit Station Area.

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

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

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

Removal of the boundary trees and some internal trees are required to facilitate the proposed subdivision. All features within the Natural Heritage System will remain undisturbed.

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term. As outlined in the Natural Heritage Evaluation, the natural features and the associated buffer on the lands will not be negatively impacted by the proposed subdivision.

2) Water

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

A Subwatershed Impact Study and Well Monitoring Study have previously been prepared and approved by the City. In addition, a Functional Servicing and Stormwater Management Report and a Hydrogeological Study have been prepared in support of the applications. These reports confirm that the site can be serviced and there will be no negative impacts to the quality or quantity of water. The Functional Servicing and Stormwater Management Report includes calculations on water balance and phosphorus removal.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. Stage 1-3 Archaeological Assessments were prepared by Archaeological Assessments Ltd. In a letter dated June 30, 2015 the Ministry of Tourism, Culture and Sport provided clearance for the site.

4.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

Development is not proposed within any natural hazards.

2) Human-Made Hazards

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

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

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

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

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

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

The proposed development features residential uses and will provide convenient access to a proposed elementary school, secondary schools, community centre, library and community and neighbourhood parks. The development will improve the quality of life of future residents by being in close proximity to community facilities and promoting social connectivity through the compact form and short block lengths. The residential use provides varying lot sizes and unit types to accommodate a range of people in different life stages. Further, the proposed subdivision, through block length, a grid network pattern, modern and efficient housing design, and integrated active transportation corridors and Low Impact Development facilities considers the impact on climate change.

The Hewitt's Secondary Plan was designed to achieve the above noted planning objectives and

the proposed subdivision has been deemed to generally conform to the Secondary Plan.

2) Policy 2.2.6: Housing

2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*

The subdivision proposes an appropriate density permitted through the Hewitt's Secondary Plan and will add to the existing housing stock and contribute to the range of housing options in the City.

The Hewitt's Secondary Plan was planned to achieve these policies, and the proposed subdivision has been deemed to generally conform to the Secondary Plan.

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

The applications will facilitate a future development that contains a range of detached dwelling lots, street townhouses and back-to-back townhouses to meet the needs of a diverse range of household sizes and incomes.

3) Policy 2.2.7: Designated Greenfield Areas

1. *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.*

The Hewitt's Secondary Plan was designed to achieve the above noted planning objectives and the proposed subdivision has been deemed to generally conform to the Secondary Plan. The development is proposed at densities supportive of helping establish complete communities and will promote active transportation.

2. *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; and*
 - b) *The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.*

In accordance with the Growth Plan, the Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare.

In accordance with the Growth Plan, the proposed subdivision would achieve a density of 57.6 people and jobs per hectare (1,133 people & jobs/19.67 ha.) based on the following:

- 395 units generate a total of 1,074 people living on these lands (assuming 2.72 persons per unit).
- I estimate that approximately 59 jobs would be generated from home-based businesses (assuming 5.5% of population).
- Density is calculated based on an area of 19.67 hectares which is the total property area less the Natural Heritage System.

4.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.1: Integrated Planning

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

The City prepared a series of Master Plans concurrent with the development of the Hewitt's Secondary Plan. New development within the Secondary Plan must conform to these Master Plans as a condition of approval. The proposed subdivision has been designed to conform to these Master Plans.

2) Policy 3.2.2: Transportation – General

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

The City prepared a series of Master Plans concurrent with the development of the Hewitt's Secondary Plan. Included in those plans was the Multi-Modal Active Transportation Master Plan and a Transportation Design Manual. New development must conform to those documents.

3) Policy 3.2.3: Moving People

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

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

4) Policy 3.2.6: Water and Wastewater Systems

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

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

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

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

5) Policy 3.2.7: Stormwater Management

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

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

The Hewitt's Landowners Group also prepared a Subwatershed Impact Study that informs the drainage and stormwater management designs across the Secondary Planning area.

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

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

In addition to the Subwatershed Impact Study prepared for the entire Hewitt's Secondary Plan area, a detailed Functional Servicing Report and Stormwater Management Report has been prepared in support of the proposed Zoning and Plan of Subdivision applications.

6) Policy 3.2.8: Public Service Facilities

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

The Hewitt's Secondary Plan contains policies and land use requirements for public service facilities such as schools, a recreation centre, library, and community park. The subject lands are south of a catholic elementary school block and west of a public secondary school block, catholic secondary school block, library and recreation centre.

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

The location, size, configuration and orientation of the school blocks on lands to the east and north will be reviewed and accepted by the Simcoe County District School Board and Simcoe Muskoka Catholic District School Board.

4.3.3 Protecting What is Valuable

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

1) Policy 4.2.1: Water Resource Systems

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

A Subwatershed Impact Study (SIS) has been prepared for the Hewitt's Secondary Plan area. The proposed development conforms to the SIS.

3. *Watershed planning or equivalent will inform:*

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

A Subwatershed Impact Study (SIS) has been prepared for the Hewitt's Secondary Plan area. The proposed development conforms to the SIS.

2) Policy 4.2.2: Natural Heritage System

1. *A Natural Heritage System for the Growth Plan has been mapped by the Province to support a*

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

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

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

The proposed subdivision will not negatively impact the natural heritage system. The proposed subdivision and rezoning applications propose development outside of the natural heritage features and associated buffers.

3) Policy 4.2.7: Cultural Heritage Resources

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

Stage 1-3 Archaeological Assessments were prepared by Archaeological Assessments Ltd. In a letter dated June 30, 2015 the Ministry of Tourism, Culture and Sport provided clearance for the site.

4.3.4 Implementation

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

1) Policy 5.2.4: Growth Forecasts

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

The Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare. The proposed application exceeds this minimum target by proposing a density of 57.7 people and jobs per hectare. Refer to Section 4.3.1.3 of this Report for additional details on the calculation.

4.3.5 Simcoe Sub-Area

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

1) Policy 6.3: Managing Growth

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

The City of Barrie is identified as a Primary Settlement Area in Schedule 8 of the Growth Plan.
2. *Municipalities with primary settlement areas will, in their official plans and other supporting documents:*
 - a) *identify primary settlement areas;*

The Hewitt's Secondary Plan identifies the settlement area boundary in Barrie. The subject lands are located within the settlement area boundary.

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

The City of Barrie has identified and planned for strategic growth areas including the Yonge Street Mixed Use Corridor in the Hewitt's Secondary Plan Area. The subject lands are not within the Yonge Street Mixed Use Corridor but are located approximately 1,000 metres from this strategic growth area.

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

The Salem and Hewitt's Secondary Plans are intended to contribute to Barrie being a complete community.

d) ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive.

New Development must conform to the Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plan Area.

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

4.4 The Lake Simcoe Protection Plan

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

In fulfillment of the watershed policies of the LSPP the Hewitt's Landowners Group retained several consultants to prepare a detailed Subwatershed Impact Study (SIS) that was reviewed and accepted by the Lake Simcoe Conservation Authority and the City of Barrie. The detailed design will be submitted to the City and the LSRCa in support of the proposed development and will include Low Impact Development facilities, and calculations relating to phosphorus loading and water balance.

In accordance with policy 6.40-DP, a Natural Heritage Evaluation, Hydrogeological Assessment, and a Preliminary Stormwater Management Report has been prepared in support of the applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored.

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

4.5 City of Barrie Official Plan

On April 23, 2010, the Ministry of Municipal Affairs and Housing (MMAH) approved a new Official Plan for the City of Barrie. The Official Plan incorporates municipal strategic priorities and addresses matters of provincial interest. The lands are subject to the policies of the City of Barrie Official Plan, as amended by the Hewitt's Secondary Plan (OPA NO. 39). Policies 4.2.27 b) and d) of the Official Plan state that development within the Hewitt's Secondary Plan shall proceed in accordance with the policies of that Plan.

4.5.1 Hewitt's Secondary Plan

The subject lands are designated Residential Area, Neighbourhood Mixed Use Node, and Natural Heritage System and contain a Stormwater Management Facility according to Schedule 9E– Development Phases of the Hewitt's Secondary Plan (as duplicated from Schedule 9A – Land Use) (**Figure 8**). Further, on Schedule 9A – Community Structure, the lands are designated Residential Area, Natural Heritage System and Mixed-Use Nodes and Corridors (**Figure 9**). Lastly, the subject lands are located in Phase 2 of the Hewitt's Secondary Plan according to Schedule 9E – Development Phases (**Figure 8**).

Figure 8. Hewitt's Secondary Plan Schedule 9E (OPA No. 39)

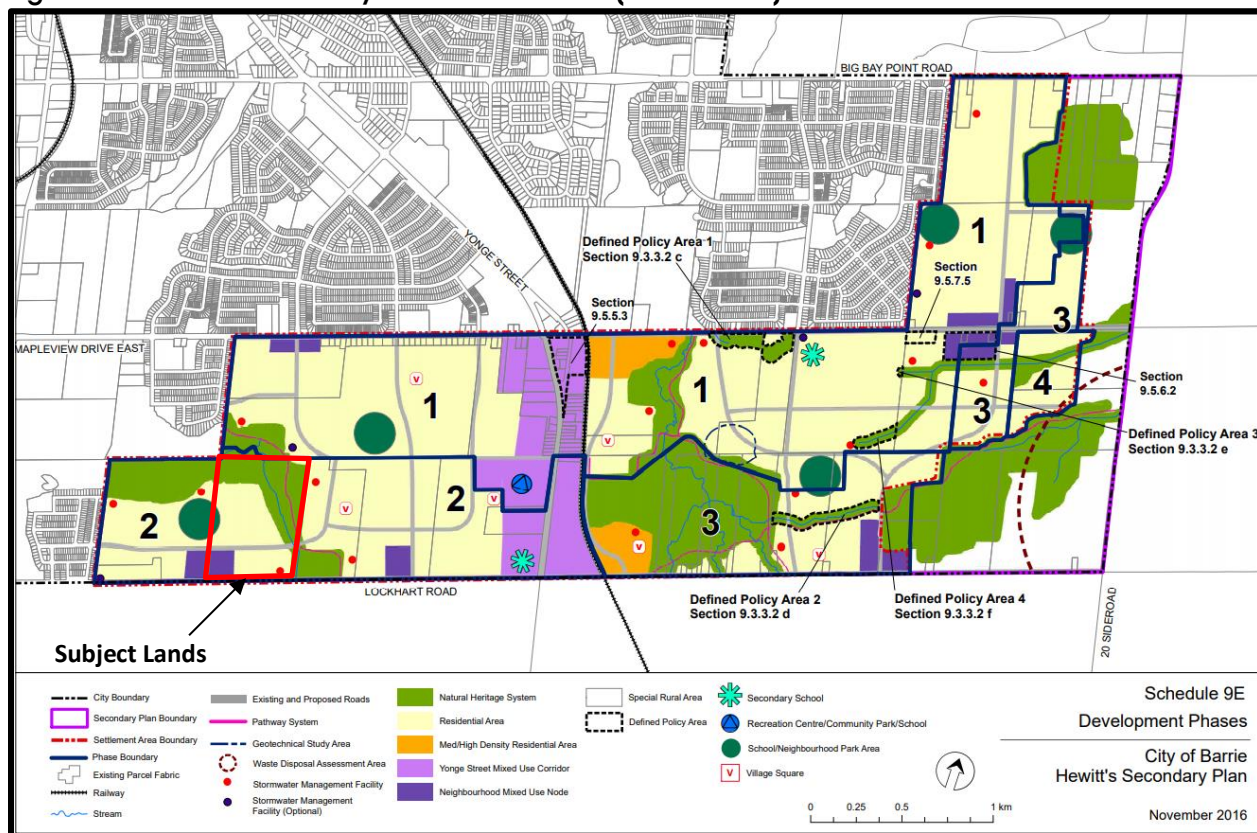
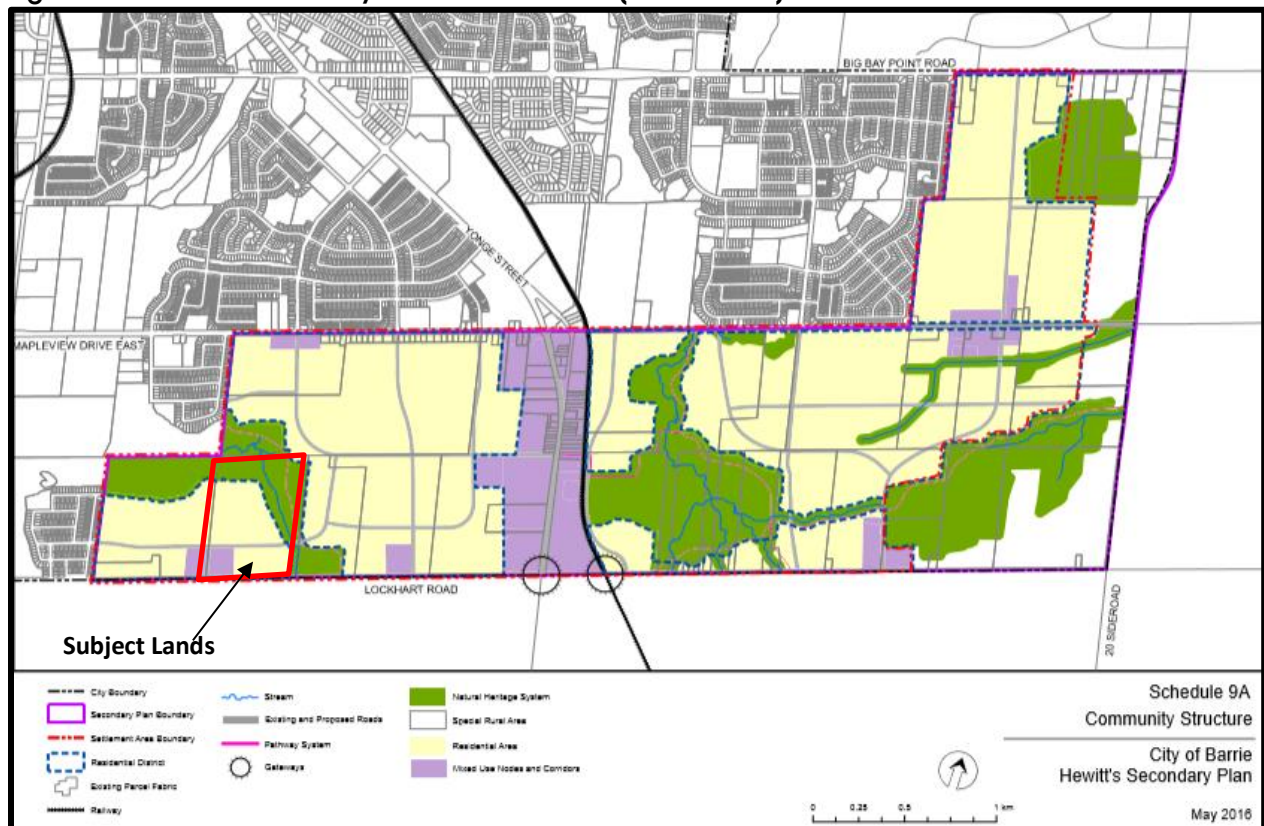


Figure 9. Hewitt's Secondary Plan Schedule 9A (OPA No. 39)



4.5.1.1 Community Vision and Structure

Section 9.2.3 contains the planning principles that will guide the future development of the Hewitt's Secondary Plan Area. Each principle has been listed below and an explanation has been provided outlining how the proposed development achieves same.

- a) *That the City of Barrie continues to apply the principle that growth pays for growth to the greatest extent possible within the law.*

The City has prepared a Long-Range Financial Plan (LRFP), and an Infrastructure Implementation Plan. All new development must conform to the LRFP as a condition of draft plan approval. In addition, the Hewitt's Creek Landowners Group Inc. has committed to several measures including:

- Front ending the cost of several environmental assessments.
- Front ending the design and construction of certain 'Category D' projects listed in the Infrastructure Implementation Plan.

- b) *That municipal services, like parks, fire services, streets, water, and wastewater, be built at the same time or in advance of the issuance of occupancy permits.*

The City's Infrastructure Implementation Plan sets out the required infrastructure that must be completed to facilitate development and the Landowners Group has agreed to front end the design and construction of several "Category D" projects.

- c) *That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling, and sustainable community planning.*

The Secondary Plan implemented this principle by identifying the core natural heritage features to be protected and the plan design as illustrated in the Master Plan (Appendix 9B). The subject lands do contain natural heritage features that will be protected with the proposed subdivision. Prior to applications being accepted, the Secondary Plan requires that an applicant demonstrate proposed developments conform to the Master Plan. Conformity for the proposed subdivision was confirmed by the City in June 2020.

- d) *That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including "corner stores" and/or local commercial areas.*

The subdivision proposes low and medium residential uses and will be near community services and facilities, as well commercial uses along the Yonge Street Mixed Use Corridor.

- e) *That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, and pedestrian friendly street design (buildings close to street, tree-lined streets, on street parking, hidden parking lots, garages in rear lane, narrow, and slow speed streets).*

The proposed subdivision was designed to create a continuous pedestrian and vehicle circulation system. The street network represents a modified grid pattern and provides short block lengths to encourage pedestrian and active transportation modes.

A pedestrian circulation plan has been prepared in support of the subdivision to demonstrate connections throughout and beyond the site (**Appendix C**).

The geometric design of the streets is consistent with the City's Transportation Design Manual.

- f) *That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.*

The Hewitt's Secondary Plan contains locations for a recreation centre, library, elementary schools, secondary schools and a fire station. The proposed subdivision does not propose any of the latter community facilities given the lands were not designated for such, however, the subject lands are east, west and south of various community sites and do contain a neighbourhood park.

- g) *That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.*

A variety of housing types are proposed throughout the Secondary Plan. Specific to the subject lands, single detached dwelling lots and townhouses are proposed.

The analysis of affordable housing, as required by Section 9.2.9.2 of the Hewitt's Secondary Plan, and Section 3.3 of the parent Official Plan, is contained in Section 6 of this Report.

- h) *That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.*

In support of the approval of the Hewitt's and Salem Secondary Plans, the City has prepared a Multi-Modal Active Transportation Master Plan that includes new right-of-way standards that promote walking and cycling such as buffered bike lanes on arterial roads, bike lanes on collector roads, dual sidewalks on various streets and reduced pavement widths for local streets. The changes to the standards have been reflected in the City's updated Transportation Design Manual.

Accompanying the submission is a Traffic Impact Study and a Pedestrian Circulation Plan identifying and assessing the travel opportunities for vehicles and pedestrians.

- i) *That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.*

There have been public meetings associated with the Environmental Assessments, Master Plans, Secondary Plans and individual draft plans/rezoning applications across the Hewitt's Secondary Plan.

Specific to the subject applications a statutory Public Meeting will be hosted to collect feedback from the public and stakeholders.

- j) *That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents, and minimizes out-commuting.*

The Hewitt's Secondary Plan is a master planned community that will contribute to the on-going development of the City of Barrie as a complete community. The Hewitt's Secondary Plan contains population related employment. The proposed subdivision will contribute to appropriate employment and population growth in the Hewitt's Secondary Plan area and the City of Barrie.

4.5.1.2 Community and Sustainable Design

Within the Hewitt's Secondary Plan, Section 9.4 contains Community and Sustainable Design policies that relate to community form, urban design, and sustainable development.

a) *Community Form*

As detailed in Section 3.3 of this Report, a Conformity Plan has been approved by the City in accordance with Section 9.4.2 c) of the Secondary Plan. In the letter dated June 23rd, 2020, the Manager of Growth and Development stated that the Conformity Plan prepared for this property has been deemed to "generally conform to the schedules and policies of the Hewitt's Secondary Plan".

b) *Urban Design*

In accordance with Policy 9.4.3, the City has prepared Urban Design and Sustainable Development Policies for the Hewitt's Secondary Plan areas. All development applications shall be evaluated to ensure that they are consistent with the Guidelines. In my opinion, the proposed development conforms to the Guidelines as evidenced by the analysis contained in Section 5 of this Report.

c) *Design and Sustainable Development Policies*

In accordance with Policy 9.4.4.1 of the Hewitt's Secondary Plan, the proposed new development is to conform to the General Design Guidelines in Section 6.5.2.2 of the Official Plan. Section 5 of this Report contains this analysis.

The following sub-sections detail policies on Community Design, Cultural Heritage Conservation, Streetscape Design, Parking, and Safe Community Design.

i) *Community Design*

The subdivision was designed to establish a residential community with convenient access to nearby lands which contain institutional and commercial uses. The Plan consists of 395 residential units, two stormwater management facilities and the natural heritage system. The subdivision is designed to be transit supportive, and pedestrian and transit oriented, with compact low density lots and medium density units, small block lengths and a modified grid street pattern (Policy 9.4.4.2 a).

There are several neighbourhood focal points that fall on adjacent and nearby lands. To the east, the focal points include a future elementary school, secondary school and community centre with a public library as well as the Yonge Street Mixed Use corridor which is planned to contain commercial uses. To the north, the focal point is a community park as well as a secondary school. The Subdivision was designed to ensure access aligns to the anticipated developments to the east and west as well as the approved development to the north (Policy 9.4.4.2 d).

As detailed in Section 4.3.1.3 of this Report, the proposed subdivision is estimated to generate 57.7 people and jobs per hectare which is a transit supportive density.

ii) Cultural Heritage Conservation

Stage 1-3 Archaeological Assessments were prepared by Archaeological Assessments Ltd. In a letter dated June 30, 2015 the Ministry of Tourism, Culture and Sport provided clearance for the site.

iii) Streetscape Design

The subdivision has been designed for low density residential uses with a grid street pattern and short block lengths to provide an attractive environment for pedestrians and cyclists. A high standard of design will be achieved through enhanced landscaping and dual sidewalks on various roads throughout the subdivision.

The proposed lots are of an appropriate size and depth to encourage pedestrian activity, it is also anticipated that the dwellings will be sited closer to the right-of-way to provide for a "sense of enclosure" (Policy 9.4.4.4).

iv) Parking

The proposed subdivision does not include parking areas only parking facilities (driveways and garages) for private residential uses (Policy 9.4.4.5).

v) Landscaping

The proposed subdivision includes four streets, 'Fenchurch Manor', 'Ball Gate', Street 'A', and 'Thicketwood Avenue' with enhanced landscaping to improve the public realm and enhance pedestrian comfort (Policy 9.4.4.6).

vi) Safe Community Design

The subdivision has been designed to support the core principles of Crime Prevention through Environmental Design (Policy 9.4.4.7).

vii) Sustainable Development

Low Impact Development measures will be incorporated into the detailed engineering design as identified during pre-consultation with the Lake Simcoe Region Conservation Authority. Energy conservation measures required under the Ontario Building Code will be employed and additional considerations towards green building practices will be given by the homebuilders (Policy 9.4.4.8).

4.5.1.3 Land Use Strategy

Section 9.5 of the Hewitt's Secondary Plan contains land use strategy goals and policies associated with Natural Heritage System, Residential Area, and Neighbourhood Mixed Use designations.

a) Natural Heritage System

In accordance with Schedule 9E of the Secondary Plan and Policy 9.5.3.1 a) and 9.5.3.2, the proposed subdivision does not propose any development or site alteration within the Natural Heritage System. The Natural Heritage System and the associated buffers will be preserved.

b) Mixed Use Nodes and Corridors

In accordance with Schedule 9E of the Secondary Plan, the south-west corner of the plan (adjacent to the Ball Gate/Lockhart Road intersection) contains medium density in the form of dual frontage townhouses and back-to-back townhouses. An additional mixed-use block has been located on the opposite side of Ball Gate on the adjacent draft plan approved subdivision (Sorbara). The higher densities surrounding this main entrance (Ball Gate) will form a node as envisioned by the Secondary Plan.

Section 9.5.4.3 e) of the Secondary Plan permits a maximum residential density of 120 units per hectare, while Section 9.5.6.1 b) established a minimum residential density of 40 units per hectare. For the purposes

of the Conformity Plan, the density of the mixed use designated area (1.64 hectares) has been calculated at approximately 46 units per hectare or 76 units.

c) Residential Areas

The lands are predominantly designated Residential Area which has goals to develop a residential community with its own special character, while providing for a diverse range of housing options, and developing residential neighbourhood that includes pedestrian orientation of the streetscape and the provision of community facilities (Policy 9.5.7.1). The proposed subdivision provides a range of single detached dwelling lot sizes, street townhouses and back-to-back townhouses to contribute to the range of housing options. The applications will also facilitate short block lengths and a modified grid street pattern which promotes a more enhance pedestrian streetscape. The subject lands do not contain any designated community facilities but are located in close proximity to parks, a library and recreation centre, elementary schools and secondary schools.

In accordance with Policy 9.5.7.2 lands designated Residential Area are intended to accommodate low density residential development, as such, the applications propose low and medium density residential housing types in the form of various single detached dwelling lot sizes, street townhouses and back-to-back townhouses.

As per Policy 9.5.7.3 a) the minimum density for low density residential uses is 20 units per net hectare and the maximum density for low density residential uses is 40 units per net hectare. For medium density uses the minimum density is to be a minimum of 30 units per net hectare and a maximum of 70 units per net hectare. Net hectare shall be calculated based on the area of the lot excluding all other areas with exception of one half of the local road on which the lot fronts. The calculation of density is as follows:

- The low-density residential density of the proposed subdivision is 22.9 units per hectare. This was calculated based on a total unit count of 194 and a total area of 8.45 hectares which includes 6.64 hectares for the lot area of all low density uses plus 1.81 hectares of one half of all the local roads which the low density uses front onto.
- The medium density residential density of the proposed subdivision is 58.6 units per net hectare. Similarly, to above, this was calculated based on a total unit count of 201 and a total area of 3.43 hectares which includes 2.37 hectares for the lot area of all medium density uses plus 1.06 hectares of one half of all the local roads which the medium density uses front onto.
- The combined low and medium density of the proposed subdivision is 43.8 units per net hectare. This was calculated based on the total unit count of 395 divided by the total area of the residential uses and the area of one half of the local roads upon which they front onto.

Policy 9.5.7.2 b) states lands throughout the Residential Areas designation shall include a mix of low and medium density development designed to achieve a minimum of 20 percent medium density and 80 percent low density development. Both low and medium density residential uses are proposed; therefore, positively contributing to the 20%/80% split as the proposed split is 49.3% for low density and 50.6% for medium density.

4.5.1.4 Community Services Strategy

The Community Services Strategy policies contained in Section 9.6 of the HSP relate to matters of transportation, water & wastewater services, stormwater management, and parkland.

a) Transportation

The lands contain one major and minor collector road and four local roads, and as such, the subdivision has been designed in accordance with the Multi-Modal Transportation Master Plan and Section 9.6.3.1 of the Hewitt's Secondary Plan as illustrated below:

- 31.0 metre right-of-way width for Lockhart Road (11.0 metre widening).

- 27.0 metre right-of-way width for 'Fenchurch Manor' a major collector road that travels through the subdivision and connects to the adjacent lands to the west and east.
- 27.0 metre right-of-way width for 'Ball Gate', a major collector road that provides access to the site and then connects to 'Fenchurch Manor'.
- 18.0 metre right-of-way width for the seven local roads, Street 'A', 'B', 'C', 'D', part of 'E', 'F' and 'Thicketwood Avenue'.
- 16.0 metre right-of-way width for window street, part of Street 'E'.

The Plan has been designed to accommodate access adjacent to the roads on the future development of the lands to the east and west, and to accommodate access to the proposed subdivision to the north. A 11-metre road widening along the Lockhart Road frontage has been incorporated into the Plan. All streets within the subdivision will be conveyed to the City of Barrie.

b) Water and Wastewater Services

The proposed development will be serviced with full municipal water and wastewater systems in accordance with policy 9.6.4 a). In addition, the Master Plans listed in policy 9.6.4 b) have been completed.

c) Stormwater Management

Stormwater management will be designed in accordance with best management practices, the LSRCA guidelines, the Subwatershed Impact Study and/or the outcome of the LSRCA design charrette.

d) Parkland

In accordance with Section 9.6.7.3, a Master Parkland Agreement was established with the Hewitt's Creek Landowners Group. Parkland dedication and cash-in-lieu have been paid in accordance with the Hewitt's Master Parkland Agreement.

4.5.1.5 Development Review & Growth Management

Policies 9.7.2, 9.7.3 and 9.8.1 lists the following documents that may be required in support of development applications:

1. **Subwatershed Impact Study (SIS):** The SIS and Addendum was prepared for the Hewitt's Secondary Plan by R.J Burnside and Associates dated November 2017 and August 2017.
The SIS was approved by the City of Barrie and the Lake Simcoe Region Conservation Authority dated April 5, 2018.
2. **Area Design Plan:** As noted in Section 3.3 of this report, an Area Design Plan is not required because the Conformity Plan for these lands has been deemed to generally conform to the Master Plan in Appendix 9B of the Secondary Plan.
3. **Pedestrian Circulation Plan:** **Appendix C** contains the Pedestrian Circulation Plan.
4. **Delineation of the Regulatory Floodplain:** The proposed Draft Plan of Subdivision includes a Regulatory Floodplain. No development is proposed within the Regulatory Floodplain.
5. **Geotechnical Study:** A Geotechnical Study accompanies the application.
6. **Waste Disposal Impact Assessment:** The subject lands are not within a designated "Waste Disposal Assessment Area".
7. **Long Range Financial Plan (LRFP):** The City has prepared a LRFP, and development must be consistent with this document to ensure there is a sustainable financing plan in place for the City. In support of the LRFP, the Hewitt's Creek Landowners Group have or will front end the costs of certain Environmental Assessments and Category 'D' projects in the City's Infrastructure

Implementation Plan. On-going discussions with the City are also occurring regarding the timing of the development in the Hewitt's Secondary Plan area.

8. **Development Charges:** An updated Development Charge By-law came into effect for the Hewitt's Secondary Plan area on June 14th, 2021. A summary of applicable development fees will be provided during review of the submitted applications.
9. **Master Parkland Agreement:** The City of Barrie and the Hewitt's Creek Landowners Group finalized a Master Parkland Agreement that was executed in 2018. This agreement sets out the land and cash-in-lieu obligations of the Landowners. Parkland dedication and cash-in-lieu have been paid in accordance with the Hewitt's Master Parkland Agreement.
10. **Cost Sharing Agreement:** The Hewitt's Creek Landowners Group cost sharing agreement was executed on January 31, 2018.
11. **Phasing:** The subject lands are contained within Phase 2 of the Hewitt's Secondary Plan area.
12. **Zoning Framework:** The Zoning Framework for the Salem and Hewitt's Secondary Plan areas was approved by By-law 2017-041 in June 2017. The proposed zoning on the property is in accordance with the Salem and Hewitt's Secondary Plan zoning framework.
13. **Urban Design and Sustainable Development Guidelines:** The City issued the final version of the Guidelines in April 2017.

4.5.2 Official Plan Policies

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

4.5.2.1 Staging and Phasing of Development

Section 3.1.2.2 of the Official Plan contains staging and phasing policies as outlined below:

- a) *Secondary plans and phases within secondary plans are to be released for development in accordance with municipal need and demand*
- b) *The approval of secondary plans and the phasing of development within secondary plans shall be undertaken in a financially responsible and environmentally sustainable manner that achieves municipal objectives and matches growth, intensification and density targets. (Mod D (f))*
- c) *In evaluating the release of Secondary Plan residential or employment areas or phasing of development within approved Secondary Plans, the City shall have regard for the following factors:*
 - i) *the supply of vacant, designated lands in the use category;*
 - ii) *in the case of residential development, the availability of registered and draft approved residential lots and blocks intended for multiple family development;*
 - iii) *the availability and capacity of municipal services and community facilities and the capital and operating costs of providing new services and facilities; and*
 - iv) *the promotion of development in a contiguous and orderly fashion in order to achieve a compact, healthy and cost-effective urban form.*

The Hewitt's Secondary Plan contains phasing policies and a Phasing Schedule. The proposed development is located within Phase 2 and abutting other lands within Phase 2. The processing of draft plan approval and registration will not occur until the City is satisfied that the proposed development conforms to the Long-Range Financial Plan.

The proposed subdivision is located south, east and west of lands designated for residential development to ensure a contiguous and orderly pattern of development.

d) 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;*

If approved, the proposed development will provide single detached dwellings with varying lot sizes, street townhouses and back-to-back townhouses.

- ii) giving priority to lands adjacent to existing development;*

The subject lands are located south, east and west east of lands designated for residential development within the Hewitt's Secondary Plan area.

- iii) sequential development of neighbourhood facilities;*

Neighbourhood facilities are planned on adjacent lands including an elementary school, high school, library, a recreation centre and public neighbourhood park.

- iv) provision of community facilities and urban services with emphasis on using existing sewage and water services where possible;*

The development will utilize full municipal water and wastewater services. Capacity is available to service this site.

- v) provision of schools and parks;*

Two schools are proposed east of the subject lands. The location, size, configuration, and orientation of the school sites will be reviewed by the respective City Engineering/Parks staff/School Board staff.

- vi) provision of sidewalks and access to public transit.*

Dual sidewalks will be located throughout the development on 'Fenchurch Manor' and 'Ball Gate' and a single sidewalk will be located on all other streets throughout the subdivision. A future transit route is proposed within the subdivision and adjacent to the subject lands.

- vii) sequential construction of collector roads and access to arterial and boundary roads;*

The primary site access is 'Ball Gate' and the secondary accesses have been designed to align with the future development of the lands to the east and west.

- viii) sequential construction of sanitary sewer and watermain extensions and electrical distribution systems;*

The site will rely on the extension of sanitary and water services from lands to the east as outlined in the Functional Servicing Report.

- ix) adequacy of storm drainage; and,*

Stormwater management will occur in on-site stormwater ponds as well as Low Impact Development facilities.

- x) protection of the environment and significant natural resources.*

The subject lands contain natural heritage features that will be protected.

e) As a means of controlling residential growth, the City will require that each subdivision agreement include a condition that phasing of development will be to the satisfaction of the City in accordance with (c) and (d) above.

Phasing of the subdivision will be considered during detailed engineering design, and the phasing, will be to the satisfaction of City Engineering staff. Development will proceed in accordance with the Infrastructure Implementation Plan and the City's Long-Range Financial Plan.

f) Residential plans of subdivision shall not receive draft approval until such time as roads, stormwater, sanitary sewer, piped water facilities and utilities necessary to serve the parcel are available.

The City has prepared an Infrastructure Implementation Plan that identifies all the infrastructure required to support the proposed Hewitt's Creek Secondary Plan area.

g) The City may require fiscal impact analyses in support of applications for development to determine the most financially efficient sequence or staging of development and to forecast, manage, and balance the flow of revenues and expenditures over time.

The City has prepared a Long-Range Financial Plan and development must be consistent with this document to ensure there is an affordable and sustainable financing plan in place for the City. In support of the LRFP, the Hewitt's Creek Landowners Group have or will front end the costs of certain Environmental Assessments and Category 'D' projects in the City's Infrastructure Implementation Plan.

4.5.2.2 Housing

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

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

Refer to Section 4.6 of this Report.

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

The proposed subdivision contains low and medium density residential uses.

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

The Hewitt's Secondary Plan prescribes densities for low and medium density residential development. The prescribed densities promote a compact urban form that supports the use of public transportation and active transportation.

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

The City is projected to grow to 210,000 persons by the year 2031, and the Hewitt's and Salem Secondary Plan areas are required to provide a 10-year supply of designated land.

4.5.2.3 Residential Design Policies

Contained in Section 4.2.2.4 of the Official Plan are design policies for lands designated Residential, which are addressed below:

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.

The proposed development incorporates dual sidewalks on two streets and enhanced landscaping on three streets to improve accessibility and safety.

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.

The proposed subdivision includes low and medium density residential development in the form of varying single detached dwelling lot sizes, street townhouses and back-to-back townhouses. The lands are also adjacent to low and medium density residential development, therefore, buffering protection is not required on the subject lands.

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).

The proposed buildings have been sited internally within the subject lands. Noise mitigation measures will be employed for the dwellings located along Lockhart Road, as per the Noise Impact Study submitted in support of the applications. Further, no non-residential uses are proposed except for the natural heritage system and associated buffers.

d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

The proposed development will be maintained to a high standard as per the requirements of draft plan approval, until conveyed to the City.

e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

The proposed subdivision does not include non-residential uses except for stormwater management facilities and environmental protection lands.

4.5.2.4 Residential General Policies

Section 4.2.2.5 of the Official Plan contains general policies for lands designated Residential, which are assessed below:

a) 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))

The Hewitt's Secondary Plan was supported by the preparation of several master plans, including a Multi-Modal Active Transportation Master Plan. In addition, a Master Traffic Study has been prepared for the Hewitt's Secondary Plan area, and a site-specific Traffic Impact Study accompany the submission.

b) Uses in the Residential designation require the provision of full municipal sewer and water services. Creation of residential lots on private septic systems will be discouraged and only permitted on a limited infill basis through consent on condition that these lots shall be required to connect to full municipal services when available at the owner's expense. (Mod E (q))

i) Prior to the creation of a lot for development on private septic systems, the necessary soil, hydrogeological, grading and tree preservation plans must meet the approval of the City and the appropriate public agencies.

The development is proposed on full municipal water and wastewater services.

c) The City will require the incorporation of larger lot sizes in wooded areas or the protection of woodlands (in whole or in part), and/or additional planting as determined by the City prior to approval of any development proposals in areas adjacent to or including woodlands.

Approximately 30% of the Hewitt's Secondary Plan is designated as natural heritage features and is proposed to be preserved and conveyed to the City of Barrie. The proposed development contains natural heritage features that are proposed to be protected.

4.5.2.5 Institutional

In accordance with the education facilities policies 4.5.2.5 a-f), the proposed development is located adjacent to and near lands that will contain a library, recreation centre, and two schools.

4.5.2.6 Urban Design Guidelines

Refer to Section 5 of this Report.

In my opinion, the current zoning by-law amendment and draft of subdivision applications conform to and will implement the policies of the Hewitt's Secondary Plan.

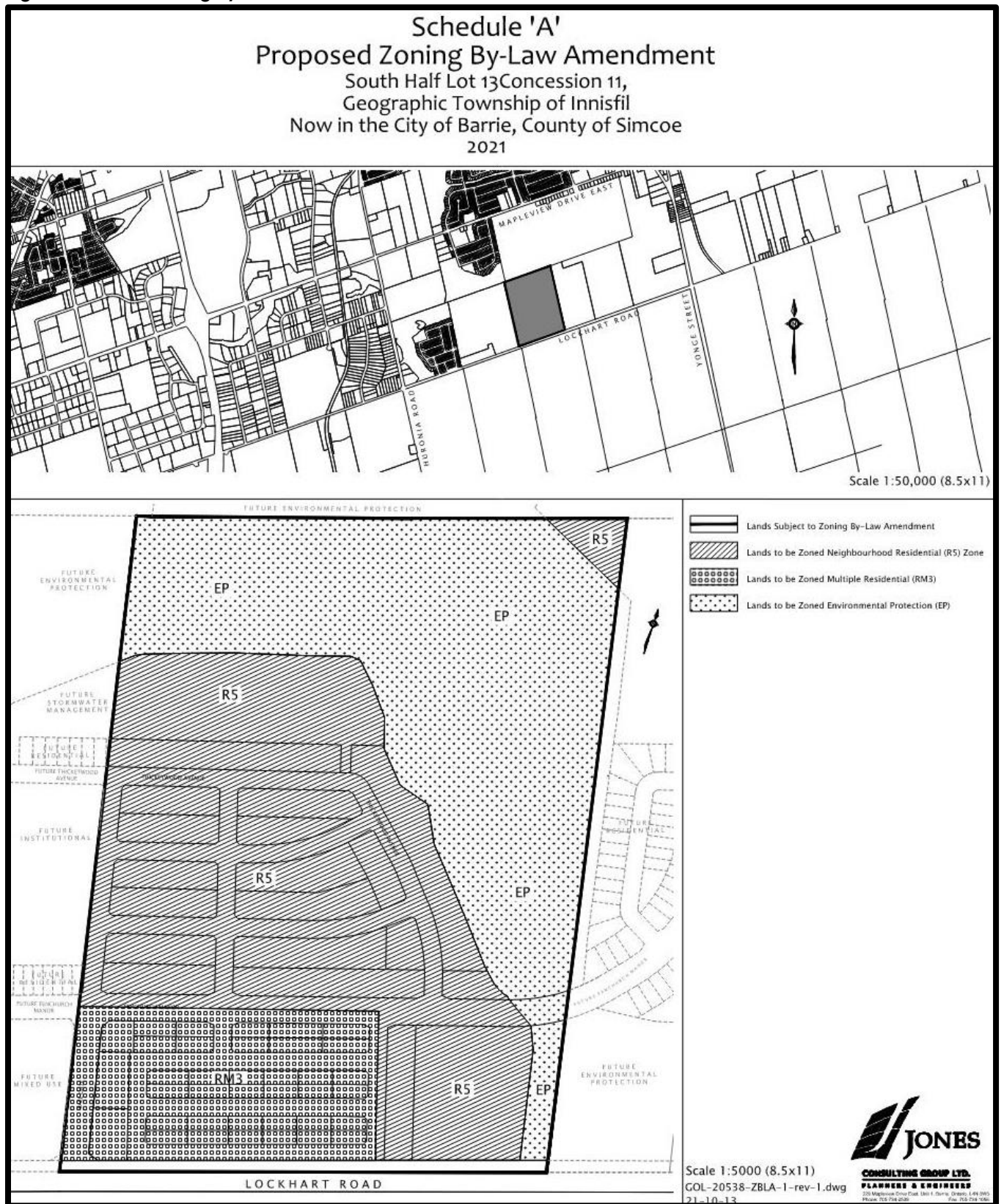
4.6 City of Barrie Zoning By-law

The subject lands are zoned Agricultural General (AG) and Environmental Protection (EP) from the Town of Innisfil Zoning By-law 054-04. The Zoning By-law Amendment application will replace the current zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town by remains in effect on the lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The rezoning is required to permit the land uses proposed within the subdivision.

The purpose of the application for Zoning By-law Amendment is to rezone the lands to Neighbourhood Residential (R5), Neighbourhood Residential Multiple Zone (RM3), and Environmental Protection (EP) (**Figure 10**). The Neighbourhood Residential zone will facilitate the development of the single detached dwelling lots and street townhouses. The Neighbourhood Residential Multiple (RM3) zone will permit the back-to-back townhouses and street townhouses located near the intersection of 'Ball Gate' and Lockhart Road to conform to the Official Plan's Neighbourhood Mixed Use designation. The Environmental Protection will protect the natural heritage features and the associated buffers. There are no special exceptions requested by the Zoning By-law Amendment application.

Surrounding lands to the north have also been rezoned to implement the Hewitt's Secondary Plan. The lands to the north have been rezoned to Neighbourhood Residential (R5), Institutional Education – Special Provision No. 555 (I-E) (SP-555), Open Space (OS) and Environmental Protection (EP). The lands to the west have been rezoned to Neighbourhood Residential (R5), Neighbourhood Mixed Use (NMU), Environmental Protection (EP), Open Space (OS), and Institutional Special Provision No. 567 (I-E) (SP-567). The lands to the east are designated for residential development and it is anticipated these lands will undergo a rezoning in the future to implement the Hewitt's Secondary Plan.

Figure 10. Draft Zoning By-law Amendment Schedule



5.0 URBAN DESIGN

The City's Official Plan contains general Urban Design Guidelines in Section 6.5, and a more specific policy in section 9.4.3 of the Hewitt's Secondary Plan. The following subsections assess the proposed developments conformity with these urban design policies.

5.1 General Design Guidelines

According to Section 9.4.4.1 of the Hewitt's Secondary Plan, the General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development except for policies 6.5.2.2. c) and d) iii), v) and vi). The Design policies of Section 6.5.2.2, except for those noted above, are assessed below:

a) Building and Siting

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

The residential units will conform to the City's zoning framework for the Hewitt's and Salem Secondary Plan areas.

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

This policy is not applicable to the proposed subdivision.

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

All visible sides of the residential dwellings, specifically those units on corner lots, will be treated similarly to the front.

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

There are no cultural heritage buildings currently on the property.

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

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

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

Dual sidewalks will be located along two streets within the subdivision, which are collector roads. All other streets will contain at least one sidewalk. No commercial uses are proposed within the subdivision.

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

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

b) Parking Areas

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

The driveways have been planned in consideration of the street network, entrances conceptualized on the lands to the west and east, and approved entrances on the lands to the north.

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

This is not applicable to the proposed subdivision as all the parking spaces are private residential driveways.

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

This does not apply to the proposed applications.

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

This does not apply to the proposed applications.

c) Landscaping

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

The proposed development includes three streets that will accommodate enhanced landscaping.

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

There are no commercial uses proposed within the subdivision nor is the subdivision adjacent to proposed commercial uses.

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

Not applicable to the applications as there is no minimum landscaping standard at this stage.

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

A detailed landscape plan is not required for this submission; however, a Tree Inventory & Preservation Plan has been submitted in support of the proposed applications. Detailed landscaping designs will be prepared as part of the 'Complete' Engineering submission requirements.

d) Environmental Features

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

This is a greenfield development proposal.

- 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.*

The Hewitt's Secondary Plan was supported by a detailed Natural Heritage Assessment that identifies the core natural areas and required buffers. The subject lands contain a portion of the natural heritage system that will be protected.

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

features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.

The natural heritage features and associated buffers on the subject lands are being protected and will be conveyed to the City.

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

A Tree Inventory & Preservation Plan has been prepared identifying the trees that are required to be removed to facilitate the proposed subdivision. All trees within the Natural Heritage System and the buffer are being preserved. In terms of new tree planting, a condition of the draft plan approval will be the detailed landscaping design of street tree planting.

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

The Natural Heritage System and buffers have been incorporated and are integral components of the proposed subdivision. Where possible, stormwater management facilities have been located adjacent to the Natural Heritage System to further buffer the environmental features from the built environment.

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

The natural heritage features and buffers contained on the subject lands are being preserved and the proposed densities conform to the Official Plan policies.

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

No development or site alteration has occurred on the lands.

e) Signage

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

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

f) Utilities

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

The matter is subject to detailed design review as part of satisfying the draft plan conditions.

g) Energy Efficient Urban Design

- i. Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation*

that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

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

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

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

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

Not applicable. No existing buildings are on the property.

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

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

5.2 Urban Design and Sustainable Development Policies

In accordance with Policy 9.4.3, the City has prepared Urban Design and Sustainable Development Policies for the Salem and Hewitt's Secondary Plan areas. All development applications shall be evaluated to ensure that they are consistent with the Guidelines. In my opinion, the proposed development conforms to the Guidelines as evidenced by the following:

- a) **Planning Principles:** As outlined in Section 4.5.2 of this Report, the proposed development conforms to the Planning Principles in the Official Plan.
- b) **Master Plan:** The proposed development conforms to the Community Structure and Hewitt's Master Plan as confirmed by the City of Barrie in September 2019.
- c) **Community Sustainability:** The proposed development represents compact and pedestrian and transit-oriented development. Connectivity to adjacent lands has been maximized by ensuring the street network aligns to the approved development on the lands to the north and west, and future development on the lands to the east.
- d) **Natural Heritage & Parkland System:** The proposed development includes a portion of the Natural Heritage System that is proposed to be protected. Parkland dedication and cash-in-lieu have been paid in accordance with the Hewitt's Master Parkland Agreement.
- e) **Stormwater Management:** Stormwater management will occur in two on-site stormwater management ponds. Low Impact Development methods will be considered as part of the detailed design stage.
- f) **Circulation and Movement:** The subdivision has been designed to create a continuous pedestrian and vehicle circulation system within the subdivision and with the adjacent lands to the north, east and west. In addition, a sidewalk system is proposed as shown on the Pedestrian Circulation Plan (**refer to Appendix C**).
- g) **Pathways:** A Pedestrian pathway will be incorporated in the Natural Heritage System as conceptualized on Schedule 9A: Community Structure of the Hewitt's Secondary Plan.
- h) **Streetscapes:** The streetscape will be enhanced along 'Fenchurch Manor' and 'Ball Gate' with landscaping and dual sidewalks.

- i) **Boulevards – Mixed Use Nodes and Corridors:** The subject land contain lands identified as a Mixed-Use Node, as such, the design of the boulevards will be considering during detailed subdivision design.
- j) **Landscaping:** Landscape designs for the street tree planting will be contemplated during the detailed design stage.
- k) **Accessibility and Universal Design:** The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. In addition, the subdivision will be reviewed by the City of Barrie Accessibility Coordinator as part of the circulation of the applications, and changes can be made to the plan, if necessary, following that review.
- l) **Safe Community Design:** The subdivision has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- m) **Gateways:** The Hewitt's Secondary Plan identifies gateway locations, none of which are located within the subject lands.
- n) **Utilities:** A regular monthly hydro and utilities working group meeting is held with representatives of InnPower, Enbridge, the City of Barrie, and the Hewitt's and Salem Landowners Group to coordinate hydro and utility servicing.
- o) **Street Furniture – Mixed Use Nodes and Corridors:** The subject lands contain lands within an identified Mixed-Use Node, as such, street furniture will be considered during detailed design.
- p) **Seating:** The location of seating along any right-of-way will need to be considered as part of the detailed design stage.
- q) **Transit Shelters:** The subdivision design will be circulated to the City's transit department who will review and identify the locations of transit shelters.
- r) **Public Art:** Public art may be considered at a later date.
- s) **Lighting:** The detailed electrical design will adhere to the requirements of the City of Barrie and InnPower.
- t) **Waste Receptacles:** The City will need to decide if, and where, waste receptacles will be placed on public lands.
- u) **Public Signage:** The City will need to decide where location signage should be placed on public lands such as trail signage.
- v) **Private Signage:** No private signage is required within the proposed subdivision.
- w) **Parking:** On-street parking will be provided in accordance with the City of Barrie parking standards and policies.
- x) **Building and Site Sustainability:** The plan provides a range of lot sizes and unit types that are compact. The plan will incorporate Low Impact Development facilities and future street landscaping will be approved by the City of Barrie.
- y) **Residential Buildings:** The low and medium density residential units will be located close to the street and the developer/builder has advised that they intend to provide for architectural variation, particularly along the front façade, which will include verandas, porches or landscaped areas.

6.0 AFFORDABLE HOUSING

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

3.3.2.2 Affordable Housing Policies

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

Development across the Hewitt's Secondary Plan contains a variety of housing types and in some cases, dedicated affordable housing units. Up to 10% (1,000 – 1,200 units) of all the units in the Secondary Plan may meet the requirements for affordable home and rental ownership. This will be accomplished by providing smaller more compact units that require less land and encouraging second suites throughout the Plan area. In accordance with Policy 3.3.2.2.e), second suites are permitted in all single detached, semi-detached, and street townhouses subject to the implementing zoning by-law provisions.

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

According to the most recent Affordable Housing Monitoring Report prepared by the City (March 2021), affordable ownership is considered to be a unit selling for \$305,000 or less. It remains to be seen how this number will adjust over the next few years when the subject lands actually proceed to registration and construction. In the same Report, affordable rents range from \$941 for a bachelor apartment to \$1,334 for a three bedroom apartment. Affordable units are not proposed for this specific subdivision; however, affordable units will be located elsewhere in the Hewitt's Secondary Plan area.

The specific affordability of units in this subdivision will not be determined until all costs and market factors are finalized closer to final approval. However, it is anticipated that potential 10-20% of the back-to-back townhouse units may fall within the definition of affordable ownership. In addition, some portion of rental second suites may fall within the definition of affordable, although rental affordability is a much more difficult target to meet. The provision of second suites in the subdivision, will, at a minimum, contribute to more affordable options for lower to moderate households. The fundamental rental affordability problem is the lack of supply, and the inclusion of second suites across the secondary plan will assist in dealing with this problem.

7.0 CONCLUSION

The proposed development contains 395 residential units in the form of low and medium density residential uses. The plan was designed around the Natural Heritage System and associated buffers as well as to align with the approved Draft Plan of Subdivision to the north and west, and future developments to the east. In addition, the plan provides a road widening for Lockhart Road and contains three streets that will have enhanced landscaping and dual sidewalks.

This report reviewed the land use planning merits of applications for Zoning By-law Amendment and Draft Plan of Subdivision for the lands located at 460 Lockhart Road in the Hewitt's Secondary Plan area in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan and Hewitt's Secondary Plan.

The application proposes low density and medium density dwellings, stormwater management ponds, environmental protection lands and local and collector roads. The proposed lot types, built form, and density conforms to the policies of the Hewitt's Secondary Plan. The proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development protects the natural heritage features on the subject lands and accommodates two stormwater management facilities that will service the subject lands. The proposed compact residential development will help meet the needs of future residents of the Hewitt's Secondary Plan area by providing housing options located within a 15-minute walk of the GO station and will have convenient access to the proposed nearby recreation centre, library, and schools.

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

Sincerely,

THE JONES CONSULTING GROUP LTD.



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

Partner

Appendix A: Conformity Plan

Appendix B: Conformity Letter from the City of Barrie

June 23rd, 2020

CITY HALL
70 COLLIER STREET
TEL. (705) 739-4208
FAX (705) 739-4270



P.O. BOX 400
BARRIE, ONTARIO
L4M 4T5

THE CORPORATION OF THE CITY OF BARRIE
DEVELOPMENT SERVICES DEPARTMENT
"Committed to Service Excellence"

June 23rd, 2020

File: D28-023-2020

Ray Duhamel, MCIP, RPP
Jones Consulting Group Ltd.
229 Mapleview Drive, Unit 1
Barrie, Ontario L4N 0W5
(T:) 705-734-2538 ext. 226
(E:) rduhamel@jonesconsulting.com

Dear Mr. Duhamel:

**Re: Conformity Review – 460 Lockhart Road (Lockhart Innisfil (II) Investments Ltd.)
Hewitt's Secondary Plan Area, Barrie, ON**

Please be advised that the Conformity Review Plan, dated January 9th, 2020 (see Appendix "A"), submitted by the Jones Consulting Group Ltd. on behalf of Lockhart Innisfil (II) Investments Ltd. for lands known municipally as 460 Lockhart Road, Barrie, has been deemed to generally conform to the Hewitt's Secondary Plan. Formal applications for a Draft Plan of Subdivision and a Zoning By-law Amendment may be submitted to the City of Barrie, following a design charrette with the Lake Simcoe Region Conservation Authority (LSRCA).

While the plan has been deemed to generally conform to the policies and schedules of the Hewitt's Secondary Plan, formal applications will be reviewed in greater detail and revisions may be required. Please see the comments and conditions attached as Appendix "B" to this letter which identify matters that shall be considered and/or addressed through the formal application submission.

This conformity letter is valid for a period of two (2) years, expiring on June 23rd, 2022. Should the development proposal change or if a formal application is not received by the date noted above, the applicant may be required to submit a new conformity application.

If you have any questions or concerns, please contact the Planning File Manager, Andrew Gameiro, at 705-739-4220 ext. 5038 or andrew.gameiro@barrie.ca.

Sincerely,

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

Tiffany Thompson, MCIP, RPP
Manager of Growth and Development

Appendix C: Pedestrian Circulation Plan

