

PLANNING JUSTIFICATION **REPORT**

521 Huronia Road, Barrie
OFFICIAL PLAN AMENDMENT
ZONING BY-LAW AMENDMENT

Date:

April 2020

Prepared for:

Huronia Barrie Land Inc.

Prepared by:

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Our File 1219E

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1.0

INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by Huronia Barrie Land Inc., the proponent (hereinafter “the Proponent”) for the owner being Huronia Barrie Inc. (hereinafter “the Owner”) to seek approval for an Official Plan and Zoning By-law Amendment applications to permit the development of the lands municipally known as 521 Huronia Road in the City of Barrie (hereafter referred to as the “Subject Lands”) (**Figure 1**). The property is located on the east side of Huronia Road and south of existing residential units on Loon Avenue to the north.

The Proponent is seeking the proposed amendments on behalf of the Owner to permit the development on a portion of the Subject Lands for a 5 block, 104 unit townhouse community consisting of a mixture of stacked and cluster townhouse typologies (hereinafter referred to as “the Community”). The proposed development will provide for a total of 7,102 square metres (236,449 sq ft) of gross floor area (“GFA”), representing a density of 78 UPH.

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

1.1 SUBJECT LANDS SURROUNDING AREA DESCRIPTION

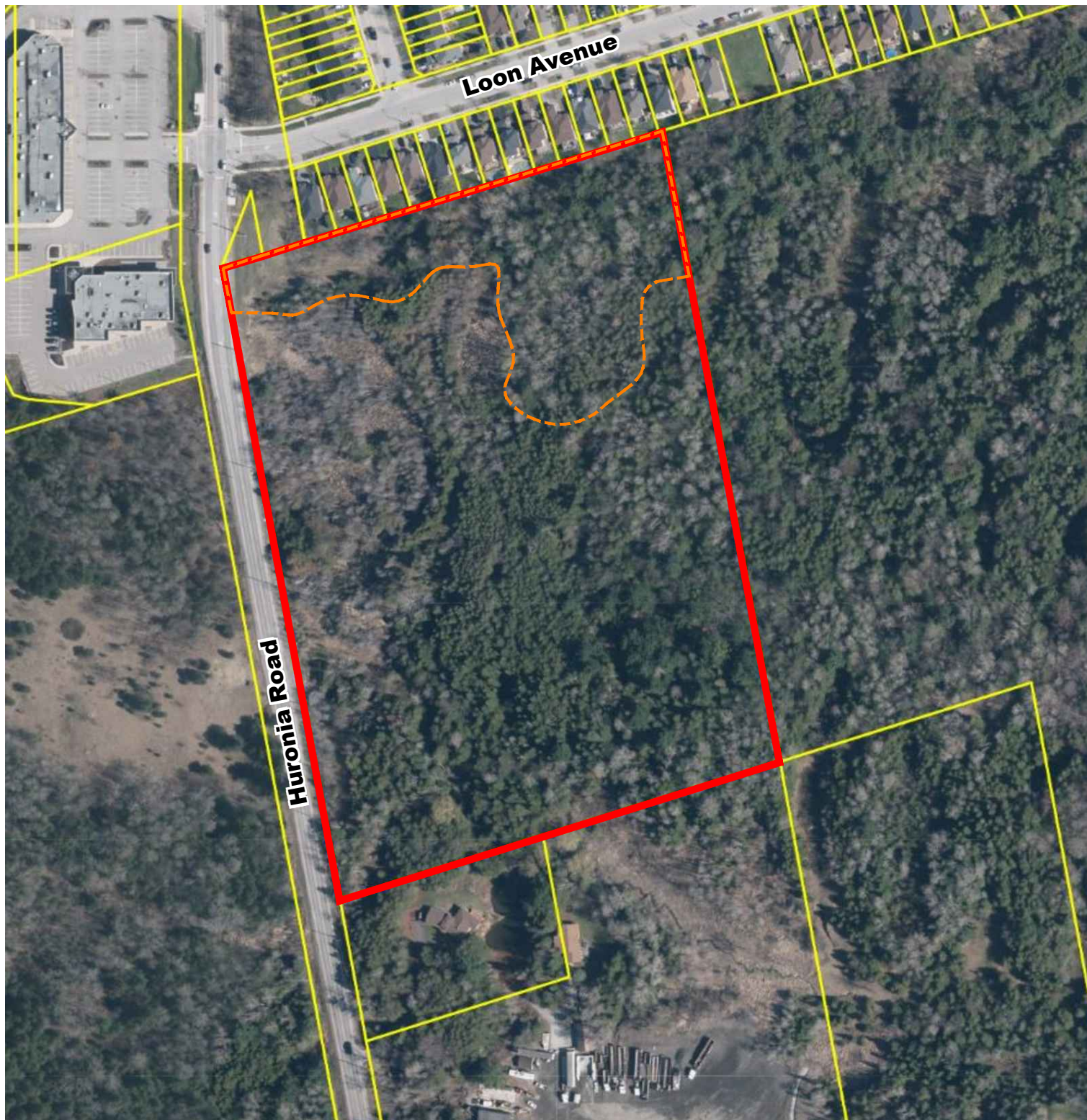
1.1.1 Subject Lands

The Subject Lands are located on the east side of Huronia Road and south of the existing residential units along Loon Avenue to the north. The Subject Lands are approximately 6.2 ha (15.3 acres) of which 1.27 ha (3.13 acres) is subject to development (the Development Site) with the remainder being retained in a natural state. The Subject Lands have approximately 26 m of frontage Huronia Road (**Figure 1**). The Subject Lands are currently vacant.

1.1.2 Surrounding Area

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

NORTH: Immediately north of the Development Site are single detached residential dwellings along Loon Avenue.



Data Source: First Base Solutions Aerial Flown 2016

Figure 1

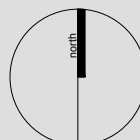
Location Map

LEGEND

- Subject Lands
- Development Site

DATE: December 19, 2019

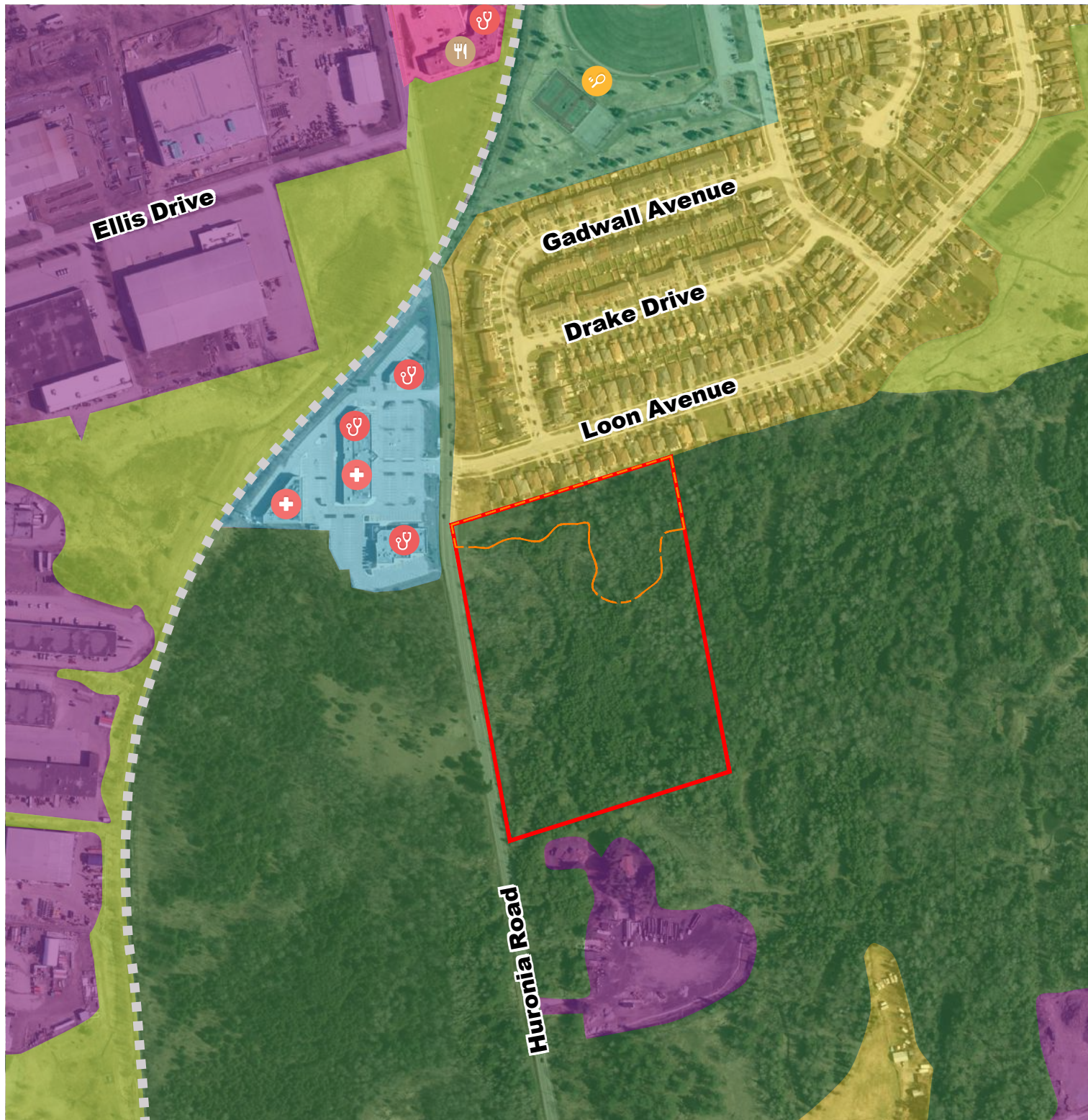
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**521 Huronia Road,
Barrie, Ontario**

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Data Source: First Base Solutions Aerial Flown 2018

Figure 2

Surrounding Context

521 Huronia Road,
Barrie, Ontario

LEGEND

- Subject Lands
- Development Site
- Industrial

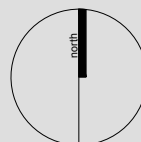
- Commercial
- Institutional
- Residential
- Park

- Wooded Area
- Environmental
- Railway
- ❏ Restaurant
- ⚽ Sports Facility
- 👤 Medical Practitioner
- + Medical Services

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EAST: Immediately east is a woodlot and environmental areas.
SOUTH: Immediately south is a woodlot and environmental areas.
WEST: Immediately west is Huronia Road, and service commercial uses in the form of a medical centre.

1.2 POLICY CONTEXT

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

1.2.1 Provincial Policy

The 2020 Provincial Policy Statement (“PPS”) and 2019 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix uses including residential and commercial to support the long-term needs. Specifically that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 20 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

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

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

1.2.2 Lake Simcoe Protection Plan

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

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



Figure 3
City of Barrie
Official Plan
 Schedule J
 Lake Simcoe Watershed

**521 Huronia Road,
 Barrie, Ontario**

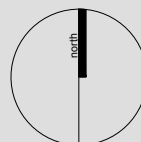
LEGEND

- Subject Lands
- Development Site
- Subject Lands

DATE: December 19, 2019

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1.2.3 City of Barrie Official Plan

The City of Barrie Official Plan (“OP”) locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Site is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on **Figure 4**. The OP designates the Subject Lands as a combination of both “General Industrial” and “Environmental Protection Area” on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Site are both located within a combination of both Level 1 with Existing Development Designation Subject to policy 3.5.4.D, and within a Level 1 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Huronia Road is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 34 m as per Schedule E (**Figure 10**).

While the subject lands have the designation General Employment, and would typically be restricted from conversion to non-employment uses, the Subject Lands have been identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City. In addition, a November 27, 2019 correspondence from the City planning confirmed that the Subject Lands will be recommended for conversion. Notwithstanding this, and recognizing that the ongoing Municipal Comprehensive Review may take some time, this application proposes to advance the Municipal Comprehensive Review and City staff’s recommendations in line with the 2004 and 2011 reports. An outline of how this application meets the conversion tests under policy documents is outlined in this report.

1.2.4 City of Barrie Zoning By-law 2009-141

The provisions of Zoning By-law 2009-141 are in-effect for the Subject Lands. The City of Barrie Zoning By-law 2009-141 zones the Subject Lands as both “Agricultural” (A) and “Environmental Protection Area” (EP) with majority of the Development Site located within the A zone (**Figure 11**). The A zone permits a range of agriculturally related uses such as nursery or garden supply centres, or veterinary clinics, with the permission of accessory uses such as dwelling units. The EP zone permits a range of ecological management uses such as environmental conservation, natural restoration areas inclusive of trails.

1.3 PROPOSED COMMUNITY

The proposal consists of a 104 townhouse community located within the Development Site of the Subject Lands. Despite the Subject Lands occupying a total area of approximately 6.2 ha (15.3 acres) the Development Site occupies only the northerly portion and traverses along the existing woodlot within the Subject Lands, as established by the Environmental Impact Statement. The proposal seeks to develop 5 townhouse blocks ranging between 3 and 4 storeys in height, representing a mixture of both traditional street related units and stacked townhouse units. Each block will occupy frontage along a new proposed

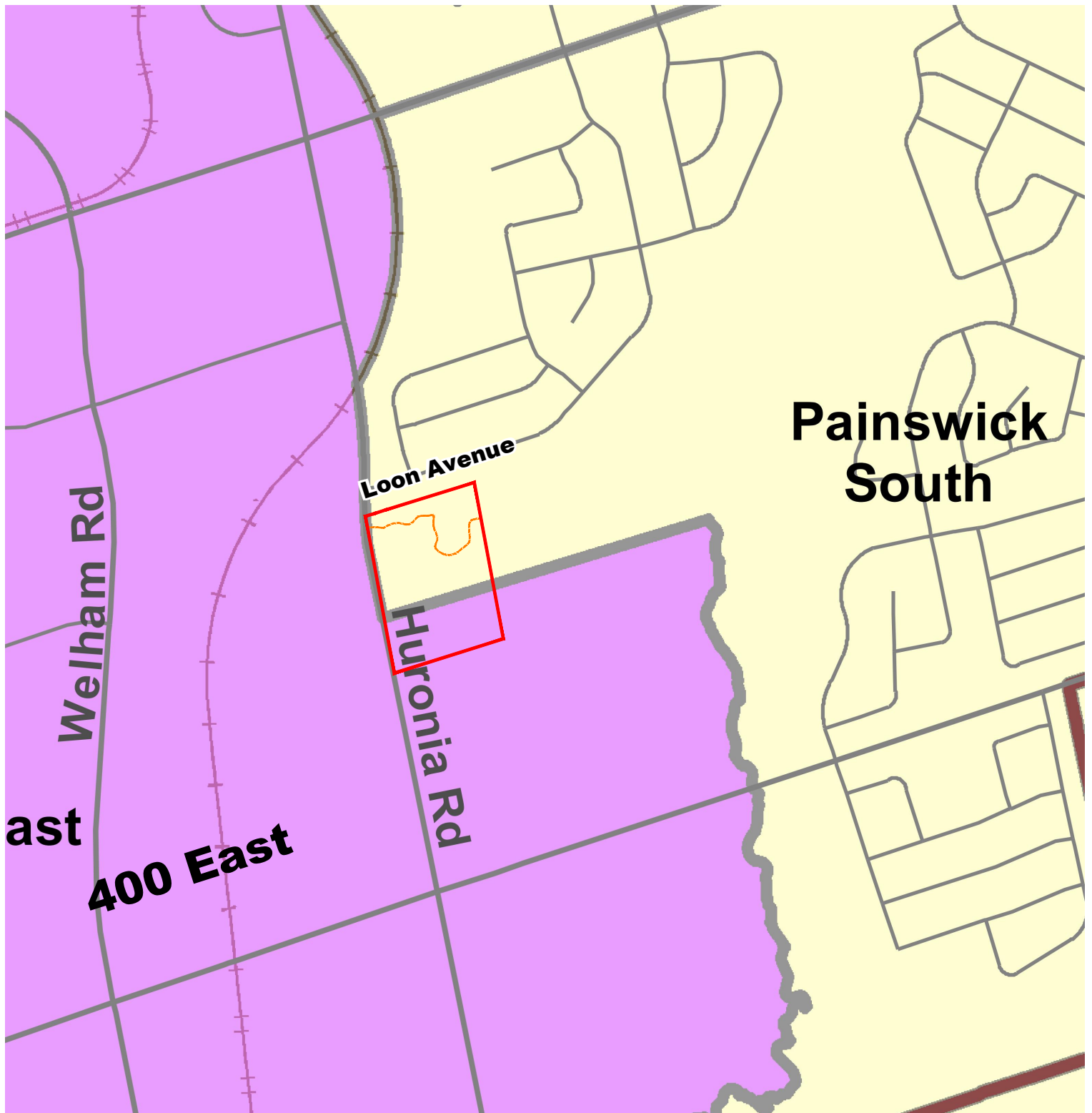


Figure 4

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

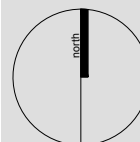
**521 Huronia Road,
Barrie, Ontario**

LEGEND

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

DATE: January 7, 2020

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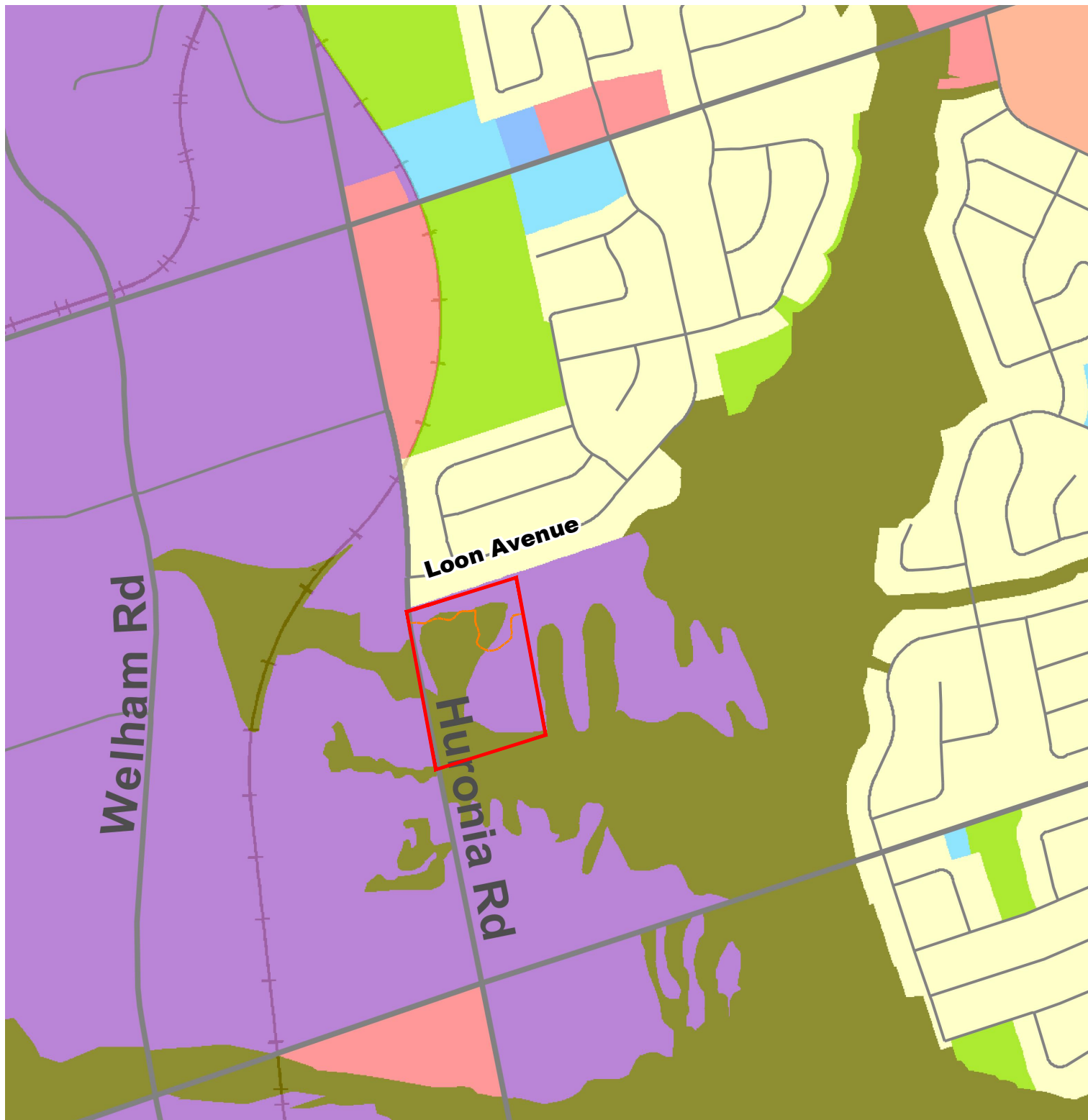


Figure 5
**City of Barrie
 Official Plan
 Schedule A
 Land Use**

**521 Huronia Road,
 Barrie, Ontario**

LEGEND



Subject Lands



Development Site



General Industrial



Environmental Protection
 Area



Residential



Open Space



General Commercial



Institutional



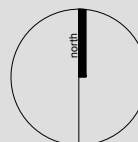
Educational Institutional



Community Centre Commercial

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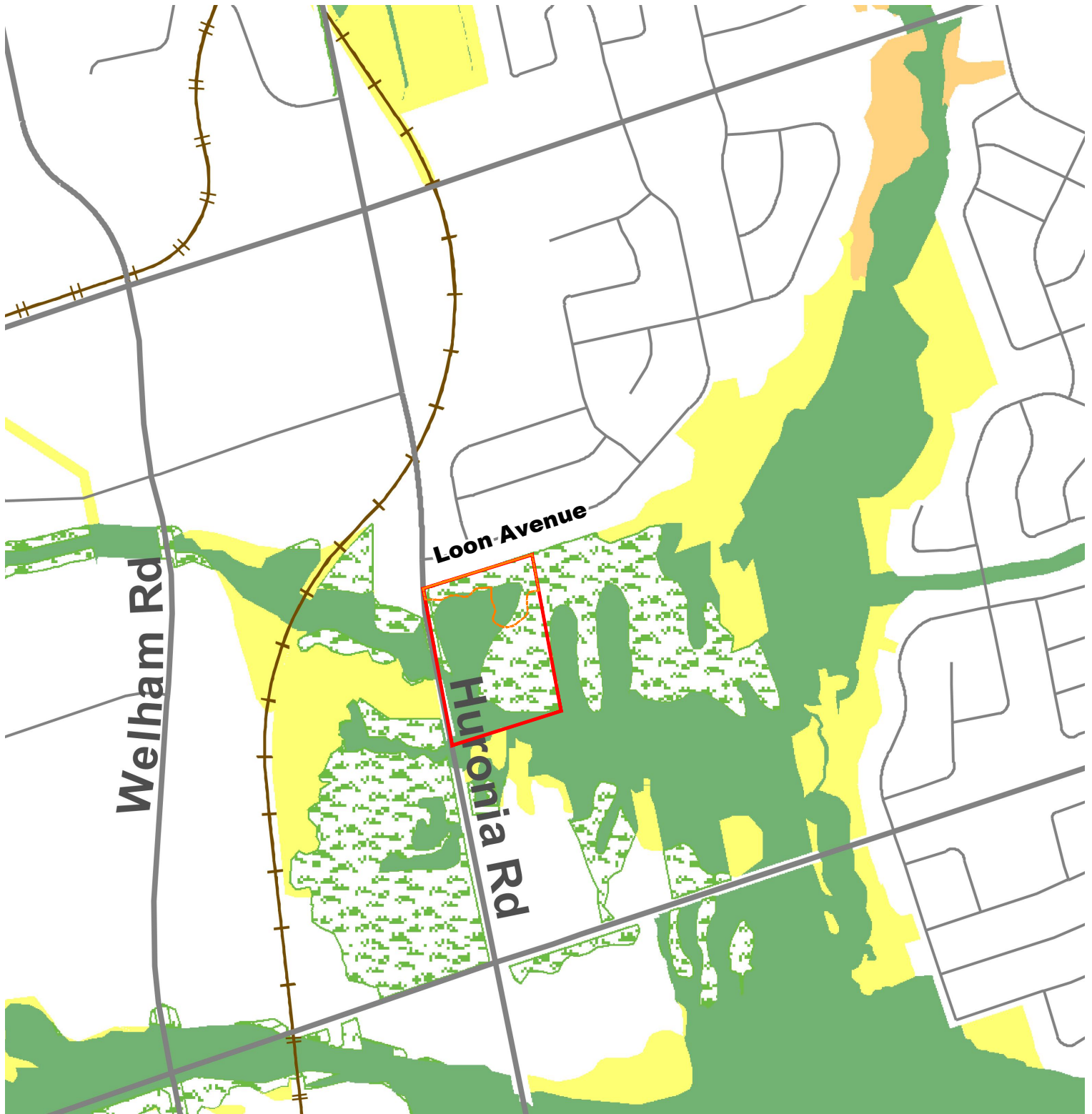


Figure 6
City of Barrie
Official Plan
 Schedule H
 Natural Heritage
 Resources

**521 Huronia Road,
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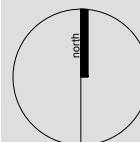
LEGEND

- Subject Lands
- Development Site
- Level 1

- Level 1 with Existing Development
Designation Subject to 3.5.4. d
- Level 2
- Level 3

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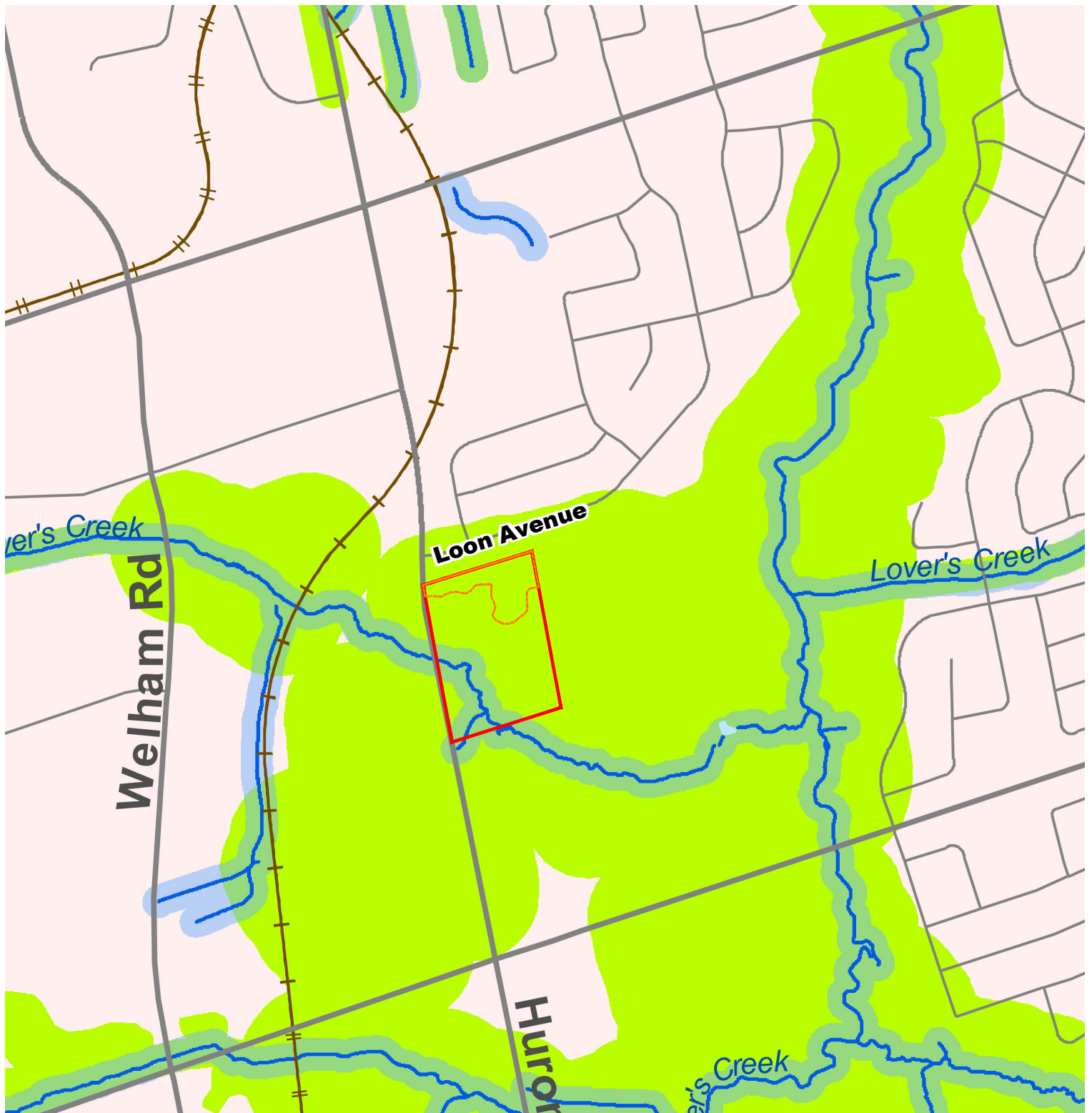


Figure 7
City of Barrie
Official Plan
 Schedule F
 Conservation Authority
 Regulation

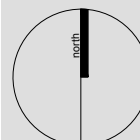
**521 Huronia Road,
 Barrie, Ontario**

LEGEND

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

DATE: December 19, 2019

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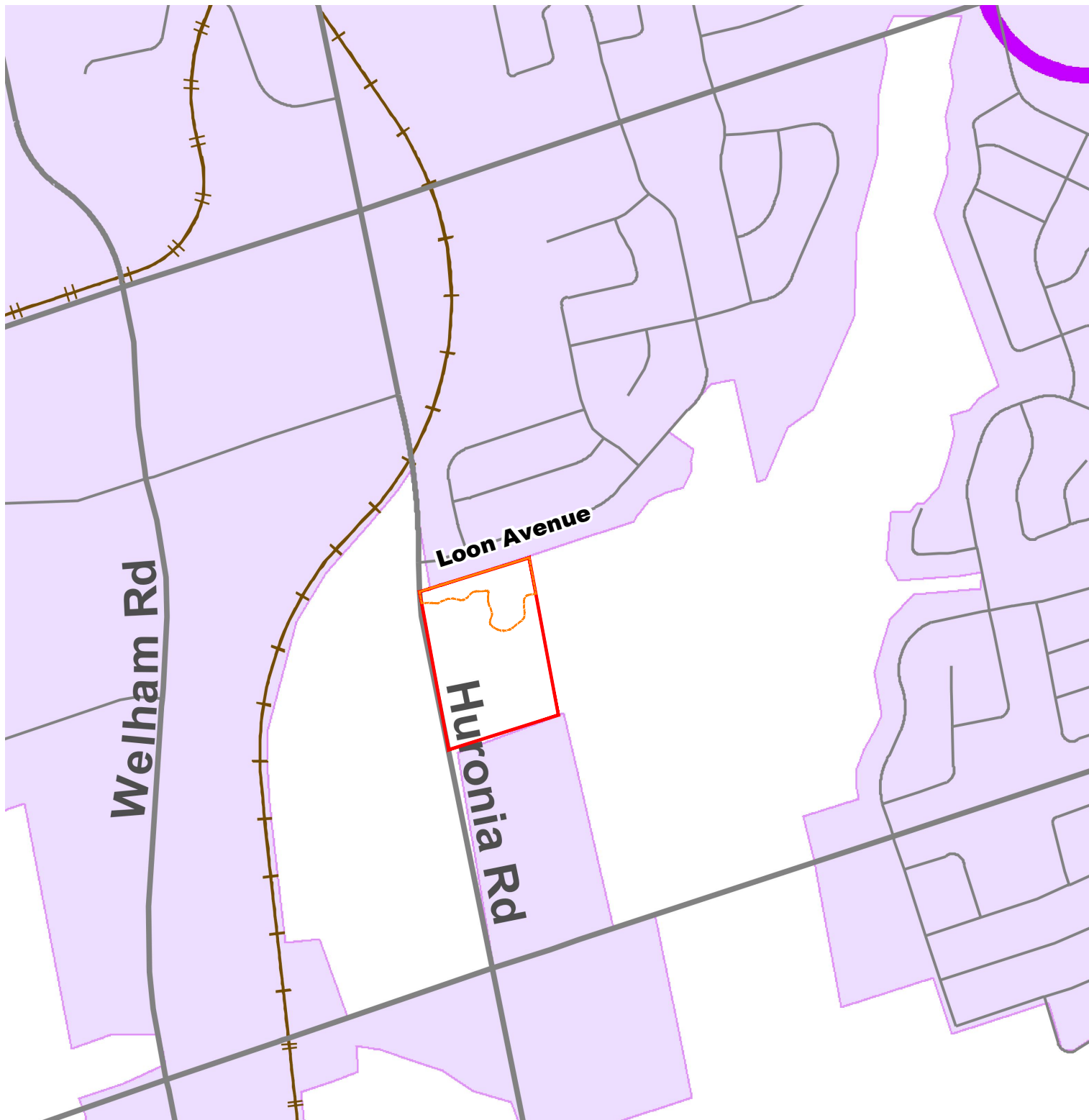


Figure 8
**City of Barrie
 Official Plan
 Schedule I
 Intensification Area**

**521 Huronia Road,
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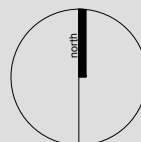
LEGEND

- Subject Lands
- Development Site
- Built-Up Area

- Primary Node/ Major Transit Node
 (50-120 Units per ha)

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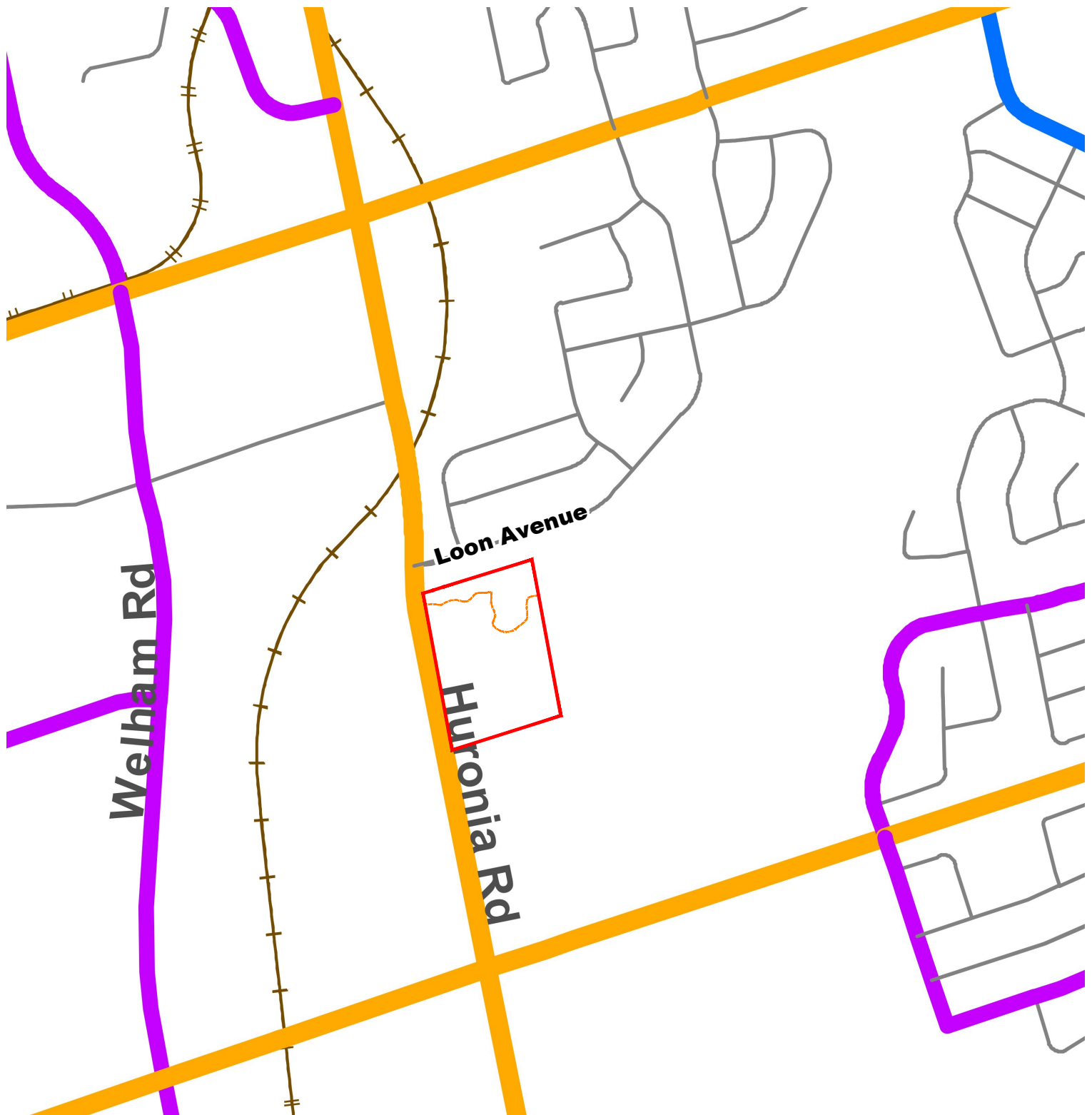


Figure 9

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

**521 Huronia Road,
Barrie, Ontario**

LEGEND



Subject Lands



Development Site



Arterial



Minor Collector



Major Collector



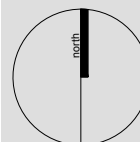
Local



Railway

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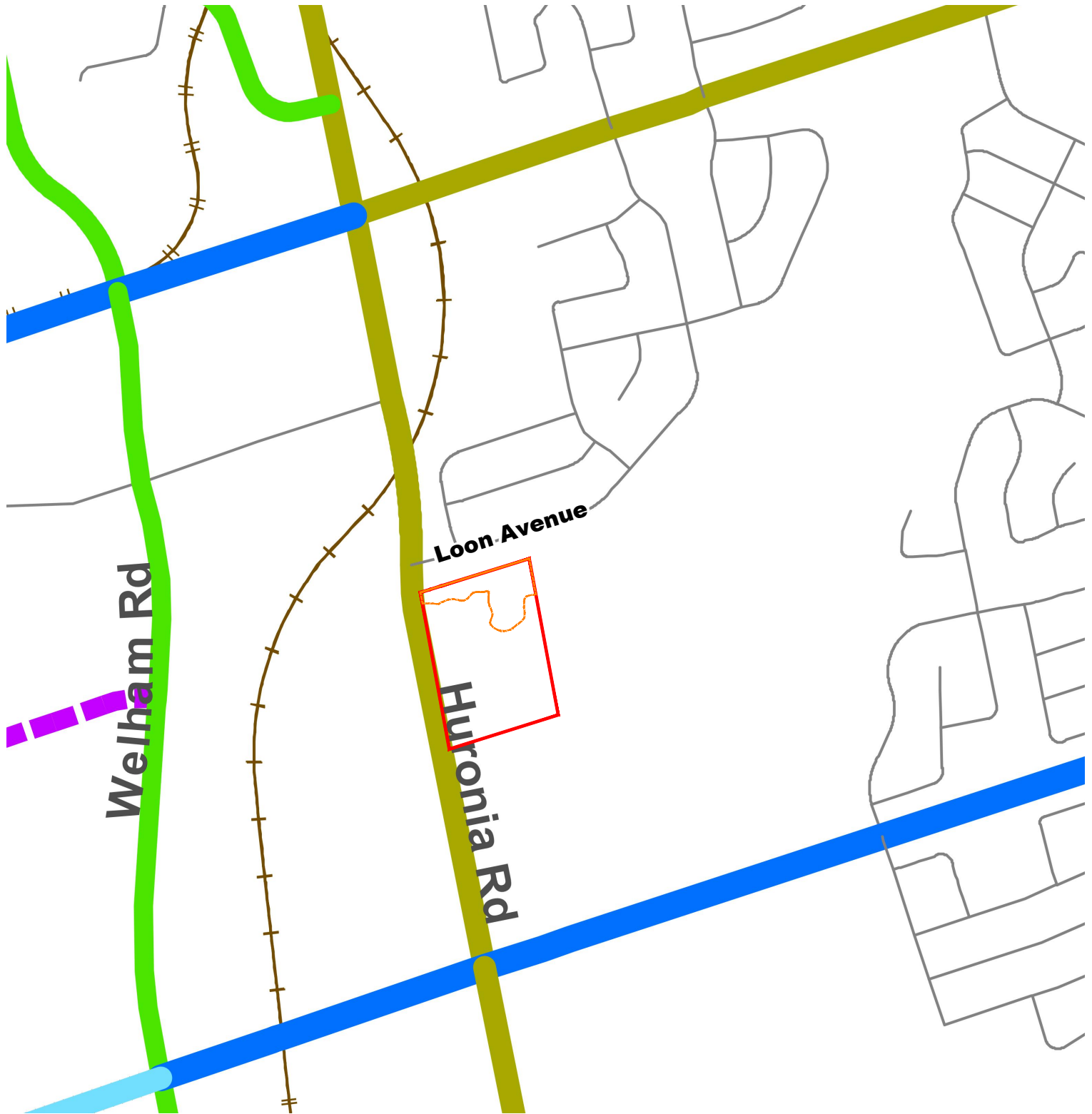


Figure 10

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

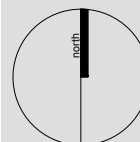
**521 Huronia Road,
Barrie, Ontario**

LEGEND

	Subject Lands		34m		24m
	Development Site		37m		Railway
	41m		27m		Other Streets

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Figure 11

Zoning By-law 2009-141

521 Huronia Road,
Barrie, Ontario

LEGEND

Subject Lands

Development Site

General Commercial

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

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

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

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

Open Space

Environmental Protection Area (EP)

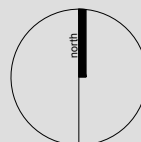
Agriculture (A)

Light Industrial (LI)

General Industrial (GI)

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SCALE 1:5000



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internal road, Street A. The new road will gain access via Huronia Road and will parallel the rear property line of the existing single detached dwellings to the north, inclusive of a landscape buffer.



Figure 1: Rendering of proposed site plan.

The proposal represents a proposed density of 78 units per hectare (uph) and GFA of 7,102 sq m (236,449 sq ft). We note that the density is based on the Development Site, and future zoning boundary. In addition, the proposal provides an enhanced open space area of 55% inclusive of outdoor amenity areas comprised of approximately 1,314 sq m (14,143.78 sq ft), reflecting a rate of 14.3 sq m per unit for future residents enjoyment. The proposal maintains compatibility to the existing dwellings to the north by establishing a 15 m separation distance from the proposed blocks to the shared lot line to the north. Separation distances are thereby increased when considering the existing rear yards of each dwelling. A 3.0 m landscape buffer is also proposed to further enhance privacy by mitigating overlook.

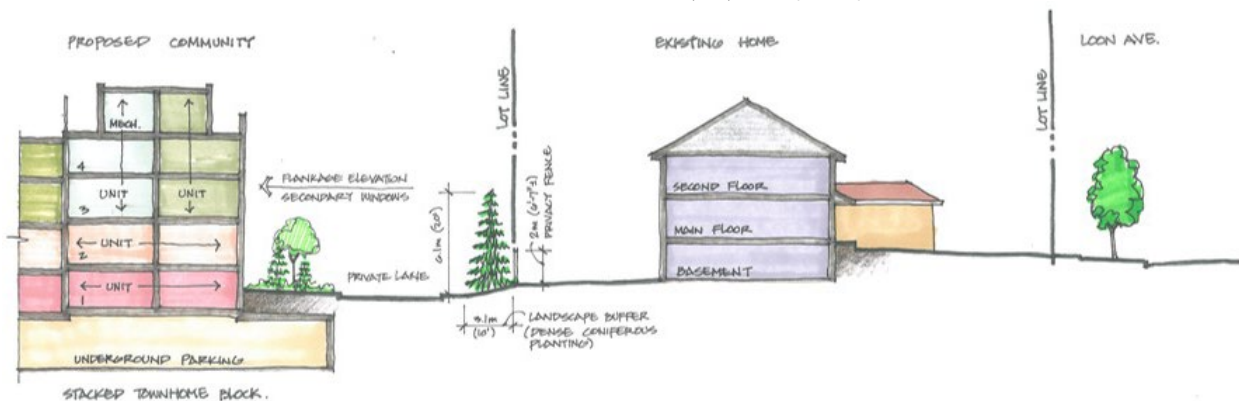


Figure 2: Concept cross section of stacked townhouse units and existing dwellings along Loon Avenue.

This separation distance is inclusive of a proposed 6.5 m wide internal driveway and 3.0 m landscape buffer will further promote compatibility and ensure privacy is maintained. Landscaping will consist of a mixture of coniferous trees and other planting species that will produce year round foliage to enhance visual interest and offer natural screening. In addition the proposal will provide a direct pedestrian connection from Huronia Road to the main entrances of each unit. Landscaping and pedestrian connectivity is also provided throughout the Development Site to allow for continuous pedestrian movements between the Development Site and existing commercial uses along Huronia Road, as well as existing transit bus routes.

A proposed new road will facilitate vehicular access to the property for residents and visitors as well as ensuring fire routes can be accommodated. The new road will provide connections into the interior sub-grade parking garage serving the stacked townhouses and private driveways serving the cluster townhouses. The majority of all proposed parking will be sub-grade, consisting of 127 spaces, while a total of 35 spaces located within a combination of garages/driveways as well as surface parking spaces.

1.3.1 Proposed Official Plan Amendment

The Subject Lands and Development Site is located within the General Industrial and Natural Heritage Area designation under the City of Barrie Official Plan. The Official Plan Amendment is required to redesignate the Development Site to the "Residential" designation to permit the proposal. The redesignation is supported by previous support for conversion of the General Industrial Designation and an accurate assessment of the natural heritage boundary by the client's ecologist.

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

1.3.2 Proposed Zoning By-law Amendment

The proposed amendment to the City of Barrie Zoning By-law 2009-141 will rezone the Development Site from the current Agricultural (A) and Environment Protection (EP) Zones in the City of Barrie Zoning By-law 2009-141 to the "RM2" Zone to permit residential uses in a cluster and stacked townhouse form. The application will bring the Development Site into conformity with the proposed Official Plan Amendment and to implement the proposal.

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

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

1.4 COMMUNITY CONSULTATION

A Community Consultation Report was prepared by SOLUTIONS ink in support of the proposed applications. The report outlined previous consultation discussion held in the Fall of 2019 with community stakeholders such as homeowner, government representatives, and local organizations. These discussions provided local stakeholders an opportunity to reflect on the proposal and provide feedback and recommendations based on three key topics as follows:

Neighbourhood in Transition

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

Natural Environment

1. Protect and enhance the natural environment
2. Minimize tree removal
3. Respect nature through design
4. Create a formal trail network through environmentally protected lands

Traffic and Transportation

1. Plan for increased traffic on Huronia Road
2. Limit vehicle access to and from the development site to Huronia Road
3. Enhance opportunities for active transportation through construction of sidewalks, enhancements to pedestrian walkways and trails and enhanced public transportation
4. Increase the safety of Huronia Road

Design and Integration

1. Residential development is desirable for this piece of land
2. Design of the homes should match the character of the existing neighbourhood
3. Take advantage of the unique park-like setting through the design
4. Ensure a treed buffer is in place for residents of Loon Avenue

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

Additional consultation is anticipated as part of the development application process including a Community Open House (if advisable/feasible due to COVID 19 pandemic) and a Statutory Public Meeting where the community will be able to provide additional feedback on the submission that will help to inform Council's decision.

2.0

PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

The overall design direction of the proposal supports the creation of complete communities through a mix of housing types in the residential planning areas. This Community will provide densities that contribute to the municipality achieving its intensification and density targets while supporting transit uses as well as pedestrian and cycling movements. The proposal will maintain compatibility between dwellings types and undertakes this in a way that minimizes potential conflict with existing areas. The proposed Community will provide transition from to the lower density and heights north of the Development Site by ensuring separation distances are maintained and providing enhanced landscaping along the property line. The proposed Community will further contribute to compatibility by locating taller building blocks (i.e. 4 storeys) further south away from the existing 2 storey detached dwellings to the north. Additionally, the proposal is transit supportive as it locates 104 new residential units adjacent to two City of Barrie bus stops (3A/3B) with connections to the Downtown Bus Terminal, thus providing a transit supportive Community.

2.2 BUILT FORM AND MASSING

The proposed Community's orientation is generally compatible with both the existing detached dwellings to the north, as discussed earlier in this report. The proposed building provides a minimum front yard setback of 16 metres from Huronia Road which will incorporate street plantings and landscaping elements for outdoor uses to promote creating an attractive pedestrian friendly streetscape and a sense of arrival to the site. Furthermore, the separation created by the proposed 15 m distance reflects and enhances separation between the future townhouses and existing single detached dwellings. The massing and scale of the proposed buildings fit within the context of the Development Site location as no future development is anticipated to the south. Given that the majority of the Subject Lands will be retained as EP area, the existing woodlot foliage is expected to continue to mature and will further compliment the proposal and create a sense of enclosure. The proposed townhouse Community represents a compact built form that provides an appropriate built form relationship along Huronia Road while introducing a broader range of housing types and sizes. The proposed massing combined with suitable setbacks will ensure the Community integrates appropriately into the existing fabric of the neighbourhood and contributes to the quality of life for local residents.

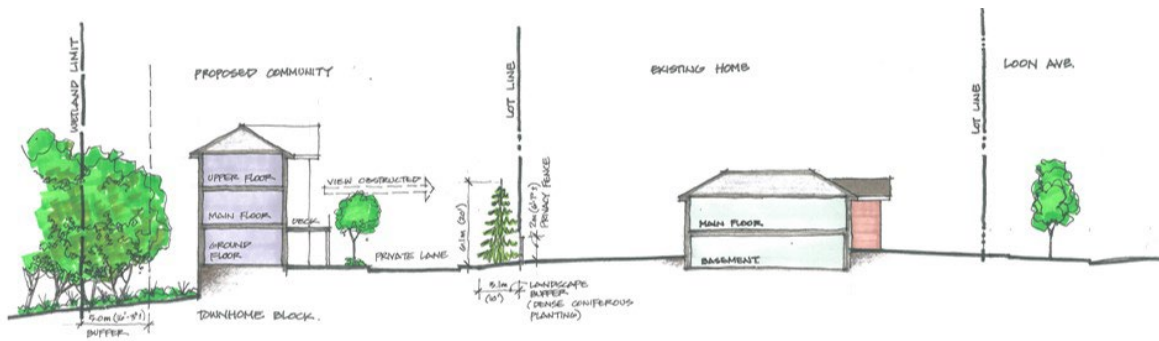


Figure 3: Concept cross section of traditional cluster townhouse units and existing dwellings along Loon Avenue.

2.3 SITE DESIGN AND PEDESTRIAN MOVEMENT

The proposed townhouse blocks have been designed to improve the existing pedestrian environment along Huronia Road and internally. Proposed 1.5 m pedestrian walkways will ensure safe connection from each townhouse dwelling entrances onto the internal pathway. Landscaping will complement the pedestrian walkways to further create an inviting pedestrian realm. In particular, the proposal will provide direct pedestrian connections to the existing sidewalk and bus stop located along Huronia Road south of Loon Avenue, to promote active transportation and achieve a transit-supportive Community.



Figure 4: Proposed pedestrian circulation on Site Plan.

The proposal further protects for future connections to the existing trail network to the east that could connect through to the existing residential community along Loon Avenue. This potential connection, while not part of the application, can assist with integrating the proposal with the existing urban fabric and connecting communities through pedestrian connectivity.

The primary vehicular access to the Development Site has been located parallel to the existing rear yards of the dwellings to the north. This new road will be a right-in/right-out access, and will connect directly to the proposed underground parking ramp and surface parking areas for residents and visitors. A pedestrian pathway is proposed abutting this road with identified pedestrian crossing areas to help reduce conflict between pedestrian and vehicular traffic.

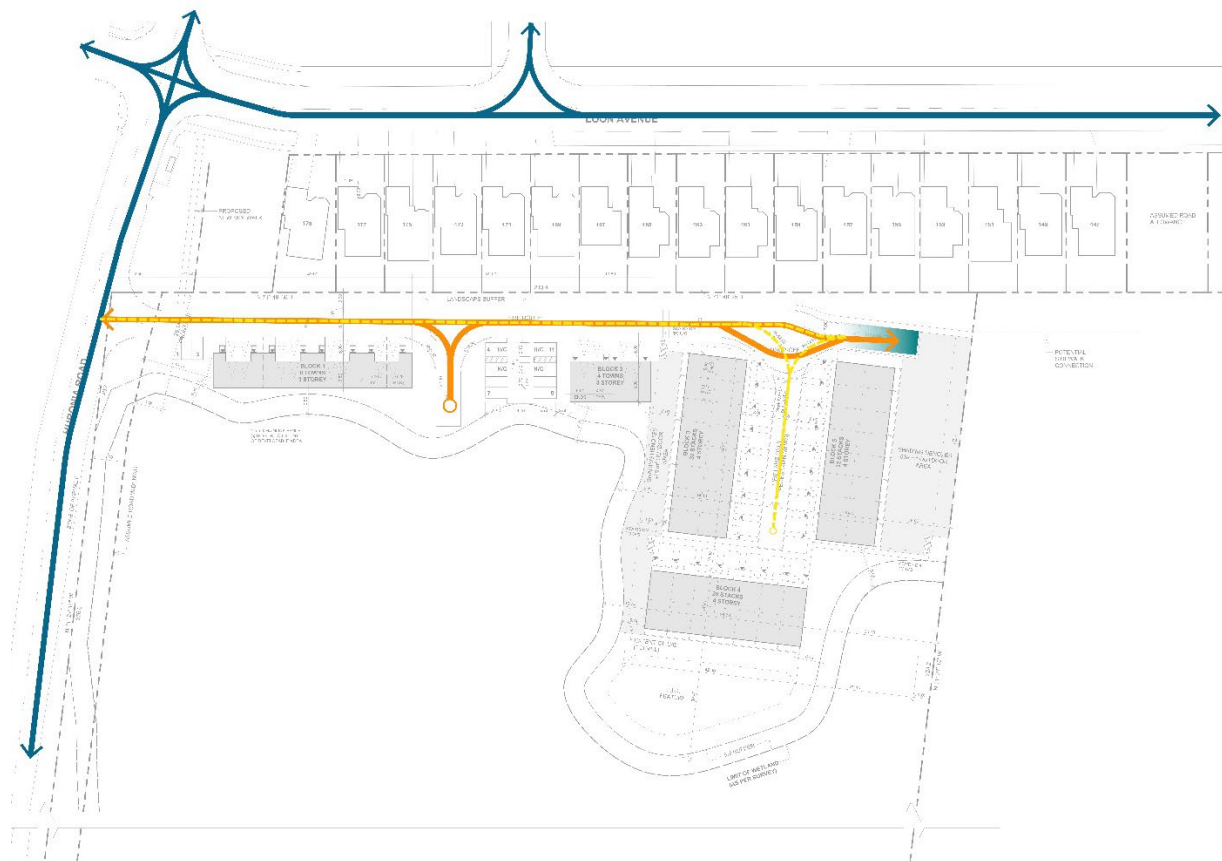


Figure 3: Proposed vehicular circulation on Site Plan.

2.4 ARCHITECTURAL DESIGN

An attractive architectural design with a range of materials has been proposed to ensure a high level of quality design that positively contributes to the existing and planned residential architectural character of the area. The proposed building designs will provide visual interest through a mixture of façade materials, such as brick, stucco, hardie board and other materials compatible to the surrounding context. The

proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest. Given that the proposal is in its preliminary stages, the proposed façade design for both cluster and stacked townhouse Community's is able to evolve and allow for constructive feedback as part of the public process. As such, below are several conceptual elevation designs for both the traditional cluster townhouse and stacked townhouse units for consideration.



Figure 6: Proposed Concept Option A for traditional townhouse elevation.



Figure 7: Proposed Concept Option B for traditional townhouse elevation.



Figure 8: Proposed Concept for stacked townhouse elevation.

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

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

2.5 CONCLUSION

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

- The design of the Development Site will focus on improving the pedestrian environment along Huronia Road and on site, ensuring safe connections from the proposed townhouse blocks to the public sidewalk.
- The proposed townhouse blocks will be appropriately oriented to support a pedestrian friendly experience at-grade while transitioning to the existing single detached dwellings to the north.
- The massing and scale of the proposed townhouse blocks is appropriate to the existing and planned context and will complement the area. The proposal represents a gentle form of intensification adjacent to a major street.
- The proposed townhouse blocks will be located entirely within the developable area of the site, allowing for the long term protection and conservation of the environmental lands within the southern portion of the Subject Lands.
- The proposed Community is adjacent to existing transit facilities with connections to the Downtown Bus Terminal. Given this, the proposed Community will provide direct transit connection from the Development Site to higher order transit within the City. The proposed density of the residential uses anticipated will support the existing transit infrastructure within the area.

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

3.0 POLICY ANALYSIS

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

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

3.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement (the “PPS”) was approved by the Ministry of Municipal Affairs and Housing on April 30th, 2014 and is applicable to the City of Barrie. The PPS provides general policy direction in matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

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

The policies within **Section 1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained. The proposed amendments are consistent with these policies.

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

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

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

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

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

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

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

3.1.1 PROVINCIAL POLICY STATEMENT (2020)

In February of 2020, the Province released the “Provincial Policy Statement, 2020 (“PPS 2020”) as part of the government’s plan to:

- Build healthier, safer communities;
- Make life more affordable; and
- Create more competitive business opportunities.

The Provincial Policy Statement, 2020 comes into effect on May 1, 2020. As the PPS 2020 is not in full force and effect, we have evaluated the PPS 2020 policies as it will be a determinative policy document in relation to the proposed Community. In our opinion, changes between the 2014 PPS and 2020 PPS have not fundamentally altered the thrust of the Provincial Policy, and as such, our findings are consistent with our evaluation of the 2014 PPS noted above. More specifically, the proposal addresses **Policy 1.3.2.5** which permits conversion of employment areas outside of a Municipal Comprehensive Review. Our full evaluation is provided in **Appendix D** of this Report.

In our opinion, the proposed Official Plan Amendment, Zoning By-law Amendment and the Community they would permit are consistent with the applicable policies of the 2020 Provincial Policy Statement.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), as amended on May 17, 2019, is applicable to the Subject Lands. The Growth Plan provides a framework for implementing the Provincial Government’s vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The Planning Act also requires that decisions affecting a planning matter conform to the Growth Plan. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy, and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies in **Section 2.0** of the Growth Plan outline policies that direct where and how growth should occur. These policies promote intensification and a mixture of uses in the built up areas to achieve the forecasted growth targets. Specifically the Growth Plan directs the majority of growth towards settlement areas with delineated built boundaries and minimum services to create complete communities. **Section 2.4** outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of housing sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide a three year supply of residential units, which could exclusively consist of lands suitably zoned for intensification and redevelopment.

Specifically under **Section 2.0, Policy 2.2.9.10** of the Growth Plan permits conversion of Employment Areas outside of a Municipal Comprehensive review, subject to meeting the applicable criteria. Similar to the 2020 PPS, these applications meet the applicable criteria.

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

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

1. The proposed amendments will achieve an appropriate built-form that will contribute to creating a complete community. The proposed compact built form of the townhouse blocks is transit supportive and represents an efficient and appropriate utilization of land.
2. The proposed townhouse blocks are compatible with surrounding land uses and implements the City's vision for the lands as per the 2011 MCR study. The proposal will assist in meeting the daily needs of local residents.
3. The proposed amendments will permit the Community of 104 new residential units supporting the housing policies set forth in the Growth Plan.
4. The proposed amendments will permit a Community which will allow for the efficient use of the Development Site and available infrastructure including municipal water and sewage services, utilities, roads and public transit.
5. The Community permitted by the proposed amendments will incorporate low impact development measures and other green infrastructure to assist the Province and City become resilient to a changing climate.
6. The Community permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the Community's energy consumption and greenhouse gas emissions.
7. The criteria to permit the conversion of employment areas for non-employment purposes have been met to permit these applications in advance of a Municipal Comprehensive Review.
8. The proposed Community has been designed and oriented to minimize potential impact on the abutting woodlot and adjacent environmental areas.

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

3.3 Lake Simcoe Protection Plan

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

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

The proposed development includes 104 townhome units and related infrastructure (i.e., roads and parking, below grade potable water and sewage distribution systems, and a stormwater treatment system). Of importance is that there will be no direct impact (i.e., development or site alteration) on the PSW or City of Barrie designated Environmental Protection Area; all of the ecological functions associated with these features will be protected post-development.

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

3.4 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie Official Plan (“OP”) was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010. The Office Consolidation prepared by the City’s Planning Services Department dated January 2017 includes amendments approved to January 2017 and is the document referenced herein.

The City of Barrie Official Plan (“OP”) locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Site is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on **Figure 4**. The OP designates the Subject Lands as a combination of both “General Industrial” and “Environmental Protection Area” on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Site are both located within a combination of both Level 1 with Existing Development Designation Subject to policy 3.5.4.D, and within a Level 1 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Huronia Road is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 34 m as per Schedule E (**Figure 10**).

Section 3.3 provides the general goals, policies and objectives of the City housing policies. The goal of **Policies 3.3.1** is to encourage all forms of housing and commercial services with high quality public open space that meet the needs and income levels of current and future residents in order to create safe and

healthy communities. Additionally, **Section 3** of the OP further includes policies regarding affordable housing goals and objectives of the City. Further to this, the Applicants intend to work with the City to meet the goals of 10% affordable housing.

'Schedule H – Natural Heritage Resources' of the OP outlines areas of Natural Heritage Resources within the southern portion of the property. **Section 3.5** of the OP provides specific policies regarding Natural Heritage features.

Section 4.2 of the Barrie Official Plan provides an overall design direction of the Residential designation and encourages the creation of complete communities through a mix of land uses servicing the residential planning areas in order to maximize convenient access to community facilities and services. Development in Residential areas with densities that support transit uses as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. Developments should enhance compatibility between dwellings types and minimize potential conflict.

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

1. The proposed amendments will promote the development of a complete community in Barrie by revitalizing and intensifying vacant lands and increasing their vitality.
2. The proposed amendments conform to the policies set out in the Barrie Official Plan for development as they seek to encourage a more efficient and cost effective use of existing land and infrastructure.
3. The proposed amendments provide a built form that positively responds to the urban design policies of the Official Plan.
4. The proposed amendments will respect housing policies of the Official Plan by providing a variety of new housing stock in the form of townhouse and stacked townhouse units. The proposed Community will permit the addition of 104 units within the City.
5. The proposed amendments will allow for a Community which conforms to the Residential Areas policies of the Official Plan.
6. The proposed amendments will contribute to making Barrie a healthier and complete city by promoting strong active transportation options that will be universally accessible.
7. The proposed amendments will permit a range of residential units which will provide additional housing choices for existing and future residents in this area of the City by providing for more family sized units.
8. The pedestrian pathways will create linkages that will help integrate the Community into the existing fabric of the neighbourhood and protect the existing natural heritage areas to the south.
9. The proposed Community will introduce a housing form and unit types that target first time homebuyers, creating housing that are attainable in the City of Barrie.

In our opinion, the proposed Official Plan and Zoning By-law Amendment including the redesignation conforms to and does not conflict with the overall policy direction of the Barrie Official Plan.

3.5 ZONING

3.5.1 City of Barrie Zoning By-law 2009-141

The Development Site is zoned Agricultural (A) within the City of Barrie Zoning By-law 2009-141. The A zone permits agricultural uses such as nurseries, veterinary clinic, and accessory residential dwelling. A Zoning By-law Amendment is required to permit the proposed residential uses on the Development Site and seeks to rezone the Development Site to the "RM2" Zone with site specific regulations. The following are the proposed amendments to the Zoning By-law:

- Permit an increase to the maximum density from 40 and 53 units per hectare to 80 units per hectare (UPH).
- Permit an increase to the maximum building height from 10 metres to 14 metres.

The proposed amendment to increase the permitted density to 80 units per hectare is in the public interest and represents good planning as it supports the growth objectives of the City, deploys the density in a gentle way across the site, with built form orientation that transition to abutting stable residential neighbourhood. The increased height is primarily related to the stacked townhouses, and all built form maintain a 15m separation from existing dwellings, mitigating any potential height increase. The development form will not overwhelm the community, demonstrating its height and massing can fit harmoniously within the existing context. No impacts to the natural heritage areas will occur as a result of this Community as per the Environmental Impact Study and recommendations.

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

4.0

SUMMARY AND CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of a request for an Official Plan and Zoning By-law Amendment to permit a 104 unit townhouse Community on the Development Site.

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

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

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

Despite the Development Site being designated “General Industrial” in the City of Barrie Official Plan, the proposed amendments implements the 2011 MCR Study recommendations to redesignate the lands for residential purposes for their highest and best use.

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

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

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

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

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

Yours truly,

MHBC



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



Taylor Gascoigne, HBA, BURPI
Senior Planner | Urban Designer

Appendix **A**

AMENDMENT NO.
TO THE
CITY OF BARRIE OFFICIAL PLAN

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

Amendment No. to the Official Plan for the Barrie Planning Area was prepared by the Barrie General Committee and was recommended to the Council of the City of Barrie under the provisions of the Planning Act, on the day of 2020.

Mayor

City Clerk

This amendment was adopted by the Corporation of the City of Barrie by By-law Number 2020-XXX in accordance with the provisions of the Planning Act, on the day of 2020.

Mayor

City Clerk

BY-LAW NUMBER 2020 – XX

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

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

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

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

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

READ a first and second time this ____ day of _____, 2020.

READ a third time and finally passed this ____ day of _____, 2020.

THE CORPORATION OF CITY OF BARRIE

Mayor

City Clerk

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

Date

City Clerk

I. PURPOSE

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

II. LOCATION

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

III. BASIS

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

1. Notwithstanding the subject lands have the designation General Employment, and would typically be restricted from conversion to non-employment uses, the Subject Lands have been identified as having potential for employment land conversion in the June 2004 City of Barrie Employment Lands Conversion Study, and the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City.
2. Furthermore, the City has confirmed through a memo to Council on _____ that the Subject Lands will be recommended for conversion as part of the Municipal Comprehensive Review.
3. The applicant has decided to pursue an application for an Official Plan Amendment to advance the Municipal Comprehensive Review recommendations by City staff, in line with the 2011 report and 2020 memo to Council, demonstrating compliance with conversion policies under the 2020 PPS and the 2019 Growth Plan.
4. The conversion policies have been met as follows:

5. Based on the policy directive:
 - a. The need for the conversion has been established in the 2011 report addressing Growth Plan policy 2.2.5.9 a);
 - b. Due to the Development Area being disconnected from other employment areas, its marginal size, and proximity to existing residential, it would not adversely affect the overall viability of the employment area from achieving minimum employment targets, addressing Growth Plan policy 2.2.5.9 d);
 - c. Existing infrastructure and public services are available to accommodate the residential use, addressing Growth Plan policy 2.2.5.9 e);
 - d. The size, odd shape and disconnected nature of the employment area was deemed not viable for employment use, and as such would not have made any contribution to employment for the City, addressing Growth Plan policy 2.2.5.10 b); and;
 - e. The Development Area and Subject Lands are not within a Provincially Significant Employment Zone, addressing Growth Plan policy 2.2.5.10 c).
6. The amendment is in the public interest and represents good planning as it is consistent with the relevant policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and conforms to the applicable policies of the City of Barrie Official Plan.
7. The proposed amendment provides appropriate and reasonable density in a transit serviced area to support the existing transit infrastructure. The proposed amendment will permit a range of housing units and types which will provide additional housing choices for existing and future residents in this area of the City in a sensitive manner, utilizing existing municipal infrastructure. The amendment will permit development which will not cause any environmental or public health and safety concerns and has been planned and designed with the importance of healthy and active community living in mind, with family sized units.
8. The proposal will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures and other green infrastructure which will be refined at the Site Plan stage. The amendment will achieve development which is also in reasonable walking and cycling distance to commercial uses, thus supporting a healthy and active lifestyle for future residents.

9. Finally, the proposed amendments will permit a community which is compatible with adjacent land uses and will fit harmoniously into the existing context.
10. The statutory Public Hearing was held _____, 20___. The recommendation of the Committee of the Whole to receive the Public Hearing report _____, 20___, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Barrie Council on _____, 20___, when Barrie Council approved Official Plan Amendment File OP.____.

IV. DETAILS OF THE ACTUAL AMENDMENT AND POLICIES RELATIVE THERETO

The Barrie Official Plan is hereby amended by:

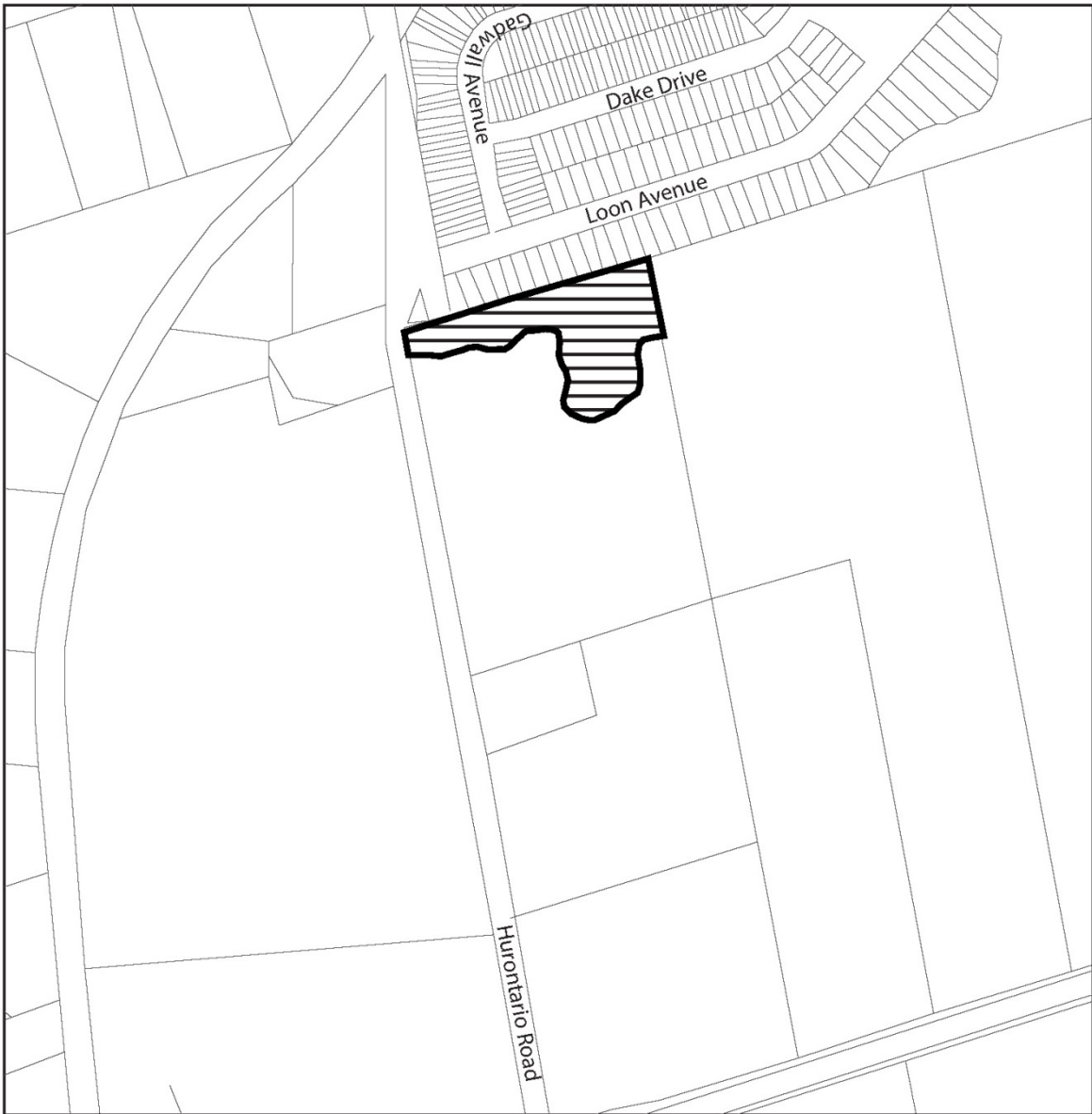
1. Revising Schedule A as shown on Schedule 2 attached hereto redesignating the subject lands from “General Employment” and “Environmental Protection Area” to “Residential”.

V. IMPLEMENTATION

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

VI. INTERPRETATION

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



Schedule 1

Location Map

**521 Hurontario Road,
Barrie, Ontario**

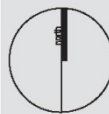
LEGEND

-  Subject Lands
-  Area Subject to Amendment no. XXX

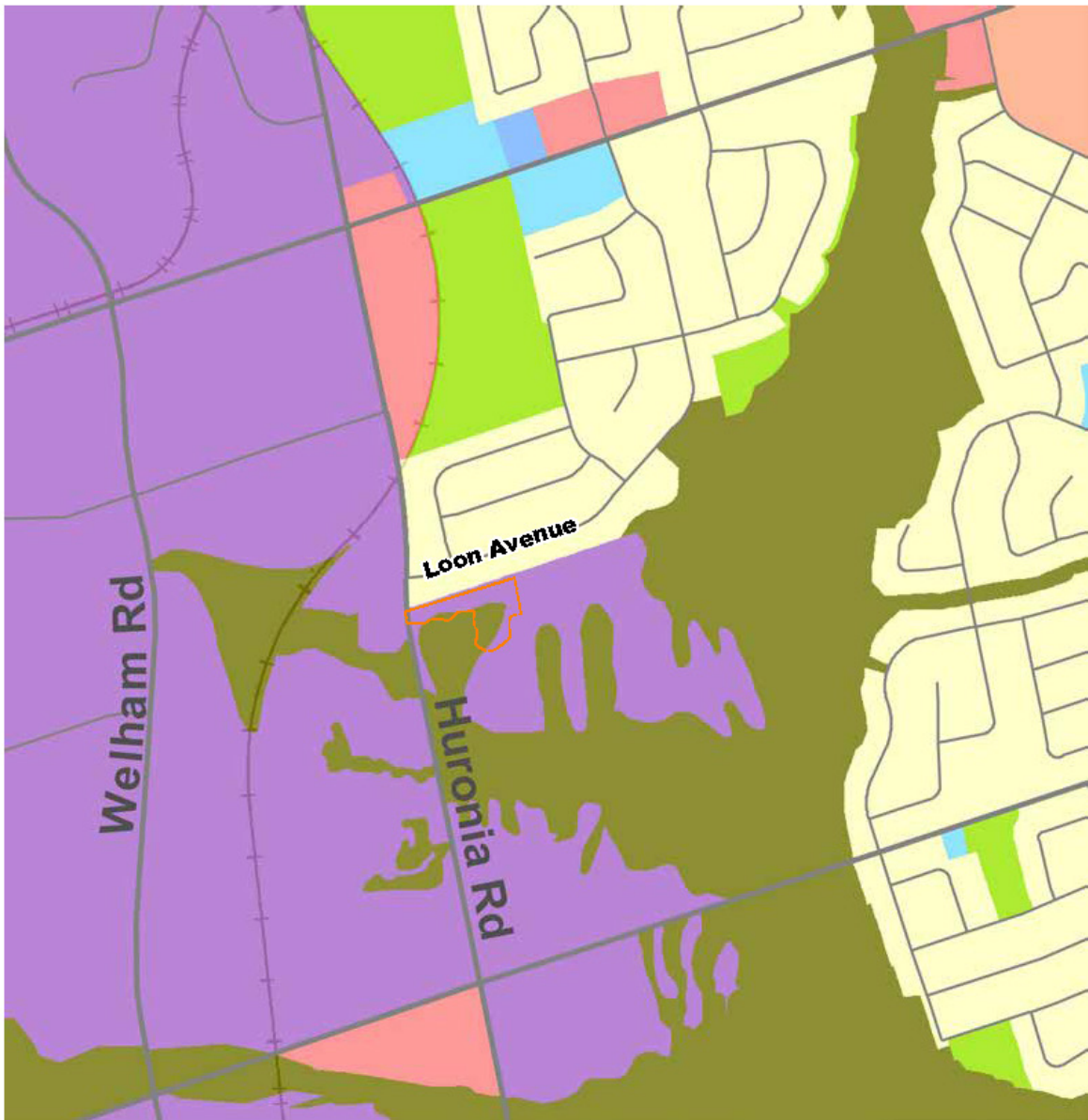
DATE: April 1, 2020

SCALE: NTS

N:\DOCS\1219\521 Hurontario Rd, Barrie\2020\Figures



MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7
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Schedule 2

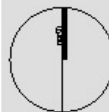
521 Huronia Road,
Barrie, Ontario

LEGEND

	Subject Lands		Environmental Protection Area		Institutional
	General Industrial		Residential		Educational Institutional
	General Commercial		Open Space		Community Centre Commercial

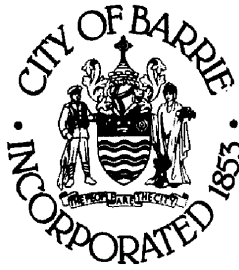
DATE: April 1, 2020

SCALE 1:10000



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Appendix **B**



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands identified as 521 Huronia Road from Agricultural A and Environmental Protection EP to Residential Multiple Dwelling Second Density Special RM2 (SP-XXX).

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

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

1. **THAT** the zoning map is amended to change the zoning of the lands identified as 521 Huronia Road from Agricultural A and Environmental Protection EP to Residential Multiple Dwelling Second Density Special RM2 (SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 in By-law 2009-141, the maximum density shall be 80 units per hectare.
3. **THAT** notwithstanding the provisions set out in Table 5.3 in By-law 2009-141, the maximum building height shall be 14 metres.
4. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition or division had occurred.
5. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2020 .

READ a third time and finally passed this day of , 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A"



Schedule A

LEGEND

Subject Lands to be reclassified from "Agriculture" (A) and from "Environmental Protection" (EP) to "Residential Multiple Dwelling Second Density" (RM2) (SP-XXX)

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

Residential Single Detached Dwelling Third Density (R3, R3-WS)
Residential Single Detached Dwelling Fourth Density (R4, R4-WS)

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

Open Space

Environmental Protection Area (EP)

Agriculture (A)

Light Industrial (LI)

General Industrial (GI)

DATE: April, 1, 2020

SCALE 1:5000



521 Huronia Road,
Barrie, Ontario

H:\2019\521 Huronia Rd, Barrie\2020\Figures\GAP\2019C - Figure Mapping- 03 December 2019.dwg

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Appendix C

Appendix C: Provincial Policy Statement Analysis, 2014

The Provincial Policy Statement, 2014 ("PPS") was approved by the Ministry of Municipal Affairs and Housing on April 30, 2014 and functions as the policy foundation for regulating the development and use of land in Ontario.

The PPS aims to provide the construction of healthy, livable, safe communities by encouraging efficient use of lands, resources of provincial interest, and infrastructure that in turn contribute to citizens' wellbeing, economic vitality, and environmental protection. The following is a summary of policies within the PPS applicable to the proposed Community and how the Community is consistent with the applicable PPS policies.

The following is an analysis of the Official Plan and Zoning By-law Amendments in relation to the 2014 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communication

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

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

POLICY

RESPONSE

- | | |
|--|---|
| a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i> | The proposal will develop a vacant site for a residential Community. The proposed amendment will permit and support the financial well-being of the neighbourhood, City and Province. |
| b) <i>accommodating an appropriate range and mix of residential (including second units, 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;</i> | The proposed amendments will permit a mix of residential unit types on the Subject Lands, which will contribute to diversifying the housing stock by providing a range of unit types and sizes and meets the long-term needs of the neighbourhood and the City. |
| c) <i>avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i> | The Development Site does not have nor would the proposed Community cause any environmental or public health and safety concerns as confirmed by a Phase 1 Environmental Site Assessment prepared by Terraprobe. |
| d) <i>avoiding development and land use patterns</i> | The Subject Lands are located within the existing |

that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed Community.

e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

The proposed amendments will permit development patterns within an urban area that is already serviced by existing infrastructure, thereby minimizing servicing costs and land consumption.

f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

While the proposed development form (townhouses) are technically exempt, the proposed Development Site will meet all accessibility requirements as per the building code and Accessibility of Ontarians with Disabilities Act and all other required accessible standards.

g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*

The proposed Community will utilize the existing municipal infrastructure that available to the Subject Lands, reducing servicing costs. A Functional Servicing Report has been prepared by Counterpoint Engineering that confirms sufficient infrastructure is available to service the proposal.

h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposal represents a Community that will conserve biodiversity by developing an underutilized site while protecting natural areas. The proposal will support initiatives such as developing a compact urban form and promoting sustainable movement patterns that help limit impacts on a changing climate.

Within **Policy 1.1.3.1** states that *the settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

Evaluation: The proposed Community is situated within the existing urban area of Barrie. The proposal represents intensification of an existing undeveloped property. The proposal is compatible with the existing residential uses abutting the Development Site.

Policy 1.1.3.2 a) states that *land use patterns within settlement areas shall be based on densities and a mix of land use which:*

1. *efficiently use land and resources;*
2. *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;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *support active transportation; and*
5. *are transit-supportive, where transit is planned, exists or may be developed.*

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

Policy 1.1.3.2 b) states that *a range of use and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

Evaluation: The proposed amendments satisfied this policy as the proposal deploys gentle intensification in the form of townhouses and stacked townhouses on the Development Site, promoting intensification in the City.

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

Evaluation: The proposed Community allows for an appropriate level of intensification, while acknowledging the importance of public health and safety, and avoiding or mitigating risks. The proposal will not result in public health and safety issues as confirmed by the Phase 1 Environmental site Assessment.

Policy 1.3.2.2 states that *planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.*

Evaluation: Notwithstanding this policy, the 2020 PPS permits conversion of employment lands outside of a Municipal Comprehensive Review, which has been evaluated in **Appendix D** of this report. In addition, it has been confirmed through the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City that these lands are not required for employment purposes over the long term. Due to the Development Site being disconnected from other employment areas, its marginal size, and proximity to existing residential, it would not adversely affect the overall viability of the employment area. The conversion of this employment area is anticipated to occur and this application simply advances that conclusion. Existing infrastructure and public services are available to accommodate the residential use.

Section 1.4 Housing

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

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

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

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households;*
- b) *permitting and facilitating: all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements and all forms of residential intensification, including second units;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposal introduces approximately 104 units in the form of townhouses and stacked townhouses to the neighbourhood. This will offer different housing options that reach a broader spectrum of living options and affordability than what exists today. The proposed 78 uph will optimize the usage of the existing public services, facilities and infrastructure and support the active transportation options.

Policy 1.6.3 states that before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The proposed Community of the Development Site will take full advantage of the existing public service facilities as well as support the use and optimization of existing infrastructure. The Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering in support of the application has identified that the existing municipal infrastructure and proposed internal storm water system is suitable to support the proposed development of the Development Site.

Section 1.6.6 Sewage, Water and Stormwater

Section 1.6.6.1 of the PPS addresses sewage and water infrastructure and states that *planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal sewage and water services are the preferred form of servicing for new developments.* Furthermore, **Policy 1.6.6.2** states that *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

Evaluation: The proposed Community represents intensification on vacant land within settlement areas and will take advantage of the existing municipal sewage services and municipal water services.

Section 1.6.7 Transportation Systems

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

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

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

Evaluation: The Development Site is serviced by bus routes along Huronia Road and has access to the public street via a private road. While the proposed Community will intensify the Development Site, a Traffic Impact Study prepared by JD Northcote Engineering Inc. in support of this application confirms the parking strategy prepared for the proposal will balance the need to provide parking in the near term to accommodate current traffic demands.

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

Evaluation: The proposed Community will provide a transit supportive density of 78 uph which is comprised of approximately 104 residential units.

Wise Use and Management of Resources

2.1 Natural Heritage

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

Policy 2.1.1 states that *natural features and areas shall be protected for the long term.* **Policy 2.1.2** states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.* **Policy 2.1.6** states that *development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.* Furthermore, **Policy 2.1.7** states that *development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements* and **Policy 2.1.8** states that *development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

Evaluation: The Environmental Impact Study prepared by Michalski Nielsen Associates Limited confirms that there will be no direct impact on the Provincial Significant Wetlands or City of Barrie designated Environmental Protection Area, all of the ecological functions associated with these features will be protected post-development.

2.6 Cultural Heritage and Archeology

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

Evaluation: A Stage 1 & 2 archeological assessment has been undertaken by CRM LAB Archeological Services which has confirmed that there are no archaeological resources of cultural heritage value or interest and no further assessment is required.

Based on the above, it is concluded that the proposal is consistent with the policies of the 2014 Provincial Policy Statement.

Appendix D

Appendix D: Provincial Policy Statement (2020) Analysis

The Provincial Policy Statement, 2014 ("PPS") was approved by the Ministry of Municipal Affairs and Housing on April 30, 2014 and functions as the policy foundation for regulating the development and use of land in Ontario. In February of 2020, the Province released the "Provincial Policy Statement, 2020 ("PPS 2020") as part of the government's plan to:

- Build healthier, safer communities;
- Make life more affordable; and
- Create more competitive business opportunities.

The Provincial Policy Statement, 2020 comes into effect on May 1, 2020. As the PPS 2020 is not in full force and effect. We have evaluated the PPS 2020 policies as they will be the determinative policy direction at the time of any decision on these applications.

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

Section 1.0 Building Strong Healthy Communities

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

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

POLICY

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

EVALUATION

The proposal will develop a vacant site for a residential Community. The proposed amendment will permit and support the financial well-being of the neighbourhood, City and Province.

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

The Development Site does not have nor would the proposed Community cause any environmental or public health and safety

concerns as confirmed by a Phase 1 Environmental Site Assessment prepared by Terraprobe and an Environmental Impact Study prepared by Michalski Nielsen.

- | | |
|---|--|
| d) <i>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;</i> | The Subject Lands are located within the existing settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed Community. |
| e) <i>Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i> | The proposed amendments will permit development patterns within an urban area that is in a compact urban form, supports area transit, and is serviced by existing infrastructure, thereby minimizing servicing costs and land consumption. |
| f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i> | While the proposed development form (townhouses) are technically exempt, the proposed Development Site will meet all accessibility requirements as per the building code and Accessibility of Ontarians with Disabilities Act and all other required accessible standards. |
| g) <i>Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs;</i> | The proposed Community will utilize the existing municipal infrastructure that available to the Subject Lands, reducing servicing costs. A Functional Servicing Report has been prepared by Counterpoint Engineering that confirms sufficient infrastructure is available to service the proposal. |
| h) <i>Promoting development and land use patterns that conserve biodiversity and;</i> | The proposed Community will mitigate impacts on the are biodiversity as confirmed within the EIS prepared Michalski Nielsen Associates Limited. |
| i) <i>preparing for the regional and local impacts of a changing climate</i> | The proposal will support initiatives such as developing a compact urban form and promoting sustainable movement patterns that help limit impacts on a changing climate. |

Policy 1.1.3 – Settlement Areas

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

“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities...It is in the interest of all communities to use land and resources wisely, to promote

efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."

Within this policy, the following is relevant.

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

Evaluation: The proposed Community is situated within the existing urban area of Barrie. The proposal represents intensification of an existing undeveloped property. The proposal is compatible with the existing residential uses abutting the Development Site.

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

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

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

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

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

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

Evaluation: The proposed Community allows for an appropriate level of intensification, while acknowledging the importance of public health and safety, and avoiding or mitigating risks. The proposal will not result in public health and safety issues as confirmed by the Phase 1 Environmental site Assessment and the Environmental Impact Study prepared by Michalski Nielsen.

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

Evaluation: The proposed Community allows for development of underutilized lands for higher density within a growth area. The proposed Community will provide a range of residential unit types and sizes at a transit supportive density of 78 UPH.

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

Furthermore, **Policy 1.3.2.5** states that:

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

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

Evaluation: It has been confirmed through the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City that these lands are not required for employment purposes over the long term. Due to the Development Site being disconnected from other employment areas, its marginal size, and proximity to existing residential, it would not adversely affect the overall viability of the employment area. The conversion of this employment area is anticipated to occur and this application simply advances that conclusion. Existing infrastructure and public services are available to accommodate the residential use.

Section 1.4 Housing

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

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

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

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

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposal introduces approximately 104 units in the form of townhouses and stacked townhouses to the neighbourhood. This will offer different housing options that reach a broader spectrum of living options and affordability than what exists today. The proposed 78 uph will optimize the usage of the existing public services, facilities and infrastructure and support the active transportation options.

Section 1.6 – Infrastructure and Public Service Facilities

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

Evaluation: The proposed Community represents intensification on vacant land within settlement areas and will take advantage of the existing municipal sewage services and municipal water services.

Section 1.6.7 Transportation Systems

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

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

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

Evaluation: The Development Site is serviced by bus routes along Huronia Road and has access to the public street via a private road. While the proposed Community will intensify the Development Site, a Traffic Impact Study prepared by JD Northcote Engineering Inc. in support of this application confirms the parking strategy prepared for the proposal will balance the need to provide parking in the near term to accommodate current traffic demands and will not result in unacceptable traffic loads on the adjoining street network.

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

Evaluation: The proposed Community will provide a transit supportive density of 78 uph which is comprised of approximately 104 residential units.

Section 1.8 Energy Conservation, Air Quality and Climate Change

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

POLICY

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

EVALUATION

The proposed buildings will be in a compact form.

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

The proposed Community is in proximity to the residential and commercial uses in the surrounding areas. The addition of residential uses

commute journeys and decrease transportation congestion;

on the Development Site will help reduce commute time and emissions, allowing residents to have an easy access live-work environment.

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

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

g) maximize vegetation within settlement areas, where feasible.

The proposal provides opportunities for outdoor amenities and protects for the existing natural heritage features on site as confirmed within the Environmental Impact Study prepared by Michalski Nielsen Associates Limited.

Wise Use and Management of Resources

2.1 Natural Heritage

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

Policy 2.1.1 states that *natural features and areas shall be protected for the long term.* **Policy 2.1.2** states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.* **Policies 2.1.5- 2.1.8** outline the development and site alternation policies and restricts development from a range of areas containing environmental features such as but not limited to fish habitat, wetlands, and significant valleylands.

Evaluation: The Environmental Impact Study prepared by Michalski Nielsen Associates Limited confirms that there will be no direct impact on the Provincial Significant Wetlands or City of Barrie designated Environmental Protection Area, all of the ecological functions associated with these features will be protected post-development.

2.6 Cultural Heritage and Archeology

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

Evaluation: A Stage 1 & 2 archeological assessment has been undertaken by CRM Lab Archeological Services which has confirmed that there are no archaeological resources of cultural heritage value or interest and no further assessment is required.

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

Appendix **E**

Appendix E: Growth Plan Analysis, 2019

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on May 16, 2019, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

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

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

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. The proposal will also provide for a mix of housing options in the neighbourhood that is in proximity to existing transit connections to the Barrie Bus Terminal.

Section 2.2.1 Managing Growth

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan. The proposed Community will permit residential uses which will assist in achieving the population targets for the City as set out in through this policy and in Schedule 3 of the Growth Plan.

The relevant policies of **Section 2.2** are described and addressed as follows: **Policy 2.2.1** provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan.

Evaluation: The proposed amendments will permit the development of residential use which will assist the City in achieving the planned growth of the City of Barrie.

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

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

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

Policy 2.2.1.4 states that *applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodates the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.*

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

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

2.2.5 Employment

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

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

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

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) maintain a significant number of jobs on those lands through the establishment of development criteria; and W
- c) not include any part of an employment area identified as a provincially significant employment zone.

Evaluation: It has been confirmed through the November 3, 2011 City of Barrie Growth Management Strategy Employment Lands Municipal Comprehensive Review Phase 2 prepared by Watson and Associates on behalf of the City that these lands are not required for employment purposes over the long term. The conversion of this employment area is anticipated to occur and this application simply advances that conclusion. Based on the policy directive:

- The need for the conversion has been established in the 2011 report as noted above responding to 2.2.5.9 a);
- Due to the Development Site being disconnected from other employment areas, its marginal size, and proximity to existing residential, it would not adversely affect the overall viability of the employment area from achieving minimum employment targets as noted in 2.2.5.9 d);
- Existing infrastructure and public services are available to accommodate the residential use responding to 2.2.5.9 e);
- As noted previously, the size, odd shape and disconnected nature of the employment area was deemed not viable for employment use, and as such would not have made any contribution to employment for the City, responding to 2.2.5.10 b); and;
- The Development Site and Subject Lands are not within a Provincially Significant Employment Zone responding to 2.2.5.10 c).

Given the above, the proposed amendment to redesignate the Development Site conforms to the criteria of Policy 2.2.5.10.

2.2.6 Housing

Policy 2.2.6.1 states “Upper – and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders will each develop a housing strategy that:

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

Furthermore, **Policy 2.2.6.3** states to *support the achievement of complete communities, municipalities to consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Evaluation: The proposed Community has been designed to be supportive of this housing goal, and provides for a mix of townhouses and stacked townhouse units and sizes to accommodate a diverse range of household sizes and incomes. The proposed Community includes approximately 104 residential units which will assist the City by providing additional residential units to the housing supply.

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

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

Evaluation: The Stormwater Management Report prepared by Counterpoint Engineering has been submitted in support of the Official Plan and Zoning By-law Amendment application, therefore addressing Policy 3.2.7.2.

2.2.7 Designated Greenfield Areas

As the Subject Lands and Development Site are surrounded by development but have not technically been developed to date, the lands are designated as greenfield areas.

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

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

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

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

Evaluation: The proposal supports the achievement of complete communities by diversifying the mix and range of housing options available in the community, in walking distance to transit and supportive services within a 5 minute walk. The Community will achieve a density of 210 people per hectare, meeting the minimum density targets (based on 104 units at 2.57 people per unit and 1.27 ha).

4.2.2 Natural Heritage System

Policy 4.2.2.3 states that within the Natural Heritage System for the Growth Plan:

- a. new development or site alteration will demonstrate that:
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;

Evaluation: An Environmental Impact Study prepared by Michalski Nielsen Associates Limited confirms that the proposed Community will have minimal impacts on key natural heritage features or key hydrologic features or their functions.

Policy 4.2.2.6 states that 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.

Evaluation: As confirmed in the Environmental Impact Study prepared by Michalski Nielsen Associates Limited the proposed Community will continue to protect Lover's Creek and Level 1 natural heritage resources.

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

Appendix **F**

Appendix F: The City of Barrie Official Plan Analysis

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

The City of Barrie Official Plan ("OP") locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Site is entirely located within the Residential Planning Area while the southern balance of the site is located within the Industrial Planning Area as shown on **Figure 4**. The OP designates the Subject Lands as a combination of both "General Industrial" and "Environmental Protection Area" on Schedule A: Land Use (**Figure 5**). The Subject Lands and Development Site are both located within a combination of both Level 1 with Existing Development Designation Subject to policy 3.5.4.D, and within a Level 1 area on Schedule H: Natural Heritage Resources (**Figure 6**). The Subject Lands are further located within an area regulated by the Conservation Authority on Schedule F: Conservation Authority Regulation Area (**Figure 7**). The Subject Lands are not located within an area identified for Intensification as per Schedule I: Intensification Areas (**Figure 8**). Huronia Road is identified as an Arterial Road on Schedule D (**Figure 9**), and has a permitted Right of way width of 34 m as per Schedule E (**Figure 10**).

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

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

3.1.2 General Objectives and Policies

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

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

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

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

Evaluation: The proposed Community will take advantage of the existing services and infrastructure. The proposed Community can be serviced with existing municipal services, as confirmed within the Functional Servicing and Stormwater Management Report prepared by

Counterpoint Engineering. The FSR confirms the existing municipal services have capacity to accommodate the proposed Community.

3.1.2.2 Staging and Phasing of Development

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

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

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

- The proposed Community provides 104 townhouse units within the urban boundary. Therefore, the proposal will contribute the mix and form of housing to support the City's growth and affordability options.
- The proposed 78 UPH Community is transit supportive and will support and optimize the usage of the existing community facilities, urban services, and sewage and water services.
- The one private road will provide access to Huronia Road as it is designated as an arterial road.
- Protection of the environment and significant natural resources will be achieved through conservation of these features.

3.3 Housing

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

Policy 3.3.2.1 a) states that *the City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.*

Furthermore, Policy 3.3.2.1 b) states that *the City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles*

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

Policy 3.3.2.1 g) states that *the City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation. (Mod D (s))*

Evaluation: The proposed Development Site is located within an urban area and will result in a density of 78 UPH, offering residential options that will help create a complete community in the neighborhood. The proposed Community intensifies a site adjacent to community and transportation infrastructure to further optimize land use, infrastructure and community services planned in the City of Barrie. The proposed residential uses will support and complement existing commercial, residential, cultural and institution uses in and around the Development Site.

3.3.2.2 Affordable Housing Policies

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

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

Evaluation: Policy 3.3.2.2 a), in our opinion “affordable housing” is an aspiration objective sought across the City, not for a specific site. The proposed Community will provide a range of townhouse unit types and sizes which will be affordable in the context of the City marketplace within a low rise built form.

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

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

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

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

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

- *An Environmental Impact Study (EIS) will be required for any development or site alteration within 120 metres of an area identified as Level 1 on Schedule H.*

Evaluation: An Environmental Impact Study by Michalski Nielsen Associates Limited has been prepared in support of the proposed Community. The report concludes that the proposed Community will have minimal impact on the natural environment features in a level 1 area as per this policy.

3.7 Energy Conservation and Renewable Energy Systems

Policy 3.7.2.1 a) states that *a compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted.*

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

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

Evaluation: The Proponent o supports the use of energy-efficient materials and landscaping, and will consider implementing energy-efficient materials through Site Plan Control Stage.

3.9 Lake Simcoe Protection Plan

3.9.4 Development and Site Alteration

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

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

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

Evaluation: The proposed Community and the mitigation measures proposed by the EIS will protect existing natural heritage features by locating development away from these sensitive features. Through a stormwater management plan, the proposed Community will avoid impacts associated with the quality and quantity of urban run-off into the adjacent watercourse and PSW. Furthermore, the Environmental Impact Study prepared by Michalski Nielsen Associates Limited concludes that the proposed Community will have minimal impact on the natural environment features in a level 1 area as per this policy.

4.2 Residential

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

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

Evaluation: The proposed Community being 104 townhouse units meets this objective.

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

Evaluation: The proposed Community will provide a medium density built form at a density of approximately 78 townhouse units per net hectare, therefore exceeding the high density rate of 54 units per net hectare. Notwithstanding this, this increase is with the recognition that this density is based on the Development Site which the zoning is scoped to rather than the Subject Lands. Therefore the density is technically increased in light of the balance of the Subject Lands.

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

- i. adjacent to arterial and collector roads;
- ii. in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
- iii. where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. (Mod E (n)) c) High density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved.

Evaluation: The proposed Community represents a medium density built form (i.e. Towns and stacked towns) but is technically categorized as a high density development due to the proposed 78 UPH. The proposal is located along an arterial road (i.e. Huronia Road), with connections to existing municipal services. The Development Site is located within less than 700 m or less than a 10 minute walk to Willow Landing Elementary School, Lennox Park, and commercial services along Huronia Road and along Big Bay Point Road to the north. Overall the objectives of this policy are met.

Policy 4.2.2.4 provides the following design policies:

- a) states residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.
- b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.

- c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).
- d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.
- e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

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

- The proposed Community will provide on-site parking within a combination of underground and surface parking, consisting of 165 parking spaces at the rate of 1.56 spaces per unit.
- The stacked townhouses will provide a total of 1,314 sq m (14,143.78 sq ft) of outdoor amenity space at the rate of 14.3 sq m/ stacked unit. This outdoor amenity space will be in addition to the proposed front and rear yards of cluster townhouse units proposed.
- Providing a minimum separation distance of 15 m between the existing low densities residential to the north with enhanced landscaping.
- Enhanced landscaping to increase visual interest on site and enhance natural buffers from the natural heritage areas to the south.
- Proposing an attractive architectural design consisting of a range of materials to reflect a high level of quality and contribution to the existing and future mixed use architectural character of the area.

Additional design rationale will be outlined in the Urban Design Brief submitted with this application.

Policy 4.2.2.5 a) states that *development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. Spot rezoning of residential lands should not be approved when they would have a negative impact on an existing neighbourhood. (Mod E (p))*

Evaluation: In our opinion, the proposal is compatible with adjacent uses and maintains a healthy, safe and livable community. Further, a high degree of residential area amenity is being provided for residents and visitors, in addition to the enhancement of natural buffers to the south.

Policy 4.2.2.6 of this Plan provides intensifications policies which states:

- a) *Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.*
- b) *Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency. (Mod E (t))*
- c) *Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:*
 - i. *that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*
 - ii. *that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*

- iii. *that public transit is available and accessible;*
- iv. *that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*
- v. *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*
- vi. *that consideration is given to the preservation of heritage resources.*

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

Evaluation: The proposed Community will provide residential uses at a density in accordance to density policies of this Plan supporting intensification within the City. The proposal will develop on a vacant parcel of land within the City to achieve gentle intensification in an area with transit facilities and amenities. The proposed residential units will accommodate the anticipated population growth and contribute to the City's housing intensification targets. The future residents of the proposed Community will be within a walking distance (less than a 10 minute walk) to commercial, industrial, and recreation uses in a complete community. Furthermore as previously mentioned in section 2.0 of this report, the proposal adheres to ensuring compatibility is achieved while balancing the preservation and protection of existing Natural Heritage features on the Subject Lands.

5.0 Servicing and Transportation

Policy 5.1.2.1 j) states that *development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations. (Mod F (e)).* In addition, **Policy 5.1.2.1 m)** states that *all sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.* Lastly, **Policy 5.1.2.1 n)** states *no stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment* and **Policy 5.1.2.1 o)** states that *the design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.*

Evaluation: The proposed Community will be connecting the municipal sanitary sewage and comply with provincial regulations. A Functional Servicing and Stormwater Management Report has been prepared by Counterpoint Engineering which confirms the proposed Community can be serviced with a combination of the existing municipal services and proposed internal storm sewer system services within the proposed private road system.

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

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

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

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

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

Evaluation: The Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering confirms that runoff criteria will be achieved. The proposed site release rate during the 100-year storm event will be controlled to the maximum allowable release rate of 162 L/s. This results in 138m³ of required storage within the site. A total of 273 m³ will be provided by the proposed LID features, which satisfies the quantity storage requirements. Quality control will be provided by the proposed surface LID rain garden features on site, which is a natural strategy that provides enhanced stormwater quality control for the site runoff.

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

Evaluation: The Proponent will work with the City to provide reasonable access to watercourses for maintenance purposes as part of the Site Plan Approval process.

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

Evaluation: The Development Site is not located outside of the regulatory storm limit.

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

- i. *This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the*

circumstances to control the quality and quantity of stormwater related to the development or redevelopment. (Mod F (p))

Evaluation: The Functional Servicing and Stormwater Management Report by Counterpoint Engineering confirms that the proposal satisfies the quantity storage requirements by providing LID features, and quality control will be provided by the proposed rain garden feature on site, which is a natural strategy that provides enhanced stormwater quality control for the site runoff.

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

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

Evaluation: The proposed Community will also provide a private driveway to allow vehicles to move to and from Huronia Road without issue. A Traffic Impact Study prepared by JD Northcote Engineering Inc. has concluded that traffic impacts are not anticipated as a result of this proposal. The Development Site is located within walking distance to an existing Bus Route along Huronia Road, route 3A and 3B. Barrier-free sidewalks will be provided throughout the site which will connect to the public right of way and area services and amenities. T

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