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Planning Justification Report

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

Rainsong Land Development Inc. (PHASE 2)

680 Lockhart Road, City of Barrie

February 2022

The Jones Consulting Group Ltd.
229 Mapleview Drive East, Unit 1, Barrie, ON, L4N 0W5

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1.0 INTRODUCTION

On behalf of our client Rainsong Land Development Inc., we are pleased to provide this Planning Justification Report in support of applications for Zoning By-law Amendment and Draft Plan of Subdivision for lands located at 680 Lockhart Road Phase 2 (**Figure 1**). The purpose of the applications are as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the lands from Agricultural General (AG) to Neighbourhood Residential (R5), Neighbourhood Mixed Use Exception (NMU (SP-xxx)), Educational Institutional Exception (I-E (SP-556)) and Educational Institutional Exception (I-E (SP-xxx)). The proposed zoning is in accordance with the Zoning By-law framework for the Hewitt's and Salem Secondary Plan.
- ii) **Draft Plan of Subdivision:** This application will facilitate a residential subdivision containing single detached semi-detached dwellings and street townhouses, as well as institutional blocks.

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

Figure 1. Aerial Photograph of Subject lands



2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of South half of Lot 15, Concession 11, former Township of Innisfil, now in the City of Barrie. The lands are known municipally as 680 Lockhart Road, and are located north of Lockhart Road and west of Yonge Street. The lands are irregular in shape and comprise 24.47 hectares (60.46 acres) with approximately 593 metres of frontage on Lockhart Road and 227 metres of frontage on Yonge Street. The subject property is currently vacant (**Figure 2**).

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

Figure 2. Location Plan



The surrounding land uses include the following:

- **North:** The lands immediately north of the property consist of vacant agricultural lands (**Figure 3**). These lands are part of draft approved subdivision (Lockmaple Innisfil Investments Ltd. and Rainsong Land Development Inc.) that include residential and mixed uses, with an elementary school and recreational centre/community park. These lands are located in Phase 1 of the Hewitt's Secondary Plan. Existing residential uses are also located along Mapleview Drive East and Yonge Street (**Figure 4**).
- **East:** A 4.94-hectare parcel of land owned by Crown (Barrie) Developments Inc. which consists of agricultural buildings and fields within Phase 2 of the Hewitt's Secondary Plan (**Figure 5**). Additionally, vacant agricultural lands are located on the east side of Yonge Street that are proposed for development by ASA Development Inc. for residential and mixed-use also within Phase 2 of the Hewitt's Secondary Plan.
- **South:** Agricultural lands located outside of the City of Barrie boundary within the Town of Innisfil (**Figure 6**).
- **West:** Vacant agricultural lands owned by Mattamy Homes Canada Inc. and further west owned by Lockhart Innisfil Investments Ltd. designated for future development for single detached dwellings, townhouses, stormwater management facilities and environmental protection lands (**Figure 7**).

Figure 3. Site Alteration undertaken on Lands owned by GG(9 Mile)



Figure 4. Existing residential dwellings on Mapleview Drive East



Figure 5. Agricultural lands owned by Crown (Barrie) Developments Inc.



Figure 6. Vacant agricultural lands in the Town of Innisfil.



Figure 7. Vacant agricultural lands owned by Mattamy Homes Canada Inc.



The proposed development is situated within the Hewitt's Secondary Plan Area which is designated and partially approved to contain a total of 26,000 residents, commercial uses, institutional uses, and open space and parks throughout the area. The subject lands are ideally situated along the Yonge Street Mixed Use Corridor which is planned to contain a variety of residential and commercial uses. Additionally, a recreation centre, public library and public elementary school are proposed to be located adjacent to the subject lands. A catholic public school is also proposed to be located north of the subject lands. The lands are in close proximity to many parks and open spaces, including a proposed park to the north within approximately 500 metres and parks to the west.

The subject lands are in close proximity to the Barrie South GO Station that connects to Union Station in the City of Toronto. The lands are also partly located along Yonge Street, therefore, the lands will have convenient access to a transit route that travels through the south end of Barrie connecting to the Allandale/Waterfront GO Station. This route will also conveniently connect to the balance of the north end of Barrie. The subject lands are in an ideal location that provides convenient access to nearby community facilities and services and will provide transit opportunities that will easily connect future residents with the rest of the City and the regional market.

3.0 PROPOSED DEVELOPMENT

The purpose of the application for Zoning By-law Amendment is to replace the former Agricultural General (AG) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. The amendment would rezone the lands Neighbourhood Residential (R5), Neighbourhood Mixed Use Exception (NMU (SP-xxx)), Educational Institutional Exception (I-E (SP-556)) and Educational Institutional Exception (I-E (SP-xxx)).

The Special Provisions will permit R5 uses in the event the schools and future use block are not acquired by the School Boards or the adjacent developer. Similar zoning (I-E (SP-556)) exists on the Rainsong Phase 1 school block. This zoning approach conforms with the Hewitt’s Secondary Plan, which requires lands to be zoned for other permitted uses in the event that the school board does not purchase the allocated site. Lastly, the NMU(SP-xxx) zone allows for flexibility on the final built form pending the outcome of discussions on the shared development between Rainsong and the Crown Developments (**refer to Section 4.6 of this Report**).

The application for Draft Plan of Subdivision will facilitate a subdivision comprised of single detached dwellings, semi-detached dwellings, street townhouses and two institutional blocks set aside for future schools. Refer to **Table 1** for a breakdown of the land uses and unit types and **Figure 8** for the proposed subdivision.

Table 1: Draft Plan Statistics

Residential Uses		
Unit Type	No. of Residential Uses	Area (ha.)
11.6 metre Singles	52	1.75 ha
10.1 metre Singles	142	4.32 ha
15.0 metre Semi-detached (7.5m/unit)	118	2.55 ha
Street Townhouses (6.1m/unit)	147	2.75 ha
Future Block	8	0.14 ha
Other Land Uses		
Future Development/Road	-	0.15 ha
Institutional (School)	-	6.39 ha
Stormwater Management Drainage	-	0.01 ha
Road Widening / 0.3 Reserves	-	0.67 ha
Roads & Lanes	-	5.74 ha
TOTAL	467	24.47 ha

In addition to the land uses and unit breakdown above, the following points provide an overview of roads, access, stormwater management and the institutional blocks.

1. **Road Network:** The Plan of Subdivision includes two minor collector roads Street 'A' and Street 'B'. Street 'A' travels north-south from Lockhart Road to the adjacent lands to the north. Street 'B' travels east-west connecting the subdivision with the adjacent lands to the west. Street 'B' is planned to connect to Yonge Street through the adjacent plan of subdivision to the east. Street 'A' and Street 'B' have 24.0 metre rights-of-way. There are eight local roads proposed within the entire Subdivision. Local Streets, 'C'-'J', except 'H' have 18.0 metre rights-of-way, while Street 'H', which is a window street has a width of 16 metres in conformity with the Hewitt's Secondary Plan. Local Street 'E' connects the subdivision with the adjacent lands to the west. A road widening of 10.4 metres along Lockhart Road is included in the proposed subdivision to facilitate Lockhart Road becoming a 31.0 metre arterial road.
2. **Access:** The main access to the Subdivision is proposed via Minor Collector Street 'A' that connects to Lockhart Road. The subdivision also has access from the lands to the north and west through adjacent approved and future subdivisions. Street 'B' and Street "E" have access to the lands from the west, which are owned by Mattamy Homes Canada Inc. and are also in Phase 2 of the Hewitt's Secondary Plan. Street "B" is planned to connect to Yonge Street through the adjacent plan of subdivision to the east. The lands are accessed via Street 'A' from the adjacent lands to the north.
3. **Stormwater Management Facilities:** Stormwater management will be accommodated in three offsite stormwater management blocks located on the Lockhart Innisfil Investments Ltd lands (SWMF #3), GG(9 Mile) lands (SWMF #4) and Ballymore lands (SWMF#5).

4. **Institutional:** There are two Institutional blocks within this subdivision, which are proposed to accommodate future schools. Block 278 provides additional land to the school site on the Rainsong Phase 1 subdivision, and Block 279 is proposed as a Catholic high school.

3.1 Conformity Review

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Review Plan (**refer to Appendix A**) was prepared and approved on March 2nd, 2020, prior to the submission of the rezoning and Plan of Subdivision applications for the subject lands. The purpose of the Conformity Application process is for the City to confirm that the proposed development generally conforms to the Hewitt's Secondary Plan Master Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

A letter from the City dated March 2nd, 2020 confirms that the Conformity Review Plan is deemed to generally conform to the Hewitt's Secondary Plan, and formal applications for Zoning By-law Amendment and Draft Plan of Subdivision can be submitted (**refer to Appendix B**). Conformity approval lapses on March 2, 2022.

3.2 Neighbourhood Meeting

In consultation with City Planning Staff, it was confirmed that a Neighbourhood Meeting would not be required for this subdivision/rezoning because all of the surrounding lands to the north, east and west are approved and/or proposed for development. In addition, there are no residential dwellings within 120 metres of the subject lands on lands that are not proposed for redevelopment.

3.3 LSRCA Design Charette

In order to identify the appropriate stormwater management framework for a property, the City requires applicants to host a Design Charrette with the Lake Simcoe Region Conservation Authority (LSRCA). A Design Charrette was held on July 28, 2020 with the Lake Simcoe Region Conservation Authority. The project engineer explained the stormwater design approach, including the use of off-site stormwater management ponds in accordance with the approved Sub-Watershed Impact Study, as amended, and the use of Low Impact Development Features. The stormwater details are explained in the Functional Servicing and Stormwater Management Report prepared by SCS Consulting that accompanies the submission.

3.4 Supporting Technical Reports & Plans

1. Planning Justification

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

2. Functional Servicing & Stormwater Management Report (including Water Supply & Distribution Analysis)

A Functional Servicing and Stormwater Management Report has been prepared by SCS Consulting and concludes as follows:

- Quantity, quality and erosion control will be provided downstream in off-site stormwater management facilities #3, 4 and 5, which are located on the Lockhart Innisfil, GG (9 Mile) and Ballymore lands respectively.

- Water Balance and phosphorus budgeting will potentially occur through the use of Low Impact Development measures in a treatment train approach.
- Storm and sanitary servicing will occur in sewers constructed in a municipal servicing easement traversing the site. The development will require the extension of a future municipal sanitary sewer along the proposed Kneeshaw Drive to the east.
- The Phosphorus Budget concluded that with incorporation of best management practices, phosphorus loading will be less than existing.
- A water budget has been prepared that confirms that the annual infiltration volume exceeding the LSRCA requirement of 40,400m³ can be achieved through the proposed mitigation measures.
- A water supply and distribution analysis confirms there is sufficient water supply for this proposed development.
- Sanitary sewers and water supply will connect to infrastructure proposed to the west and north.
- The site can be graded and serviced in a manner that will meet the requirements of the City, LSRCA, Lake Simcoe Protection Plan and MOECP.

3. Linear Infrastructure Memorandum

SCS Consulting has prepared a memorandum that summarizes the linear infrastructure that would be constructed in this subdivision. Linear infrastructure includes roads, sidewalks and sewers (sanitary, water and storm).

4. Traffic Analysis

JD Engineering Inc. has prepared a Traffic Analysis and Functional Design Review letter, a Yonge Street Corridor Traffic Projection Brief, and a Transportation Design Manual – Conformity Review Technical Memorandum.

The purpose of the Traffic Analysis and Functional Design Review letter was to analyze the projected traffic from the proposed development and undertake a lane configuration and intersection review. In addition, the functional design review contained a road network sensitivity analysis, as well as a review of intersection spacing and sight distances. The analysis included a number of assumptions about infrastructure that will be available in the area by the year 2031 as City Capital Projects or due to the anticipated build-out timing of the surrounding community. The analysis concluded that the proposed development will not impact traffic operations or capacity, but that the timing of these infrastructure improvements will depend on the actual build-out timing for the overall community.

The Traffic Analysis also concluded that intersection spacing and sight distances are met and that the “proposed development will not cause any operational or traffic safety issues within the study area.

The purpose of the Yonge Street Corridor Traffic Projection Brief was to estimate the future traffic volume on Yonge Street, between Mapleview Drive East and Lockhart Road. This information assisted in the preparation of the Traffic Analysis noted above and is included as an appendix to the Traffic Analysis and Functional Design Review Letter.

The purpose of the Transportation Design Manual – Conformity Review Technical Memorandum was to review the proposed developments conformity with the City’s Transportation Design Manual. This included a review of intersection angles, intersection spacing, driveway spacing at intersections, road centreline radii, intersection sight distance, and tangent length through intersections. The review concludes that no mitigation measures are recommended.

5. Archaeological Reports

A Stage 1-3 Archaeological Assessment was prepared by Archaeological Assessments Ltd. One archaeological site was found as a result of the Stage 2 assessment the George Warnica Site (BcGv-40). The

Stage 3 assessment of the site concluded that the artifacts indicate the site was occupied from the 1860's until the end of the 19th century. The late date of occupation concludes that the site is not of cultural heritage value, as such, no further investigations are required. Clearance from the Ministry of Tourism, Culture and Sport was received on August 12, 2015.

6. Geotechnical Report

A geotechnical investigation has been prepared by exp. The purpose of the investigation was to determine the subsurface soil and groundwater conditions and to provide a report with recommendations pertaining to the design and construction of the proposed development including foundations, dewatering, and excavation. The report includes the results of twenty-four bore holes drilled on the property ranging in depth from 6.7 metres to 9.7 metres.

The findings of the Geotechnical Report informed the servicing and stormwater management analysis referenced in Section 3.4.2 above.

7. Hydrogeological Assessment

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

The findings of the Hydrogeological Assessment informed the servicing and stormwater management analysis referenced in Section 3.4.3 above.

8. Species at Risk Screening

A Species At Risk Screening was prepared by Azimuth Environmental Consulting Inc. The report confirms there will be no negative impact to species listed under the Ontario ESA subject to the mitigation measures noted.

9. Noise Report

An Environmental Noise Feasibility Study has been prepared by Valcoustics Canada Ltd. The purpose of the report was to predict sound levels and noise mitigation measures needed for the proposed development to comply with the MECP guidelines. The Report concludes that certain lots/units will require mitigation measures such as the provision of air conditioning, sound barriers (noise fencing), and all dwellings meeting the minimum non-acoustical requirements of the OBC. Subject to these mitigation measures, the Report concludes that indoor and outdoor transportation noise guideline limits can be met.

10. Pedestrian Circulation Plan

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

11. Tree Inventory & Removals Plan

A Tree Inventory and Removals Plan has been prepared by JDB Associates Ltd. The plan illustrates that the trees on the site are limited to hedgerows on or adjacent to the boundaries of the site. In all instances, the hedgerows are located adjacent to lands proposed for redevelopment including Mattamy Homes (west), Crown Communities (east) and Rainsong Phase 1 (north). All trees on-site are proposed to be removed.

12. LSRCA Checklists

As required by the LSRCA, the submission includes LSRCA hydrogeological and stormwater management checklists.

4.0 LEGISLATION & POLICY REVIEW

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

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

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

4.1.1 Matters of Provincial Interest

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

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

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

The subject lands do not contain any natural heritage features. A Species At Risk Screening was prepared that confirms that the development will not result in negative impacts to endangered or threatened species.

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

The subject lands and lands to the north, east, and west are located within the City of Barrie settlement area boundary and are designated for development within the Hewitt's Secondary Plan.

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

No mineral resources have been identified within the Hewitt's Secondary Plan area, and natural heritage resources will not be impacted as outlined in point a) above.

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

There are no buildings on the property, and Stage 1- 3 Archaeological Assessment was prepared that concluded the site does contain significant archaeological or cultural value.

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

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

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

The compact nature of the proposed residential lots and the modified grid road pattern efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

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

The proposed development conforms to the City's Master Plans.

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

g) the minimization of waste;

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

h) the orderly development of safe and healthy communities;

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

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

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

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

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. Lands to the north have been planned for an elementary school, community park/recreation centre and public library. Based on discussions with the Simcoe County District School Board, a 0.52 hectare institutional block (Block 278) has been included in the plan which will provide additional elementary school land for the proposed school site on the draft plan approved Rainsong Phase 1 subdivision. A block has also be included in the proposed subdivision for a future Catholic High School.

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

The Hewitt's Secondary Plan is a master planned community that will contain approximately 16,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing including affordable housing units and this has been reflected in the numerous plans that have been draft approved. The proposed plan contains a mixture of single detached, semi-detached and townhouse units. The introduction of second suites into some of the units will introduce more affordable housing options within this subdivision.

l) the adequate provision of employment opportunities;

The Hewitt's Secondary Plan is located in the City of Barrie that contains a full range of employment opportunities, including future employment opportunities in the Salem Secondary Plan area. In addition, population related employment opportunities will arise as commercial and institutional

development occurs, specifically the future catholic secondary school on the subject lands and the elementary school, recreation centre and library on the Phase 1 lands to the north.

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

The City has prepared a Financial Impact Assessment and a Long-Range Financial Plan in order to ensure the City's economic well-being is maintained. The Hewitt's Secondary Plan developers have supported the City by front-funding environmental assessments, infrastructure design and construction, and the advance payment of Development Charges.

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

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

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

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

p) the protection of public health and safety;

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

q) the appropriate location of growth and development;

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

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

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

The development is proposed at transit supportive densities and the site is located within a 15 minute walk from a Major Transit Station. In addition, existing and planned transit routes are located within walking distance to the north (Mapleview Drive, Madeline Drive) east (Yonge Street) and West (Fenchurch Manor). Lastly, the minor collector road within this Plan provides an opportunity for an additional transit route, if the City deemed same is desirable.

s) the promotion of built form that,

a. is well-designed,

b. encourages a sense of place, and

c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

d. *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

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

• • •

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

4.2 Provincial Policy Statement (PPS), 2020

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

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

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

4.2.1 Building Strong and Healthy Communities

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

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

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

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

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

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

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

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

Institutional and commercial uses, parks and open spaces, are planned for surrounding lands and are all located within walking distance of this site.

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

The subject lands contain no significant natural heritage features. Specific to public health and safety, the traffic assessment prepared in support of this development confirms that there are no operational or safety concerns associated with the development.

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

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

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

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

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

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

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

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

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

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

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

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

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

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

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

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

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

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

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

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

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

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

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

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

- e) *Policy 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

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

3) Housing

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

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

The City of Barrie Official Plan policy 3.3.2.2.a) states the City's goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing.

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

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

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

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

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

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

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

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

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

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

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

Policy 1.5.1 promotes healthy, active communities through the following:

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

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

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

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

5) Infrastructure and Public Service Facilities

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

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

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

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

6) Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon

which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Lastly, water conservation and water use efficiency are promoted, and infrastructure servicing and land use considerations should occur at all stages of the planning process.

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

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

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

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

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

The proposed subdivision conforms to the SIS.

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

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

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

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

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

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

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

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

7) Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. The principal entrance to this subdivision is the minor collector road 'Street A' connects Lockhart to Madelaine Drive. Roads have been intentionally aligned with the road fabric on the adjacent subdivisions to the east, north and west.

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

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

Specific to the proposed subdivision, the plan was designed to create a continuous pedestrian and vehicle circulation system. The pedestrian system exists with a series of internal sidewalks that connect to adjacent lands. The vehicle system includes roads that connect to the adjacent lands to ensure continuous movement with no dead-ends such as cul-de-sac's.

8) Long-Term Economic Prosperity

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

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

Development within the Hewitt's Secondary Plan must conform to the City's Long-Range Financial Plan which ensures the economic well-being of the City. Conditions of draft plan approval will require the City to confirm same prior to Final Approval being granted.

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

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

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

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

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

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

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

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

f) promoting the redevelopment of brownfield sites;

The property is not a brownfield site.

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

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

- h) providing opportunities for sustainable tourism development;*

Not applicable to the subject applications.

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

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

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

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

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

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

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

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

9) Energy Conservation, Air Quality and Climate Change

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

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

The subdivision is proposed at transit supportive densities.

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

The proposed subdivision is located within walking distance of existing and planned transit routes.

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

The subdivision is proposed at transit supportive densities within walking distance of existing and planned transit routes.

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

Not applicable.

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

The subdivision is proposed at transit supportive densities within walking distance of existing and planned transit routes and within a 15 minute walking distance of a Major Transit Station Area.

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

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

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

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

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

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

There are no significant natural heritage features on the lands.

2) Water

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

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

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. A Stage 1-3 Archaeological Assessment has been completed and the Ministry has issued clearance.

4.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

Development is not proposed within any natural hazards.

2) Human-Made Hazards

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

. . .

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

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

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

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

The proposed development features residential uses and will provide convenient access to a proposed elementary school, secondary schools, community centre, library and a community park. The applications will improve social equity and the quality of life of future residents by being in close proximity to community facilities and promoting social connectivity through the compact form and short block lengths. The residential use provides varying lot sizes to accommodate a range of people. Further, the proposed subdivision, through block length and the modified grid road

network pattern, considers the impacts to climate change.

The Hewitt's Secondary Plan was designed to achieve the above noted planning objectives and the proposed subdivision has been deemed to generally conform to the Secondary Plan.

2) Policy 2.2.6: Housing

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

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

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

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

The applications will facilitate development that contains a range of dwellings types to assist the City in meeting the needs of a diverse range of household sizes and incomes.

3) Policy 2.2.7: Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*

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

2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*
 - b) *The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland,*

Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.

The Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare.

In accordance with the Growth Plan, the proposed subdivision would achieve a density of 60 people and jobs per hectare (1,483 people & jobs/24.47 ha.) based on the following:

- 467 units generate a total of 1,270 people living on these lands (assuming 2.72 persons per unit).
- I estimate that approximately 63 jobs would be generated from home-based businesses (assuming 5.5% of population).
- I estimate that approximately 150 jobs would be generated from the Catholic high school. For comparison purposes St. Peter's High School to the north of this site on Yonge Street has approximately 175 full time equivalent staff.
- Density is calculated based on an area of 24.47 hectares which is the total property area.

4.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.1: Integrated Planning

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

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

2) Policy 3.2.2: Transportation – General

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

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

3) Policy 3.2.3: Moving People

2. *All decisions on transit planning and investment will be made according to the following criteria:*
 - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
 - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial*

development, wherever possible;

- e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
- f) increasing the modal share of transit; and*
- g) contributing towards the provincial greenhouse gas emissions reduction targets.*

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

4) Policy 3.2.6: Water and Wastewater Systems

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

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

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*

a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;

b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;

c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:

- i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
- ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
- iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

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

5) Policy 3.2.7: Stormwater Management

1. *Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*

a) are informed by watershed planning or equivalent;

b) protect the quality and quantity of water by assessing existing stormwater facilities and systems;

c) characterize existing environmental conditions;

d) examine the cumulative environmental impacts of stormwater from existing and planned

development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;

- e) incorporate appropriate low impact development and green infrastructure;*
- f) identify the need for stormwater retrofits, where appropriate;*
- g) identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
- h) include an implementation and maintenance plan.*

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

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

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - a) is informed by a subwatershed plan or equivalent;*
 - b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
 - c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
 - d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

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

6) Policy 3.2.8: Public Service Facilities

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

The Hewitt's Secondary Plan contains policies and land use requirements for public service facilities such as schools, a recreation centre, library, and a community park. The subject lands have two institutional blocks, one connects to the elementary school block on the Rainsong Phase 1 lands to the north, while the second is located at the south-east portion of the development.

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

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

4.3.3 Protecting What is Valuable

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

1) Policy 4.2.1: Water Resource Systems

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

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

- Watershed planning or equivalent will inform:*
 - the identification of water resource systems;*
 - the protection, enhancement, or restoration of the quality and quantity of water;*
 - decisions on allocation of growth; and*
 - planning for water, wastewater, and stormwater infrastructure.*

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

2) Policy 4.2.2: Natural Heritage System

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

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

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

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

3) Policy 4.2.7: Cultural Heritage Resources

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

An archaeological assessment has been prepared for the property and Ministry clearance has been issued.

4.3.4 Implementation

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

1) Policy 5.2.4: Growth Forecasts

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

The Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare. The proposed application exceeds this minimum target by proposing a density of 60 people and jobs per hectare. Refer to Section 4.3.1 of this Report for additional details on the calculation.

4.3.5 Simcoe Sub-Area

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

1) Policy 6.3: Managing Growth

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

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

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

- a) *identify primary settlement areas;*

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

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

The City of Barrie has identified and planned for strategic growth areas including the Yonge Street Mixed Use Corridor in the Hewitt's Secondary Plan Area. The subject lands within and adjacent to the Yonge Street Mixed Use Corridor. The portion of the lands fronting Yonge Street is proposed for the Catholic High School.

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

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

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

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

• • •

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

4.4 The Lake Simcoe Protection Plan

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

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

In accordance with policy 6.40-DP, Natural Heritage Evaluation and Hydrogeological Assessment have been prepared in support of the applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored. As required by the LSRCA, hydrogeological and stormwater management LSRCA checklists accompany the submission of the applications.

. . .

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

4.5 City of Barrie Official Plan

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

4.5.1 Hewitt's Secondary Plan

The subject lands are designated Residential Area and Yonge Street Mixed Use Corridor according to Schedule 9C Land Use. This Schedule also denotes the location of a Village Square and Secondary School on the lands. Schedule 9E places the lands within Development Phase 2 (**Figure 9**), and Schedule 9A – Community Structure, identifies the lands as being within the Residential Area and Mixed Use Nodes and Corridors (**Figure 10**).

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

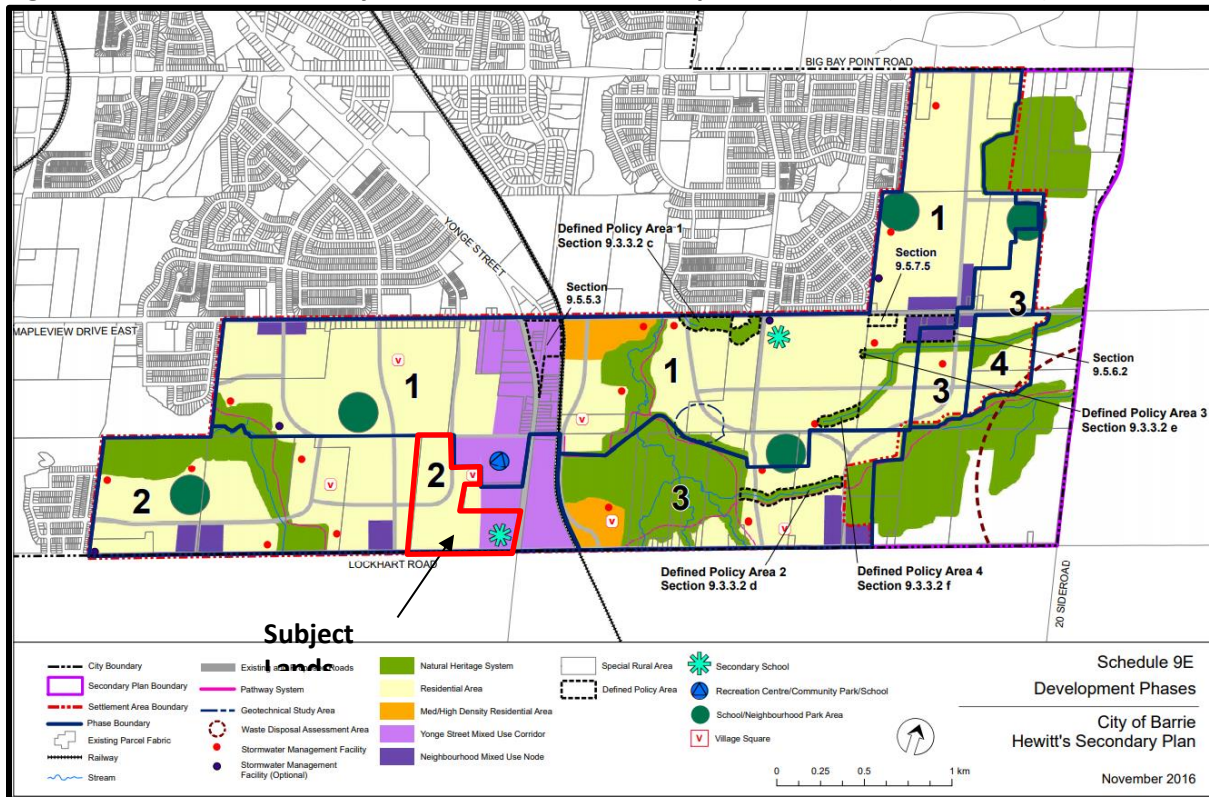
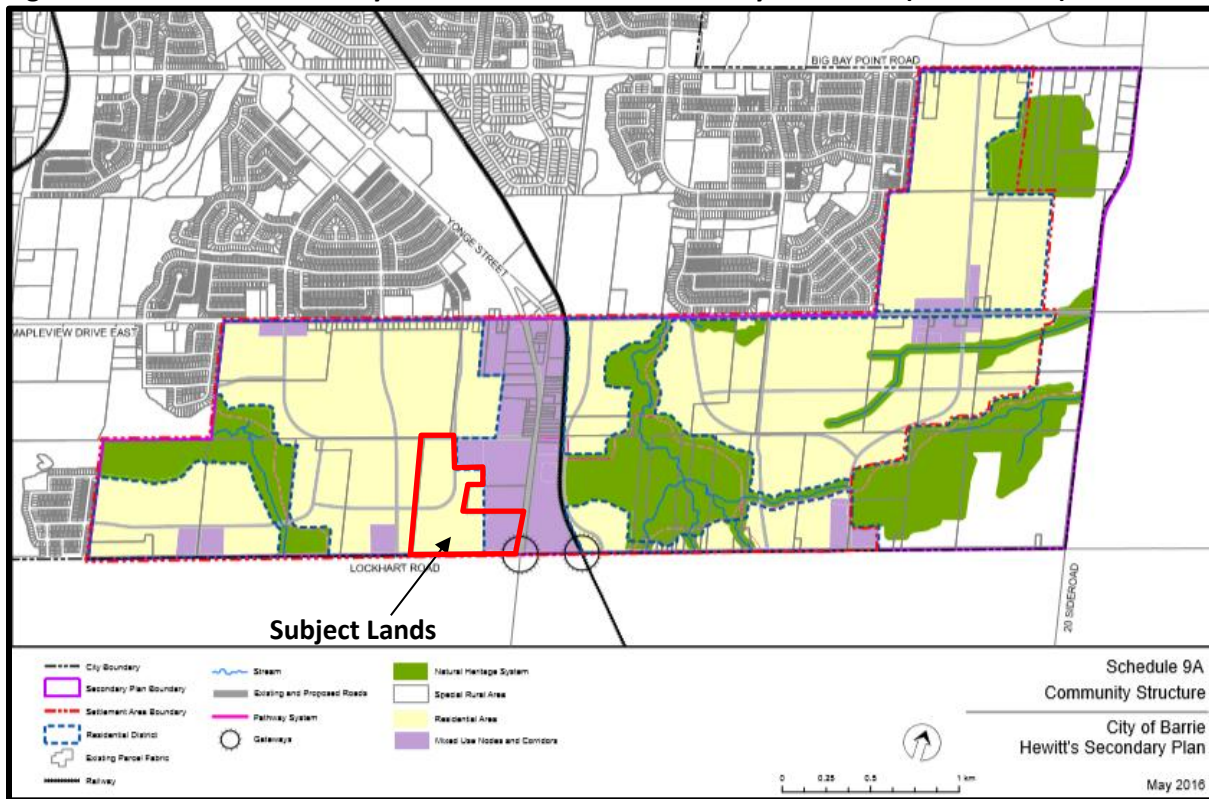


Figure 10. Hewitt's Secondary Plan Schedule 9A Community Structure (OPA No. 39)



4.5.1.1 Community Vision and Structure

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

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

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

- Front ending the cost of a number of environmental assessments.
- Front ending the design and construction of certain 'Category D' projects listed in the Infrastructure Implementation Plan.
- Advanced payment of Development Charges.
- Phase 1 landowners have committed to paying a Capital Contribution Charge per unit.

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

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

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

The Secondary Plan implemented this principle by identifying the core natural heritage features to be protected and the overall plan design as illustrated in the Master Plan (Appendix 9B). The subject lands do contain natural heritage features.

Prior to applications being accepted, the Secondary Plan requires that an applicant demonstrate proposed developments conform to the Master Plan. Conformity for the proposed subdivision was confirmed by the City in March 2020.

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

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

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

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

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

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

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

The Hewitt's Secondary Plan contains locations for a recreation centre, library, elementary schools, secondary schools and a fire station. The proposed subdivision contains blocks for two school sites.

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

A variety of housing types are proposed throughout the Secondary Plan. Specific to the subject lands, single detached, semi-detached and townhouse dwellings are proposed.

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

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

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

Accompanying the submission is a Traffic Analysis and Functional Design Review as well as a Pedestrian Circulation Plan identifying and assessing the travel opportunities for vehicles and pedestrians.

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

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

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

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

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

4.5.1.2 Community and Sustainable Design

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

a) *Community Form*

As detailed in Section 3.1 of this Report, a Conformity Plan has been approved by the City in accordance with Section 9.4.2 c) of the Secondary Plan. In the letter dated March 2, 2020, the Manager of Growth and Development stated that the Conformity Plan prepared for this property has been deemed to “generally conform to the schedules and policies of the Hewitt’s Secondary Plan”.

b) *Urban Design*

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

c) *Design and Sustainable Development Policies*

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

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

i) Community Design

The subdivision was designed to establish a residential community with convenient access to the adjacent lands which contain institutional uses, and commercial uses. The Plan consists of 467 dwellings and two blocks that will facilitate elementary and secondary schools. The subdivision is designed to be transit supportive, and pedestrian and transit oriented, with compact ground-oriented lots, short block lengths and a modified grid street pattern (Policy 9.4.4.2 a).

There are several neighbourhood focal points on and adjacent to the lands. The eastern portion of the lands are proposed as a Catholic High School which will be a focal point at the intersection of Yonge Street and Lockhart Road. A community centre, community park, public library and elementary school are located to the north and form a key intersection at Madeline Drive and Yonge Street. A second large community park is located immediately to the west on the Mattamy subdivision. The Subdivision was designed to ensure access aligns to the anticipated developments to the east, west and north (Policy 9.4.4.2 d).

As detailed in Section 4.3.1.3 of this Report, the proposed subdivision is estimated to generate 60 people and jobs per hectare which is a transit supportive density.

ii) Cultural Heritage Conservation

An archaeological assessment has been prepared for the property and Ministry clearance has been received.

iii) Streetscape Design

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

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

iv) Parking

The proposed subdivision does not contain communal surface parking. Parking will be confined to private driveways and garages as well as on-street parking, where permitted by the City (Policy 9.4.4.5).

v) Landscaping

The proposed subdivision includes several key intersections that City Development Services staff will review for enhanced landscaping at the detailed design stage in order to improve the public realm and enhance pedestrian comfort (Policy 9.4.4.6).

vi) Safe Community Design

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

vii) Sustainable Development

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

4.5.1.3 Land Use Strategy

Section 9.5 of the Hewitt’s Secondary Plan contains land use strategy goals and policies associated with Natural Heritage System, Residential Area and Village Square designations.

a) Natural Heritage System

As noted in Figures 9 and 10, there are no natural heritage features designated on the subject lands.

b) Residential Areas

The lands are predominantly designated Residential Area and Yonge Street Mixed Use Corridor. As outlined in the Hewitt’s Secondary Plan Master Plan, area designated Mixed Use has been identified as the location of a Catholic High School.

The Residential Area contains policy objectives and goals to develop a residential community with its own special character, while providing for a diverse range of housing options, and developing residential neighbourhood that includes pedestrian orientation of the streetscape and the provision of community facilities (Policy 9.5.7.1). The proposed subdivision provides a range of dwelling types to contribute housing options. The applications will also facilitate short block lengths and a modified grid street pattern which promotes a pedestrian friendly streetscape.

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

As per Policy 9.5.7.3 a) the minimum density for low density residential uses is 20 units per net hectare and the maximum density for low density residential uses is 40 units per net hectare. For medium density uses the minimum density 30 units per net hectare and a maximum of 70 units per net hectare. Net

hectare shall be calculated based on the area of the lot excluding all other areas with exception of one half of the local road on which the lot fronts.

The density of the proposed subdivision is 28.6 units per hectare for low density residential uses. This was calculated based on a total low density unit count of 312 and a total area of 10.9 hectares, which includes 8.62 hectares for the lot area of all low density uses plus 2.285 hectares of one half of all the local roads which the low density uses front onto.

The density of the proposed subdivision is 50 units per net hectare for medium density uses. This was calculated based on a total medium density unit count of 155 and a total area of 3.08, which includes 2.75 hectares for the lot area of all medium density uses plus .33 hectares of one half of all the local roads which the medium density uses front onto.

Policy 9.5.7.2 b) states lands throughout the Residential Areas designation shall include a mix of low and medium density development designed to achieve a minimum of 20 percent medium density and 80 percent low density development. Both low and medium density residential uses are proposed; therefore, positively contributing to the 20%/80% split as the proposed split is 67% for low density and 33% for medium density.

c) Village Square

The subject lands also contain one identified Village Square according to Schedule 9C Land Use in the Hewitt's Secondary Plan. Village Squares are small parkettes that provide recreational facilities and act as meeting points throughout neighbourhoods that are not within a five-minute walk of a Neighbourhood Park (Policy 9.5.11.1). As per Policy 9.5.11.3 a) the locations of the Village Squares are conceptual only and the exact location will be established through the development review process. A Village Square has not been identified on the Draft Plan of Subdivision in accordance with the Hewitt's Master Parkland Agreement. The Master Parkland Agreement does not identify any parkland on the subject lands; however, a large park is located to the north and west within a five minute walk for future residents of the proposed subdivision.

4.5.1.4 Community Services Strategy

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

a) Transportation

The lands contain two minor collector roads Street 'B' and Street 'A'. Street 'B' travels east-west throughout the subdivision and Street 'A' travels north from Lockhart Road to the adjacent lands to the north. There are nine local roads proposed within the entire Subdivision. A road widening of 10.4 metres along Lockhart Road is included in the proposed subdivision to facilitate Lockhart Road becoming a 31.0 metre arterial road. As such, the subdivision has been designed in accordance with the Multi-Modal Transportation Master Plan and Section 9.6.3.1 of the Hewitt's Secondary Plan as illustrated below:

- 31.0 metre right-of-way width for Lockhart Road (11.0 metre widening).
- 24.0 metre right-of-way width for Street 'A' that travels in a north-south direction connecting Lockhart road and the lands to the north.
- 24.0 metre right-of-way width for Street 'B' a minor collector road that travels in an east-west direction connecting to the lands to the west. Street 'B' is planned to connect to Yonge Street in the future through the adjacent plan of subdivision.

- 18.0 metre right-of-way width for local roads, Street ‘C’, ‘D’, ‘E’, ‘F’, ‘G’, ‘I’ and ‘J’.
- 16.0 metre right-of-way width for local window road Street ‘H’.
- 3 x 5 metre Daylighting Triangle at Street ‘B’ and Street ‘F’/‘H’ and at Street ‘G’ twice.
- 5 x 5 metre Daylighting Triangle at Street ‘A’ and Street ‘B’.
- 3 x 5 metre Daylighting Triangle all other intersections.

The Plan has been designed to align with the road geometry on the subdivisions to the east, north and west. All streets within the subdivision will be conveyed to the City of Barrie.

b) Water and Wastewater Services

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

c) Stormwater Management

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

d) Parkland

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

4.5.1.5 Development Review & Growth Management

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

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

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

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

4.5.2 Official Plan Policies

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

4.5.2.1 Staging and Phasing of Development

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

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

The Hewitt's Secondary Plan contains phasing policies and a Phasing Schedule. The proposed development is located within Phase 2 and abutting other lands within Phases 1 and 2.

The granting of Final Approval and registration will not occur until the City is satisfied that the proposed development conforms to the Long Range Financial Plan.

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

d) The approval of specific development applications shall be governed by the following principles:

i) encouraging a mix and form of housing that supports affordable housing and specialty needs housing;

If approved, the proposed development will provide varying ground-oriented housing/lot sizes.

ii) giving priority to lands adjacent to existing development;

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

iii) sequential development of neighbourhood facilities;

Neighbourhood facilities are planned on nearby and adjacent lands including an elementary school, high school, library, recreation centre and public parks.

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

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

v) provision of schools and parks;

The location, size, configuration, and orientation of the school sites will be reviewed by the respective City Engineering/Parks staff/School Board staff.

vi) provision of sidewalks and access to public transit.

The lands are located within walking distance of existing and planned transit routes, and a 15 minutes walk from a Major Transit Station Area. The Pedestrian Circulation Plan (Appendix C) illustrates the locations of streets proposed with dual vs. single sidewalks.

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

The primary site access is from Lockhart Road. All streets have been designed to geometrically align with adjacent subdivisions.

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

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

ix) adequacy of storm drainage; and,

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

x) protection of the environment and significant natural resources.

The subject lands do not contain natural heritage features.

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

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

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

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

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

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

4.5.2.2 Housing

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

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

Refer to Section 4.6 of this Report.

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

The proposed subdivision contains low and medium density residential uses.

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

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

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

The City is projected to grow to 210,000 persons by the year 2031, and the Hewitt's and Salem Secondary Plan areas are required to provide a 10-year supply of designated land. Barrie Council will consider the Municipal Comprehensive Review and new Official Plan that plans to the year 2051 on February 14, 2022.

4.5.2.3 Residential Design Policies

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

a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.

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

b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.

The proposed subdivision includes low and medium density residential development in the form of ground-oriented lot sizes. The lands are also adjacent to low and medium density residential development, therefore, buffering protection is not required on the subject lands.

c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

A Noise Study accompanies the submission.

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

The proposed development will be designed and maintained to municipal standards.

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

Development on the institutional blocks will be subject to separate Site Plan Control approval applications.

4.5.2.4 Residential General Policies

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

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

The Hewitt's Secondary Plan was supported by the preparation of a number of master plans, including a Multi-Modal Active Transportation Master Plan. In addition, a Master Traffic Study has been prepared for the Hewitt's Secondary Plan area, and a site-specific assessment of the technical design details and their conformity with the Transportation Design Manual accompanies this submission.

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

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

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

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

Approximately 30% of the Hewitt's Secondary Plan is designated as natural heritage features and is proposed to be preserved and conveyed to the City of Barrie. The proposed development does not significant natural heritage features.

4.5.2.5 Institutional

In accordance with the education facilities policies 4.5.2.5 a-f), the proposed development has provided lands for potential purchase by the Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board.

4.5.2.6 Urban Design Guidelines

Refer to Section 5 of this Report.

• • •

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

4.6 City of Barrie Zoning By-law

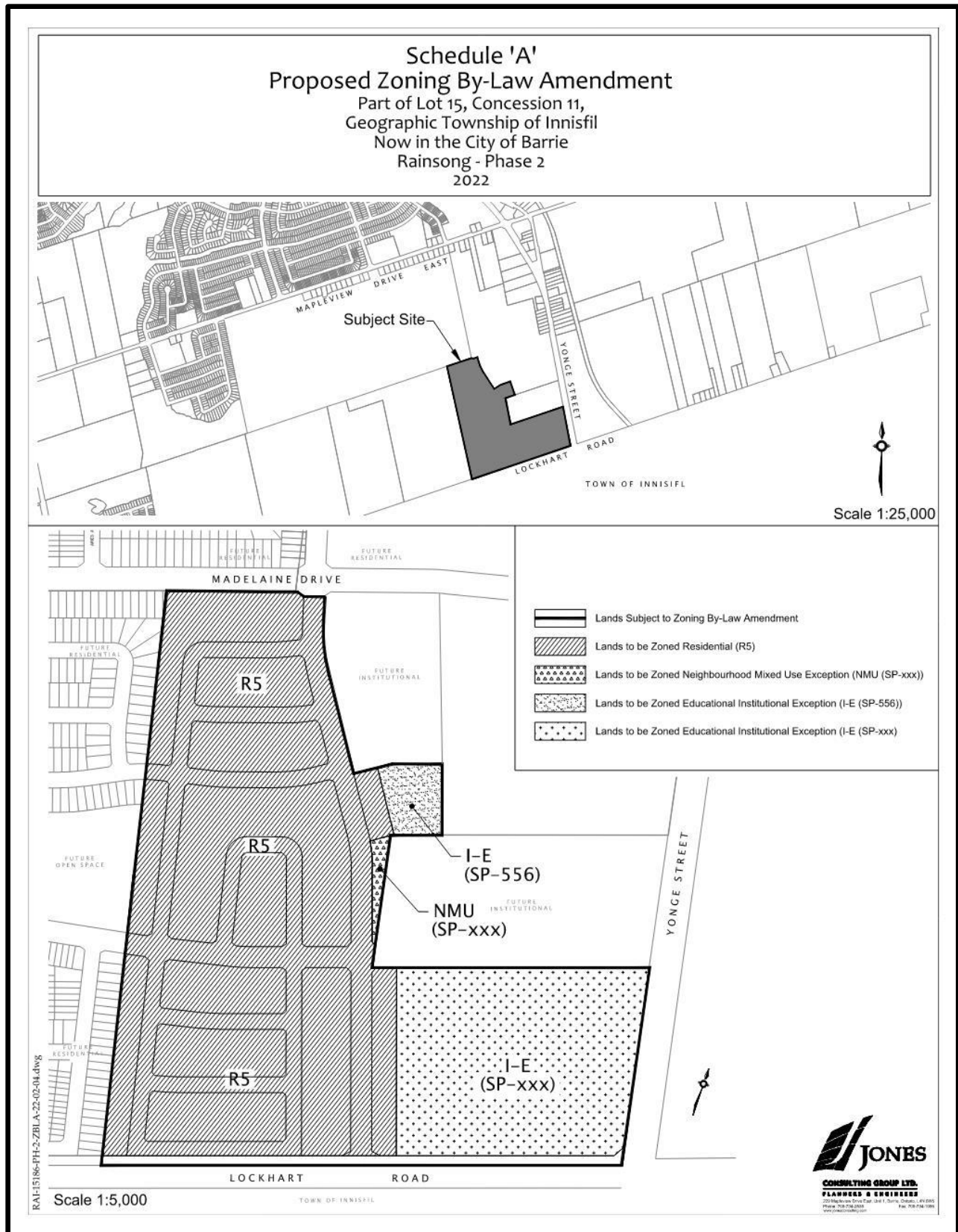
The subject lands are zoned Agricultural General (AG) from the Town of Innisfil Zoning By-law 054-04. The Zoning By-law amendment application will replace the current zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town but remains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

The purpose of the Zoning By-law Amendment application is to rezone the lands from Agricultural General (AG) to Neighbourhood Residential (R5), Neighbourhood Mixed Use Exception (NMU (SP-xxx)), Educational Institutional Exception (I-E (SP-556)) and Educational Institutional Exception (I-E (SP-xxx)) (**Figure 11**). The Neighbourhood Residential (R5) zone will facilitate the development of 467 units, which includes Single Detached, Semi-Detached and Street Townhomes.

Surrounding lands to the north have also been rezoned to implement the Hewitt's Secondary Plan. The lands to the north have been rezoned to Neighbourhood Residential (R5), Institutional Education – Special Provision No. 556 (I-E (SP-556)) and Open Space (OS).

The Special Provisions will permit R5 uses in the event the schools and/or future use block are not acquired by the School Boards or the adjacent developer. Similar zoning (I-E (SP-556)) exists on the Rainsong Phase 1 school block. This zoning approach conforms with the Hewitt's Secondary Plan, which requires lands to be zoned for other permitted uses in the event that the school board does not purchase the allocated site. Lastly, the NMU(SP-xxx) zone allows for flexibility on the final built form pending the outcome of discussions on the shared development between Rainsong and Crown Developments.

Figure 11. Draft Zoning By-Law Schedule



5.0 URBAN DESIGN

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

5.1 General Design Guidelines

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

a) Building and Siting

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

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

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

This policy is not applicable to the proposed subdivision, but will be considered during the Site Plan Control process for the institutional blocks.

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

All visible sides of the residential dwellings, specifically those dwellings on corner lots, will be treated similarly to the front. This requirement has been incorporated as a draft plan condition throughout the Hewitt's Secondary plans subdivisions approvals.

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

There are no cultural heritage buildings on the property.

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

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

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

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

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

The corner lots will be designed to have the dwelling be the dominant feature. Specific architectural features will be determined as a condition of draft plan approval and through the building permit process.

b) Parking Areas

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

The driveways have been planned in consideration of the street network and the requirements of the City's Transportation Design Manual.

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

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

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

This does not apply to the proposed applications.

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

This does not apply to the proposed applications.

c) Landscaping

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

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

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

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

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

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

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

A detailed landscape plan is not required for this submission; however, a Tree Preservation and Inventory Plan has been submitted in support of the proposed applications.

d) Environmental Features

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

This is a greenfield development proposal.

- ii. *All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*

The Hewitt's Secondary Plan was supported by a detailed Natural Heritage Assessment that identifies the core natural areas and required buffers. The subject lands do not contain significant natural heritage features.

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

The subject lands do not contain significant natural heritage features.

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

A Tree Preservation Plan has been prepared identifying the trees that are required to be removed to facilitate the proposed subdivision.

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

The subject lands do not contain significant natural heritage features.

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

The subject lands do not contain significant natural heritage features or woodlands.

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

No development or site alteration has occurred on the lands.

e) Signage

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

Signage will be considered at the detailed design stage.

f) Utilities

- i. *Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative*

methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

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

g) Energy Efficient Urban Design

- i. Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, “green” roofs, and other methods.*

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

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

This report has not been requested on any development proposal in the Hewitt’s Secondary Plan area.

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

Not applicable. No existing buildings are on the property.

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

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

5.2 Urban Design and Sustainable Development Policies

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

- a) **Planning Principles:** As outlined in Section 5.1.2.1 of this Report, the proposed development conforms to the Planning Principles in the Official Plan and restated in Section 2.2 of the Urban Design and Sustainable Development Guidelines.
- b) **Master Plan:** The proposed development conforms to the Community Structure and Hewitt’s Master Plan as confirmed by the City of Barrie in September 2019.
- c) **Community Sustainability:** The proposed development represents compact and pedestrian and transit oriented development. Connectivity to adjacent lands has been maximized by ensuring the street network aligns to the approved development on the lands to the north and east, and future development to the west.
- d) **Natural Heritage & Parkland System:** The subject lands do not contain significant natural heritage features. Parkland dedication and cash-in-lieu have been provided/paid in accordance with the Hewitt’s Master Parkland Agreement.

- e) **Stormwater Management:** Stormwater management will occur in three off-site stormwater management ponds and Low Impact Development facilities. .
- f) **Circulation and Movement:** The subdivision has been designed to create a continuous pedestrian and vehicle circulation system within the subdivision and with the adjacent lands to the north, east and west. In addition, a sidewalk system is proposed as shown on the Pedestrian Circulation Plan (**refer to Appendix C**).
- g) **Pathways:** Bicycle trails will be incorporated into the collector roads.
- h) **Streetscapes:** Landscape enhancements to improve the streetscape at key intersections will be considered at the detailed design stage.
- i) **Boulevards – Mixed Use Nodes and Corridors:** The portion of the lands within the Yonge Street Mixed Use Corridors has been set aside for a Catholic High School in accordance with the Hewitt’s Secondary Plan Master Plan.
- j) **Landscaping:** Landscape designs for the street tree planting will be contemplated during the detailed design stage.
- k) **Accessibility and Universal Design:** The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. In addition, the subdivision will be reviewed by the City of Barrie Accessibility Coordinator as part of the circulation of the applications, and changes can be made to the plan, if necessary, following that review.
- l) **Safe Community Design:** The subdivision has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- m) **Gateways:** The Hewitt’s Secondary Plan identifies gateway locations, which include the intersection of Yonge Street and Lockhart. Specific design responses to enhance the gateway will be considered during the Site Plan Control process for the Catholic High School.
- n) **Utilities:** A regular monthly hydro and utilities working group meeting is held with representatives of InnPower, Enbridge, the City of Barrie, and the Hewitt’s and Salem Landowners Group to coordinate hydro and utility servicing.
- o) **Street Furniture – Mixed Use Nodes and Corridors:** Specific design responses to enhance the Yonge Street Mixed Use Corridor will be considered during the Site Plan Control process for the Catholic High School.
- p) **Seating:** The location of seating along any right-of-way will need to be considered as part of the detailed design stage.
- q) **Transit Shelters:** The subdivision design will be circulated to the City’s transit department who will review and identify the locations of transit shelters.
- r) **Public Art:** Public art may be considered at a later date.
- s) **Lighting:** The detailed electrical design will adhere to the requirements of the City of Barrie and InnPower.
- t) **Waste Receptacles:** The City will need to decide if, and where, waste receptacles will be placed on public lands.
- u) **Public Signage:** The City will need to decide where location signage should be placed on public lands.
- v) **Private Signage:** No private signage is required within the proposed subdivision.

- w) **Parking:** On-street parking will be provided in accordance with the City of Barrie parking standards and policies.
- x) **Building and Site Sustainability:** The plan provides a range of lot sizes that are compact. The plan will incorporate Low Impact Development facilities and future street landscaping will be approved by the City of Barrie.
- y) **Residential Buildings:** The low and medium density residential buildings will be located close to the street and the developer/builder has advised that they intend to provide for architectural variation, particularly along the front façade, which will include verandas, porches or landscaped areas.

6.0 AFFORDABLE HOUSING

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

3.3.2.2 Affordable Housing Policies

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

Development across the Hewitt's Secondary Plan contains a variety of housing types and in some cases, dedicated affordable housing units. Up to 10% (1,000 – 1,200 units) of all of the units in the Secondary Plan may meet the requirements for affordable home and rental ownership. This will be primarily accomplished by providing smaller more compact units, particularly high density housing forms.

In accordance with Policy 3.3.2.2.e, second suites are permitted in all single detached, semi-detached and street townhouses subject to the implementing zoning by-law provisions. In February 2015, the City approved an Affordable Housing Strategy that included a variety of mechanisms to encourage affordable housing. Examples include preventing the condominium conversion of rental units, approving a Community Improvement Plan for the existing built boundary, the establishment of a Built Form Task Force and to amend the Official Plan to permit second suites in all single detached, semi-detached and row house zoned lands. In addition, the City has established a Built Form Working Group that has provided recommendations to relax certain zoning provisions and other requirements to encourage the development of affordable housing units.

More recently, the Council approved, in principle, the recommendations of the Mayors Task Force on Housing Affordability which will hopefully increase the number of affordable units throughout the City.

According to the most recent Affordable Housing Monitoring Report prepared by the City, affordable ownership is considered to be a unit selling for \$316,000 or less. It remains to be seen how this number will adjust over the next few years when the subject lands actually proceed to registration and construction. In the same Report, affordable rents range from \$766 for a bachelor apartment to \$1,415 for a three bedroom apartment.

Affordable units are not proposed for this specific subdivision, however, affordable units will be located elsewhere in the Hewitt's Secondary Plan area. Currently, the selling prices for the units are unknown; however, the proposed development provides a mix of low and medium density housing types that will meet the needs of different family sizes and lifestyles. The smaller unit sizes will allow for greater affordability. The dwellings will also be permitted to contain second suites which will increase supply and provide greater affordability options. The approval of 467 residential units will increase supply and positively contribute to housing availability.

7.0 CONCLUSION

The proposed development contains 467 residential units in the form of low and medium density residential uses. The plan was designed to integrate with planned and approved developments to the east, north and west, while also providing blocks for future school use. The plan provides a road widening along Lockhart Road and contains three streets that will have enhanced landscaping and dual sidewalks.

This report reviewed the land use planning merits of applications for Zoning By-law Amendment and Draft Plan of Subdivision for the lands located at 680 Lockhart Road in the Hewitt's Secondary Plan area in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan and Hewitt's Secondary Plan. The application proposes low density and medium density single detached dwellings and conforms to minimum intensification targets of the Growth Plan as well as density policies of the Hewitt's Secondary Plan. The proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed compact residential development will help meet the needs of future residents of the Hewitt's Secondary Plan area by providing housing options located within a 15 minute walk of the GO station and will have convenient access to the proposed nearby recreation centre, library, and schools.

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

Sincerely,



THE JONES CONSULTING GROUP LTD.

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

Appendix B: Conformity Letter

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



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

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

March 2nd, 2020

File: D28-008-2020

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

Dear Mr. Duhamel:

Re: Conformity Review – 680 Lockhart Road – Phase 2 (Rainsong Development Inc.), Hewitt's Secondary Plan Area, Barrie, ON

Please be advised that the Conformity Review Plan, dated November 26th, 2019 (see Appendix "A"), submitted by the Jones Consulting Group Ltd. on behalf of Rainsong Development Inc. for lands known municipally as 680 Lockhart Road, Barrie, has been deemed to generally conform to the Hewitt's Secondary Plan. Formal applications for a Draft Plan of Subdivision and a Zoning By-law Amendment may be submitted to the City of Barrie, following a design charrette with the Lake Simcoe Region Conservation Authority.

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Tiffany Thompson", written over a horizontal line.

Tiffany Thompson, MCIP, RPP
Manager of Growth and Development

cc: Michelle Banfield, Director of Development Services

Appendix C: Pedestrian Circulation Plan

