

**PLANNING JUSTIFICATION REPORT
BALLYMORE BUILDING (BARRIE) CORP.**

**APPLICATIONS FOR
DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT**

City of Barrie

MARCH 2019

PREPARED BY:

KLM PLANNING PARTNERS INC.

FILE No: P-3006

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1.0 INTRODUCTION

KLM Planning Partners Inc. has been retained by Ballymore Building (Barrie) Corp. (the “Owner”), with respect to their present applications for Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the proposed residential development on the lands legally described as Part of the South Half of Lot 16, Concession 11 and municipally known as 750 Lockhart Road. The lands are located on the north side of Lockhart Road, east of Yonge Street, formerly in the Town of Innisfil, now City of Barrie, in the County of Simcoe (the “subject lands”), comprising approximately 26 hectares (64 acres). Ballymore Building (Barrie) Corp. is a member in good standing with the Hewitt’s Landowners Group.

The lands are intended to be developed in phases – the first including one-hundred and twenty-three (123) freehold townhouses across twenty-one (21) blocks, and completion of a public road network (north-south segment of Kneeshaw Drive, in addition to 18 metre and 12 metre ROW segments); while subsequent phases will involve development of three (3) future residential blocks to include up to three-hundred and forty-six (346) additional residential units (form to be determined) within the southerly portion of the site. Refer to Figure 3. for the Preliminary Concept Plan of the future residential blocks.

There are two distinct developable portions of the lands – one at the northwesterly extent, and one at the southerly extent of the total holdings. These areas are separated by a large natural heritage area taking up the central and easterly portion of the site. The Hewitt’s Secondary Plan identifies general sequencing for development within the plan area – the northerly developable portion of the lands is identified as being within phase 1, and the southerly developable portion of the lands is identified as being within phase 3 of this contemplated sequence. As determined through the conformity review process, and considering that future Kneeshaw Drive could serve as a relief route during upcoming construction of the Maplevue Drive overpass, a draft plan of subdivision has been submitted which includes the buildout of Kneeshaw drive though the phase 1 & 3 portions of the lands, also creating residential and future residential blocks in each phase.

The purpose of this report is to provide planning analysis and justification in support of the proposed Draft Plan of Subdivision and Zoning Amendment applications which will be required to facilitate the proposal.

2.0 SUBJECT LANDS AND SURROUNDING AREA

2.1 SUBJECT LANDS

The subject lands consist of a single parcel of land generally located within the northeast quadrant of the intersection of Yonge Street and Lockhart Road in the City of Barrie (refer to Figure 1 – Context Map). The total land holdings are approximately 26 hectares (64 acres) in size, and are currently agricultural with the exception of a single barn structure. Development of the lands will be phased to first complete the north-south segment of minor collector road (Kneeshaw Drive) and other public ROW works, in addition to stormwater management facilities required to service the initial freehold street townhouse dwellings (123 units across 21 blocks) and future residential development blocks. Subsequent phases will involve detailed proposals within the future residential blocks, which will be subject to further applications at a later date. A portion of the lands also contains natural heritage and associated buffers which have been staked and surveyed in consultation with the LSRCA, making up approximately 14.7 ha (36 ac) which will be an anticipated conveyance to the City of Barrie.

2.2 SURROUNDING AREA

North: To the north is an approved plan of subdivision which proposes low density residential uses. These lands are designated *Residential Area* within the Hewitt's Secondary Plan.

East: To the east are Hewitt's Creek and its environs, with farmland beyond. These lands are designated *Natural Heritage System* and *Residential Area* within the Hewitt's Secondary Plan.

South: To the south are Lockhart Road and rural and agricultural lands within Town of Innisfil limits beyond.

West: To the immediate west are CN Railway/ Metrolinx lands. There are farmlands designated *Yonge Mixed-use Corridor Area* within the Hewitt's Secondary Plan beyond.

3.0 PLANNING APPLICATIONS

The following planning applications are being submitted to facilitate the proposed development:

Draft Plan of Subdivision

A draft plan of subdivision is required in order to subdivide the subject lands for twenty-one (21) Development blocks which will accommodate one-hundred and twenty-three (123) freehold street townhouse dwellings, three (3) Future Residential Development blocks, one (1) Natural Heritage Area block and three (3) associated Buffer blocks, one (1) Road Widening block considering the ultimate width of Lockhart Road, and a public road network.

Zoning By-law Amendment

An amendment to remove the lands from the Town of Innisfil Zoning By-law 054-04, to be rezoned as Neighbourhood Residential Exception (R5-X) and Residential Multiple (RM3) zones within the City of Barrie Zoning By-law 2009-141 as amended by By-law 2017-041, is required to facilitate the proposed residential street townhouse development by implementing the in-effect Official Plan and Secondary Plan land use designations. The exceptions for the lands proposed to be zoned as R5 consider potential encroachments into required front and exterior side yards, and also provide for a single step within an interior garage parking space.

4.0 PROPOSAL

The proposed draft plan of subdivision (refer to Figure 2 – Proposed Draft Plan of Subdivision) consists of approximately 26 hectares (64 acres) site, and includes:

- Twenty-one (21) development blocks, for one-hundred and twenty-three (123) future street townhouse lots;
- Three (3) future residential blocks, to accommodate approximately three-hundred and forty-six (346) future residential units via future applications (Refer to Figure 3. for Preliminary Concept Plan);
- One (1) Natural Heritage System (NHS) block and three (3) associated buffer blocks;
- One (1) 18.0 metre wide local ROW located at the western portion of the site, aligned with and extending from the planned 18 metre ROW to the north;
- One (1) 24 metre wide collector ROW (Kneeshaw Drive) located central to the site, aligned with the planned 24 metre ROW to the north, and extending through the Natural Heritage System to connect to the southerly extent of the subject lands to Lockhart Road;
- Two (2) sections of 12 metre wide laneway ROW – one located at the northwesterly developable portion of the site, aligned with and extending from the planned 18m ROW; the other located within the south developable portion of the lands; and,
- One (1) Road Widening block considering the ultimate width of Lockhart Road.

On the southerly portions of the subject lands, five (5) Street Townhouse blocks: Blocks 17 – 21, and three (3) Future Residential Development blocks: Blocks 22-24 are proposed. Refer to Figure 3. for a Preliminary Concept Plan for development of the southerly portion of the subject lands, including Future Development Blocks.

In summary, the Preliminary Concept Plan outlines the following:

- Block 22: seven (7) conventional townhouse dwellings and 15 decked townhouse dwellings accessed by a cul-de-sac extension of Street “4”. Two (2) parking spaces per dwelling unit along with three (3) visitor parking spaces including one (1) accessible parking space.
- Block 23: 39 decked townhouse dwellings accessed by Street “4” and Kneeshaw Drive. Two (2) parking spaces per dwelling unit.
- Block 24: five (5) mid-rise apartment buildings, four (4) – six (6) storeys in height; 40 decked townhouse dwellings; thirty-six (36) back-to-back townhouse

- dwellings; and two (2) open space blocks. All units to be accessed by a private common element condominium lane with connection to Kneeshaw Drive.
- A total of approximately 350 units are identified within the three (3) Future Development Blocks at the southerly portion of the subject lands per Figure 3. Preliminary Concept Plan.

FIGURE 1 – CONTEXT MAP

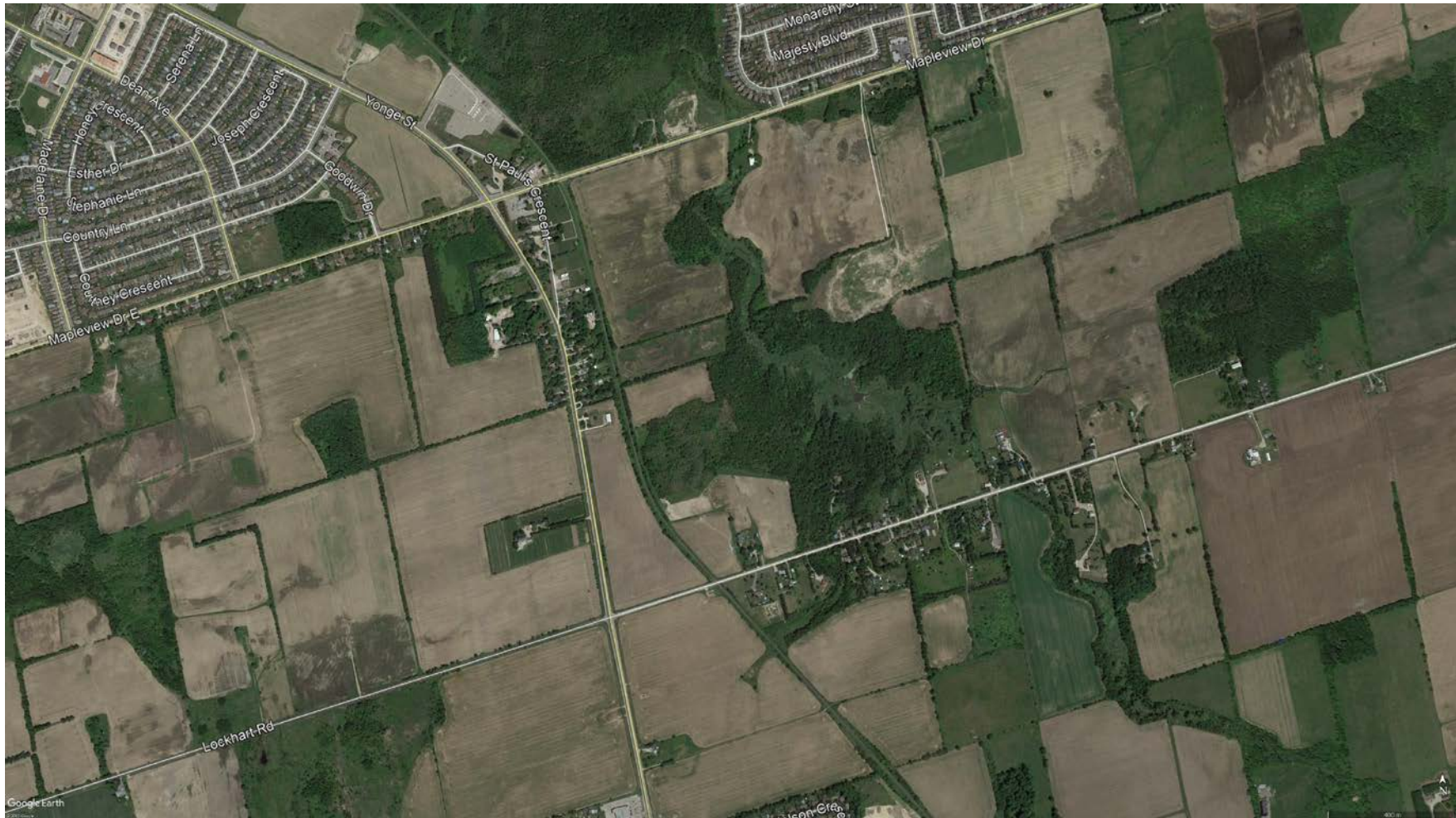


FIGURE 2 – PROPOSED DRAFT PLAN OF SUBDIVISION

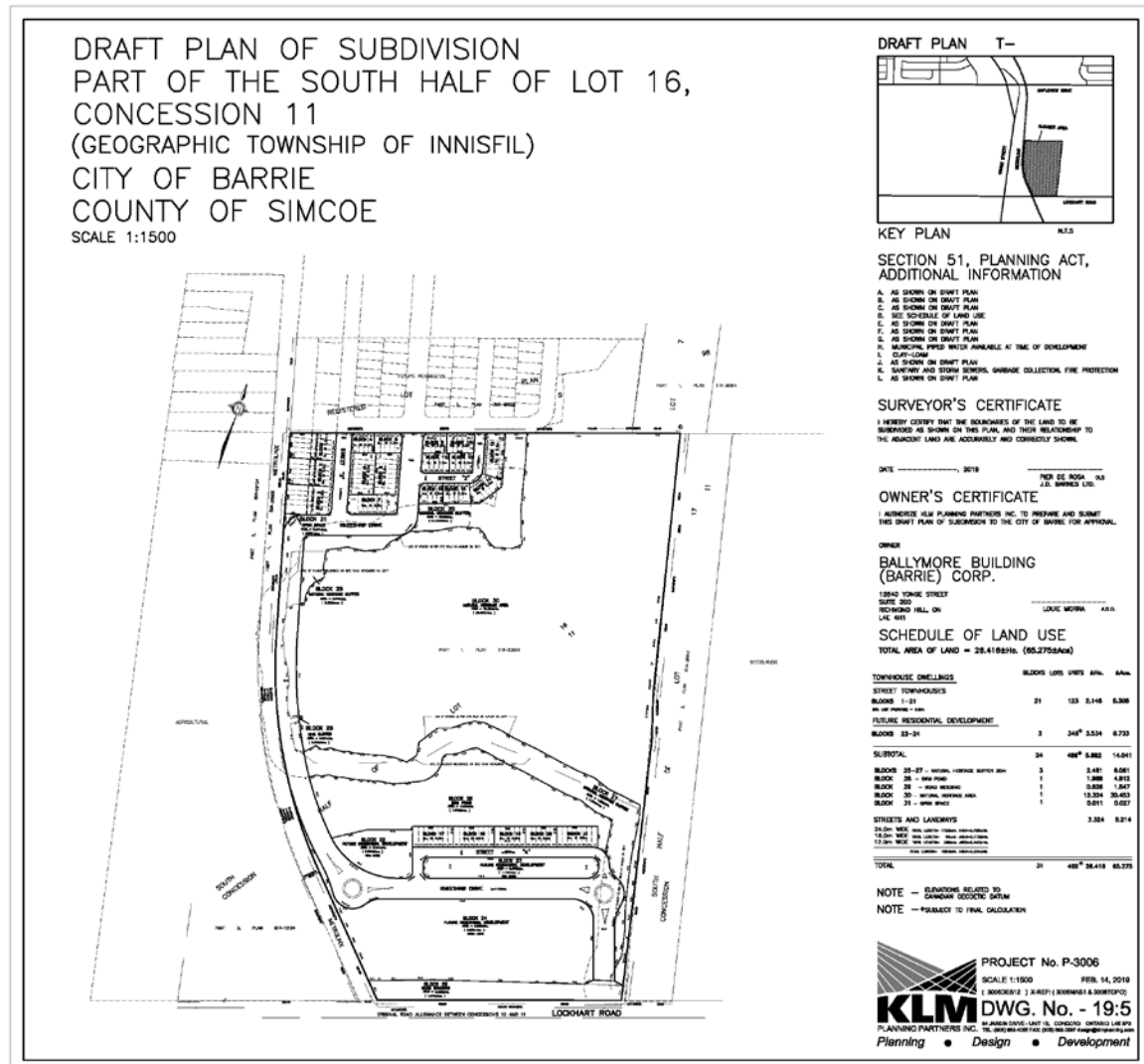
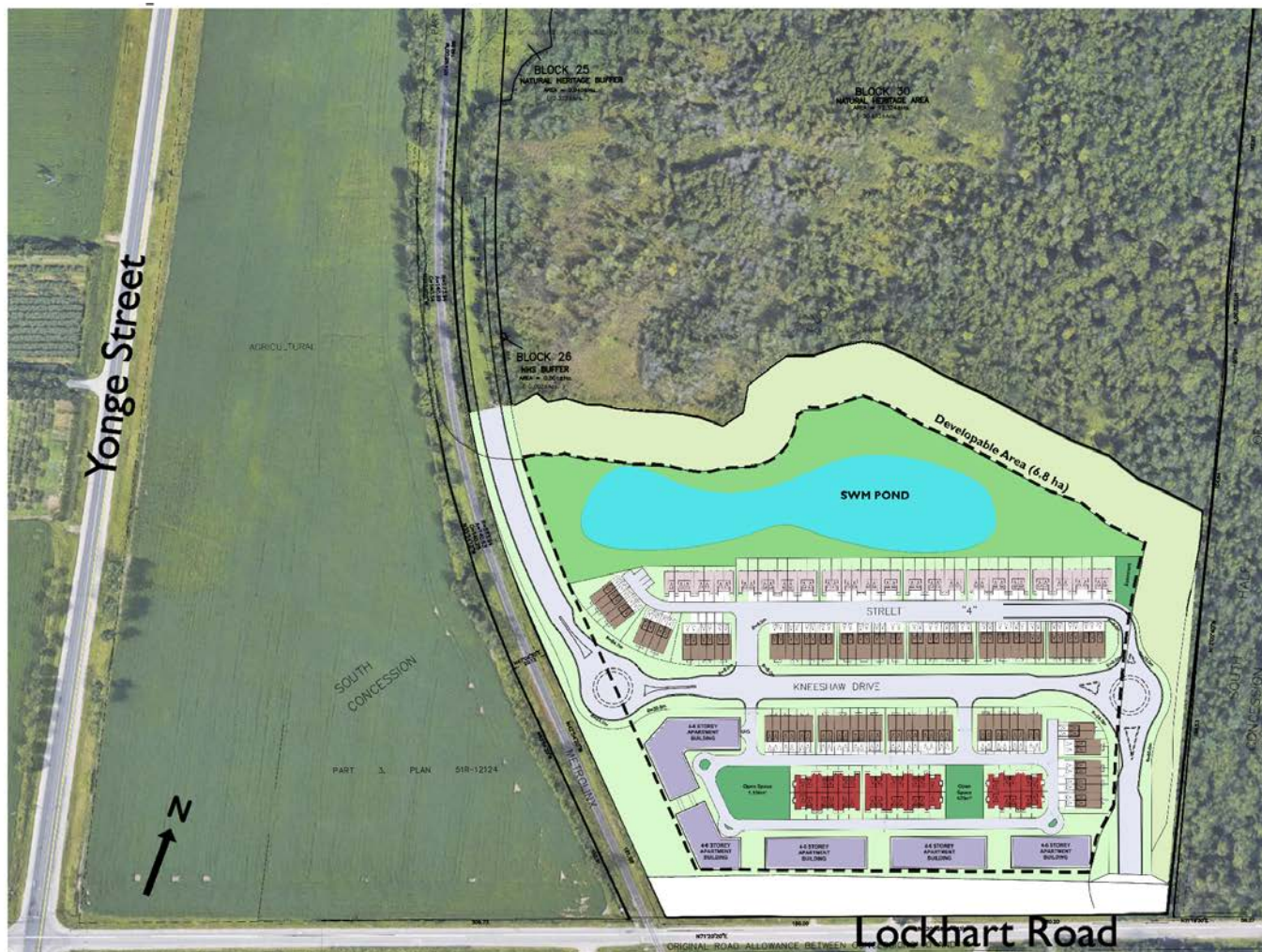


FIGURE 3 – PRELIMINARY CONCEPT PLAN (SOUTHERLY PORTION)



Draft

**Preferred
Concept Plan**

Ballymore

City of Barrie
County of Simcoe

- Mid-Rise Building
@93m² per unit
4-5 Storeys
213 - 267 units
- 5.5m Conventional TH
@4.1m
Total: 43 units
- 4.5m Decked TH
Total: 94 units
- 6.0m Back-to-back TH
Total: 36 units

Total: 386 - 440 units

5.0 PLANNING POLICY ANALYSIS

5.1 THE PLANNING ACT (AMENDED TO 2018)

The purposes of the Planning Act are to promote economically, environmentally, and socially sustainable development through a land use planning system guided by provincial policy. The Act additionally aims to integrate matters of provincial interest in planning decisions and encourages cooperation and coordination of interests. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for fair, open, accessible, timely and efficient planning processes.

Section 3(5) of the Act states:

“A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

- a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
- b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.”*

The proposed development will be consistent with, and adhere to, the applicable Provincial and Municipal policies that are in effect on the date of the decision as outlined in this report.

Section 51 (24) of the Act states that for a draft plan of subdivision application:

“...regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

Policy Text	Comment
<i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	The submitted draft plan of subdivision and zoning by-law amendment applications contemplate development which accounts for matters of provincial interest and the requisite criteria, as discussed in this report.

<i>(b) whether the proposed subdivision is premature or in the public interest;</i>	The subdivision is not premature as it proposes to implement directions set out by the City of Barrie Official Plan and the Hewitt's Secondary Plan ("Barrie OP"), where subject lands are within the <i>Settlement Area Boundary</i> and designated a combination of <i>Residential Area, Med/High Density Residential Area, and Natural Heritage System</i>. The <i>Natural Heritage System</i> designation will be implemented through dedicating the delineated environmental features and associated buffers to the City of Barrie to ensure protection. Further, the proposed development is in the public interest as it contributes to the planned buildout of the overall community - increasing supply of housing and providing necessary infrastructure in a compact and efficient form.
<i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The proposed plan will implement the OP designations in form and location of housing types proposed, coordinating the extension of public streets from the draft approved locations within adjoining lands to the north, while also locating a minor collector road through the site in the general configuration contemplated within the OP. The Draft Plan of Subdivision will complement adjacent land uses to contribute to cohesive development of the broader community.
<i>(d) the suitability of the land for the purposes for which it is to be subdivided;</i>	As described in responses for 51(24) (b) and (c) above, the lands as identified in OP documents are appropriate for the proposed use. Additionally, development limits and public road locations have been established in coordination with the City and the LSRCA, through the conformity review and design charrette processes, and supported through required technical studies including the Natural

	Heritage Evaluation Report [Savanta, March 2019].
<i>(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing</i>	Affordable housing units are not proposed as part of this application.
<i>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	The proposed public roads will integrate with the existing and planned local road network.
<i>(f) the dimensions and shapes of the proposed lots;</i>	The proposed lots have been designed to be compatible with the existing and planned lot fabric of the abutting draft approved development to the north, and is designed to acknowledge the natural heritage system east, rail lands to the west, and the Lockhart Road right-of-way to the south. The dimensions and shapes of proposed blocks were determined through consideration of the context, and technical studies as required.
<i>(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i>	The proposed subdivision is to have appropriate performance standards applied through the Zoning By-law Amendment process.
<i>(h) conservation of natural resources and flood control;</i>	By dedicating the established natural heritage system area and its associated buffers on the subject lands to a public authority, the protection

	of environmental features will be ensured and the integrity of ecological systems on or with direct proximity to the subject lands will be preserved.
<i>(i) the adequacy of utilities and municipal services;</i>	As part of this application, a Functional Servicing Report and Stormwater Management Report [SCS, March 2019] has been prepared to ensure efficient and adequate infrastructure will be provided for delivery of sewage and water services, and management of stormwater; while the Transportation Impact Assessment [TMIG, March 2019] has been prepared to ensure the proposed road network meets geometric and design standards required to facilitate private, service, and emergency vehicular movement through the site in a safe and efficient manner.
<i>(j) the adequacy of school sites;</i>	The applications will be circulated to local school boards, utility providers and other stakeholders for comments to ensure that all necessary social and hard infrastructure are accounted and any concerns are addressed.
<i>(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	The draft plan indicates lands for conveyance in the form of environmental features and associated buffers covering a portion of the site. The subdivision agreement will clearly delineate required conveyances.
<i>(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</i>	Development of the remaining portion of the land will be in high-quality built form that will provide residential uses at the density which will make efficient use of existing infrastructure as prescribed by the applicable land use designation of the Barrie OP that will contribute to achieving a complete community in a location deemed appropriate for such growth.

<i>(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)."</i>	The proposed Draft Plan of Subdivision does contain future development blocks, which may be subject to site plan control at a later date and through separate applications.
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With the above information, the proposed development on the subject lands has regard for, and does not conflict with, applicable policies of the Planning Act.

5.2 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (the “PPS”) is a guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS seeks to set a policy foundation for regulations on land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban areas which contributes to the creation of strong communities, healthy environments and long-term economic growth.

An amended version of the PPS came into effect on April 30, 2014, replacing the previous version dated March 1, 2005. The Planning Act (the “Act”) requires that all decisions made related to planning matters shall be consistent with policy statements issued under the Act, including the PPS.

The PPS calls for the building of strong communities as “Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns”. Healthy, livable and safe communities should promote efficient development and land use patterns and accommodate an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

The proposed draft plan of subdivision and Zoning By-law Amendment applications are consistent with the policies of the PPS, including the following:

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; (Section 1.1.1.a)*
- *Providing for a focus of growth in Settlement Areas by promoting their vitality and regeneration (Section 1.1.3.1)*

The proposed applications seek to facilitate the development of a currently underutilized parcel of land in a settlement area (the Hewitt’s Secondary Plan Area) within the City of Barrie, which is intended to support a range of residential uses with an appropriate design and at an overall density of approximately 83 units per net hectare. The development therefore addresses the PPS with respect to a focus of growth in Settlement Areas and as a result efficient use of land and infrastructure.

- *Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; (Section 1.1.1.e)*
- *Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; (Section 1.1.1.g)*
- *Promoting opportunities for intensification and redevelopment, taking into account the availability of suitable existing and planned infrastructure and public service facilities (Section 1.1.3.3)*

As part of this application, a Functional Servicing Report [SCS, February 2019] has been prepared to ensure efficient and adequate infrastructure will be provided for delivery of sewage and water services, and management of stormwater. Additionally, community infrastructure will be made available as planned and detailed by the Hewitt's Secondary Plan.

- *Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; (Section 1.1.1.b)*
- *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area (Section 1.4.1)*

The proposed development would result in greater mix and range of housing options in the neighborhood by increasing the supply of townhouse units, and creating future development blocks for accommodating medium to high density residential forms to be determined through future applications. These future dwellings will accommodate existing and future residents within the surrounding community. While townhouses are not permitted by the in force Agricultural (AG) Zone category of the Town of Innisfil Zoning By-law 054-04, the proposed Zoning By-law Amendment would implement directions set out in the applicable OP designations, contributing to the overall mix of dwelling types within the area as planned. Appropriate development standards will be established to ensure an efficient, functional, and aesthetically pleasing community design compatible with surrounding existing and future land uses, while respecting the overall development vision of the area.

- *Avoiding development and land use patterns which may cause environmental or public health and safety concerns; (Section 1.1.1.c)*
- *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. (2.1.2)*

By dedicating the delineated natural heritage system and associated buffers to the City of Barrie, the protection of the integrity of ecological systems on or with direct proximity to the subject lands will be retained as detailed in the Natural Heritage Evaluation [Savanta, February 2019].

- *Promoting densities for new housing that support the use of alternative transportation modes and public transit where it exists or is planned for (Section 1.4.3d)*
- *Making efficient use of existing and planned transportation infrastructure (Section 1.6.6.1a)*
- *Promoting a land use pattern, density and mix of uses that minimizes the vehicular trips and support the development of viable choices and plans for public transit (Section 1.6.7.4)”*

The proposed development will contribute to public transit ridership in the area. While it is anticipated that the public transit network will expand to accommodate future residents of the Hewitt's Secondary Plan Area, at present the site is within approximately 700-750 metres of the number 4 and 8 bus transit routes, as well as the Barrie South GO Station to the north. There are existing local amenities within the approximate 700-750 metre range as well, including commercial uses, places of worship, and parks, however these and other services too are anticipated to extend into the Hewitt's Secondary Plan Area as contemplated by the OP.

In this regard the proposed development represents appropriate use of the subject lands in achieving the vision of the Province as to how new developments are to occur. Additionally, approval of the proposed development will aid the City of Barrie in meeting long-term growth targets while pursuing intended outcomes of in-effect land use designations. The proposed development on the subject lands is consistent with the applicable policies of the Provincial Policy Statement 2014.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Provincial Growth Plan for the Greater Golden Horseshow (the “Growth Plan”), took effect on July 1, 2017 and was prepared under the Places to Grow Act, 2005. It provides the framework to implement the Provincial vision for the establishment of strong, equitable, prosperous and complete communities to the year 2041. The Greater Golden Horseshoe has been identified as one of North America’s fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The Growth Plan seeks to guide decision on a number of matters including: transportation, infrastructure planning, land use-planning, urban form, housing, natural heritage and resource protection. Included in the document are population and employment projections for the entire Golden Horseshoe area that are to be implemented by Regional and local municipalities. Section 3(5) of the Planning Act requires that any decision respecting a planning matter shall conform to the Provincial Plans that are in effect at the time.

The Simcoe Sub-area is specifically addressed in Section 6 of the Growth Plan, being the geographic area consisting of the County of Simcoe, the City of Barrie and the City of Orillia. The subject lands are shown as within the Simcoe Sub-area on “Schedule 8 – Simcoe Sub-area” of the Growth Plan (Refer to Figure 3). Applicable policies found in Section 6 of the Growth Plan state the following:

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

6.3.2 Municipalities with primary settlement areas will, in their official plans and other supporting documents –

- a) identify primary settlement areas*
- b) identify and plan for intensification areas within primary settlement areas*
- c) plan to create complete communities within primary settlement areas*
- 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.*

6.3.3 Primary settlement areas in the County will be identified in the official plan of the County of Simcoe.

With respect to the achievement of the prescribed density targets, Section 5.2.4.3 of the Growth Plan states:

5.2.4.3 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 July 1, 2017 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.

As the City of Barrie is administratively separate from the County of Simcoe, density targets for the City of Barrie have been included in the City of Barrie Official Plan (amended to January 2018).

In this regard Section 3.1.2.3 a) of the City of Barrie Official Plan states that the minimum density target for greenfield areas is 50 combined residents and jobs per hectare as measured by the Growth Plan. Based on this target the proposed development would be required to provide a minimum of approximately 582 persons and jobs across the site, whereas, based on permitted unit type and density for the lands, the site could generate up to 1097 persons and 60 jobs combined. Based on the current proposal, the development would achieve this target as follows:

- Total Developable Area: 11.631ha
- Proposed Residential Area (net of roads, SWM pond): 5.682 ha
- Potential No. of Dwelling Units (based on max. permitted density): 469 units
- 2014 Persons Per Unit – Medium Density (as per 2014 Projection): 2.571ppu
- Total Number of Projected Persons: 1,206
- Work from home (1097 persons * 0.055 job ratio): 66 jobs

As noted, if the proposed residential block were built to the maximum density permitted it could contribute up to 1,206 persons and 66 jobs for a total combination of 1,272 persons and jobs across the site based on the potential built form (medium density ppu figure was used, however the actual may differ due to high density use permission for future development blocks). Under this scenario, approximately 109 persons per developable hectare. While the development does not propose employment uses, it is anticipated that the development will accommodate a work at home component, which is reflected in this calculation.

Based on the foregoing, it is our opinion that the proposed development conforms to the applicable policies of the Provincial Growth Plan.

FIGURE 4 – GROWTH PLAN SCHEDULE 8 – SIMCOE SUB-AREA



5.4 LAKE SIMCOE PROTECTION PLAN (2009)

The Lake Simcoe Protection Plan (the “LSPP”) has been prepared under the Lake Simcoe Protection Act, 2008 and seeks to protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including water quality, hydrology, key natural heritage features and their functions, and key hydrological features and their functions. The LSPP provides policies to guide development to ensure that its objectives are met. A discussion of the policies applicable to the proposed development are found in the table below:

Policy	Policy Text	Comment
1.1 – DP	In relation to any matter affected by a policy in this Plan, the boundary of the <i>Lake Simcoe watershed</i> that applies to the matter is the boundary that was in effect at the time the matter is commenced. Whether a matter is considered commenced shall be determined in accordance with the rules specified in the <i>General Regulation</i> under the Lake Simcoe Protection Act, 2008.	Lands are within the boundary of the Lake Simcoe Watershed and are subject to all applicable policies of the Lake Simcoe Protection Plan.
4.7 – DP	Municipalities shall incorporate into their official plans policies related to reducing stormwater runoff volume and pollutant loadings from major development and existing settlement areas including policies that: a. encourage implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls; b. encourage the implementation of innovative stormwater management measures; c. allow for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds; d. support implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and e. support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.	Section 5.3 of the City of Barrie Official Plan incorporates policies related to reducing stormwater runoff volume and pollutant loadings. Additionally the City of Barrie, Drainage and Stormwater Management Master Plan, Intensification and Annexed Lands, 2013 shall be implemented through the development.
4.8 – DP	An application for <i>major development</i> shall be accompanied by a stormwater management plan that demonstrates: a. consistency with stormwater management master plans prepared under policy 4.5, when completed; b. consistency with subwatershed evaluations	Stormwater management for the site is discussed in the Functional Servicing Report prepared by SCS Engineering, dated March 2019, and included with this submission.

	prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed; c. an <i>integrated treatment train approach</i> will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales; d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.	The proposed management and treatment of stormwater for the site will occur through a combination of conveyance and end-of-pipe measures, in accordance with municipal standards as stated above.
Y	Stormwater management works that are established to serve new <i>major development</i> in the <i>Lake Simcoe watershed</i> shall not be permitted unless the works have been designed to satisfy the <i>Enhanced Protection level</i> specified in Chapter 3 of the MOE's "Stormwater Management Planning and Design Manual 2003", as amended from time to time. This policy does not apply if the works are intended to serve an <i>infill development</i> or a <i>redevelopment</i> within a <i>settlement area</i>, it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the <i>development</i> or <i>redevelopment</i>.	As detailed in the Functional Servicing Report, included with the submission, the use of a conveyance and end-of-pipe measures, will result in removal of 80% of total suspended solids that occur during a normal storm event being removed as per the MOE Stormwater Management Practices Planning and Design Manual, 2003.
4.10 – DP	Every owner and operator of a new stormwater management works in the <i>Lake Simcoe watershed</i> shall be required to inspect and maintain the works on a periodic basis.	It is anticipated that maintenance of the stormwater management facilities located on site will be addressed as part the future Subdivision Agreement.
4.20 – DP	Municipalities shall ensure that the following measures are incorporated into subdivision agreements and site plan agreements: - keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out <i>development</i> activity; - removal of vegetation shall not occur more than 30 days prior to grading or construction; - put in place structures to control and convey runoff; - minimize sediment that is eroded offsite during construction; - seed exposed soils once construction is complete and seasonal conditions permit; and	It is anticipated that these matters will be addressed as part of a future Subdivision Agreement.

	f. ensure erosion and sediment controls are implemented effectively.	
4.21 – HR	<i>Site alteration</i> in the <i>Lake Simcoe watershed</i> shall be undertaken in a manner that incorporates the measures set out in policy 4.20.	Site alteration will be undertaken in accordance with the applicable clauses of a future Subdivision Agreement.
6.32 – DP	Policies 6.32 - 6.34 apply to <i>existing settlement areas</i> and areas of Lake Simcoe adjacent to these lands, including the <i>littoral zone</i> , and these areas are not subject to policies 6.1 – 6.3, 6.5, 6.11 and policies 6.20 - 6.29.	The subject lands are located within an existing settlement area, as per “Schedule A – Land Use of the City of Barrie Official Plan (consolidated to January 2018).
6.33 – DP	An application for <i>development</i> or <i>site alteration</i> shall, where applicable: a. increase or improve <i>fish habitat</i> in streams, <i>lakes</i> and <i>wetlands</i>, and any adjacent <i>riparian areas</i>; b. include landscaping and habitat restoration that increase the ability of native plants and animals to use <i>valleylands</i> or <i>riparian areas</i> as <i>wildlife habitat</i> and movement corridors; c. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, <i>lakes</i> and <i>wetlands</i>; and d. establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.	The subject lands are located in proximity to a wetland, and protection measures are proposed in the Natural Heritage Evaluation prepared by Savanta and dated March 2019.
6.34 – DP	Where, through an application for <i>development</i> or <i>site alteration</i> , a buffer is required to be established as a result of the application of the PPS, the buffer shall be composed of and maintained as <i>natural self-sustaining vegetation</i> .	Appropriate buffers have been provided, and measures proposed in accordance with the Natural Heritage Evaluation prepared by Savanta and dated March 2019
6.36 – DP	A significant groundwater recharge area is an area identified, a. as a significant groundwater recharge area by any public body for the purposes of implementing the PPS; b. as a significant groundwater recharge area in the assessment report required under the <i>Clean Water Act, 2006</i> for the Lake Simcoe and Couchiching/Black River Source Protection Area; or c. by the LSRCA in partnership with MOE and MNR as an ecologically significant groundwater recharge area in accordance with the guidelines developed under policy 6.37.	The subject lands are not identified as a significant groundwater recharge area per Schedule G Drinking Water System of the City of Barrie Official Plan (consolidated to January 2018)

Based on the above review, the proposed applications conform to the Lake Simcoe Protection Plan (2009).

6.0 CITY OF BARRIE OFFICIAL PLAN (January 2018 Consolidation)

The City of Barrie Official Plan (the “Official Plan”) was adopted by Council on June 22, 2009 and was approved the Ontario Ministry of Municipal Affairs and Housing on April 23, 2010.

The subject lands are located within the “Residential Area”, “Environmental Protection Area”, and “Hewitt’s Secondary Plan Area” on Schedule A – Land Use (see Figure 4). By virtue of the Hewitt’s Secondary Plan, the lands are further designated as “Residential Area”, “Med/High Density Residential Area”, and “Natural Heritage System” on Schedule 9C – Land Use (see Figure 5). Furthermore, the northwesterly developable portion of the lands is identified as being within “Phase 1”, while the southerly developable portion of the lands is shown as being within “Phase 3”, of the Hewitt’s Secondary Plan on Schedule 9E - Development Phases (see Figure 7).

The goals and policies for the general “Residential Area” designation of the Official Plan relate largely to achieving a high quality urban environment accommodative of navigation by various means of transportation, which respects and does not limit surrounding land uses.

4.2 RESIDENTIAL

4.2.1 GOALS

- (a) To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- (b) To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- (c) To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. (Mod E (g)(i))*
- (d) To develop high quality, well-linked public open spaces in residential areas.*
- (e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- (f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*
- (g) To plan for new development in the medium and high density categories which encourage mixed use and high quality urban design for medium and high*

density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods. (Mod E (g)(ii))

The proposed development accounts for the above goals in providing for a logical and efficient extension of the public road network from the draft approved plan to the north, which will facilitate movement through the community by vehicular, cycle, and pedestrian modes as typical ROW cross sections including bicycle lanes and sidewalks are proposed. The proposed street townhouse dwellings will be designed to a high aesthetic and functional standard, while works to take place on the future development blocks will be detailed at a later date through future applications.

The land use mix contemplated by the applications implements the vision and designations of the Hewitt's Secondary Plan, for achievement of a complete community connected to community facilities and amenities in designated locations off-site. The community will also have access to the natural heritage system to be conveyed to the City of Barrie, through which a trail network is contemplated by the Hewitt's Secondary Plan (see Figure 6), making up a component of a greater connected natural system.

4.2.2.5 GENERAL POLICIES

(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))

(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.

(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.

The applications contemplate a development serviced by extension of municipal water, sanitary sewer and storm sewer infrastructure. Traffic, noise and vibration considerations have been assessed via the Traffic Impact Study and Noise & Vibration Study submitted as part of this application to ensure the site can be traversed safely and efficiently by motorists, cyclists, and pedestrians alike; and so that appropriate steps are taken in relation to protect residents from any noise or vibration resultant of surrounding use, such as the GO rail line abutting to the lands west.

Additionally, the minor collector road has been designed with traffic calming in mind through the general geometry through the northerly portion of the plan, and introduction of two roundabouts within the southerly portion of the road to the south. Furthermore, the submitted draft plan anticipates widening of the Lockhart Road right-of way to accommodate its future grade separation and overpass of the westerly GO rail line, and provides a block for the purposes of this conveyance.

The designations of the Hewitt's Secondary Plan provide a refined level of Policy detail as it applies to the subject lands:

9.2.4.2 NATURAL HERITAGE SYSTEM

The Natural Heritage System is a linked system of natural core areas which includes key natural and hydrological features or groupings of features, together with buffers and adjacent lands intended to protect the function of these features and ensure long term sustainability of the System within the urban context. Linkage areas include areas which link the core areas together to maintain and enhance their environmental sustainability.

9.3.2.1 (b) A core area approach focuses on protecting not only the features, but their ecological functions as well. The core areas were delineated based on an evaluation which considered a series of broad general ecological principles in conjunction with a range of site specific factors. The factors are based on both features and functions and the boundaries include a 30 metre buffer from the edge of the wetlands and watercourses within the Natural Core Areas, a 10 metre buffer from the dripline of the woodland features and a 5 metre buffer where the boundary of the Natural Core Areas is an existing meadow or thicket. The general ecological principles considered included:

- i) Diversity – Areas of diverse habitats and/or supporting a rich assemblage of species;*
- ii) Size – Sufficient size to protect interior habitat;*

- iii) Contiguity – Designed to create contiguous units;*
- iv) Connectivity – The unit can be linked to other units;*

9.3.5 INFRASTRUCTURE

(a) Streets and related utilities located in the Natural Heritage System shall:

- i) use non-standard cross-sections designed to minimize impacts on the natural environment and be kept to the minimum width possible;*
- ii) generally only cross the Natural Heritage System in the general areas of the street designations on Schedules 9C and 9D1 and 9D2, or as defined through an Environmental Assessment including a Class Environmental Assessment, using low impact construction methods such as tunneling/directional drilling for underground services;*
- iii) be designed to minimize grading;*
- iv) be located outside key natural heritage and key hydrologic features to the maximum extent possible;*
- v) provide for the safe movement of wildlife in the design and construction of the street as much as feasible; and,*

9.3.6 STORMWATER MANAGEMENT FACILITIES

9.3.6.1 Location

Stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, provided that the final number, size and configuration of such facilities shall be determined through required Subwatershed Impact and Functional Servicing Studies and such facilities and the use of Low Impact Development Design Standards, shall, with respect to the Natural Heritage System as designated on Schedule 9B be located:

- (a) Outside the Natural Core Area designation with the exception of any related buffer;*

The Natural Heritage System has been assessed and appropriate buffers of generally 30 metres have been applied through the Natural Heritage Evaluation [Savanta, February 2019]. Figures of the report have been reviewed on a preliminary basis by Staff of both the City and the LSRCA through the conformity review and design charette processes. The protected area covers the central and east portions of the site, and is contiguous to the north, south, and east boundaries for contribution to the complete system of the greater context. A north-south minor collector road (identified as Kneeshaw Drive on the draft plan of subdivision, and a required road under the Hewitt's Secondary Plan) has been located to minimize disturbance of the system and its buffers. A stormwater

management facility is proposed adjacent to the Natural Heritage System, with some grading required into the buffer.

9.5.7.3 Residential Land Use Policies

Low and medium density development shall be guided by the following policies:

(a) A mix of housing types shall be permitted at the following densities and heights:

- i) Minimum Density – 20 units per net hectare for low density development and 30 units per net hectare for medium density development;*
- ii) Maximum Density – 40 units per net hectare for low density and 70 units per net hectare for medium density development; and,*
- iii) Maximum Height – 3 storeys for low density development and 6 storeys for medium density development.*

(b) The City shall require that a variety of residential building types and densities be developed throughout the Residential designation in each residential district, including a mix of low and medium density development designed to achieve a target for the Hewitt's Secondary Plan Area of 20 percent medium density and 80 percent low density development. The City shall be satisfied as to how this target will be achieved for each phase of development prior to the approval of draft plans of subdivision in any phase.

For the northerly developable portion of the lands designated "Residential Area", sixteen (16) blocks for accommodation of eighty-seven (87) three (3) storey street townhouses, a medium density housing product, are contemplated. The street townhouse dwellings will have frontage on standard 18m local, 24m minor collector, and 12m lane public right-of-ways all having sidewalks on at least one side of the street and extending from their respective draft approved locations to the north.

9.5.8 Medium/High Density Residential Area

9.5.8.1 Goals

The goal is to develop, as part of a residential community, an area of high density housing with its own unique character and facilities.

9.5.8.2 Permitted Uses, Buildings, and Structures

The Medium/High Density Residential designation on Schedule 9C is intended to accommodate a range of medium and high density residential development. The permitted uses shall also include the following:

- (a) High density residential uses such as stacked townhouses and apartments;*
- (b) Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;*
- (c) Medium density residential uses including townhouses, quadraplexes and walk-up apartments;*
- (d) Day-care facilities; and,*
- (e) Within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted, provided that the commercial uses do not occupy an area in excess of 25 percent of the ground floor area of the building.*

9.5.8.3 Residential Land Use Policies

A mix of housing types shall be permitted at the following densities and heights:

- (a) Minimum Density – 40 units per net hectare;*
- (b) Maximum Density – 100 units per net hectare; and,*
- (c) Minimum Height – 3 storeys.*

The southerly developable portion of the lands designated “Med/High Density Residential Area” includes five (5) blocks for accommodation of thirty-six (36) three (3) storey street townhouse dwellings with frontage on a standard 12m public laneway; and three (3) future development blocks with access from the 24m minor collector road (future Kneeshaw Drive, see Figure 6) envisaged to accommodate a range of medium and high density residential dwelling typologies.

Within the future development blocks, the preliminary concept plan proposes approximately three hundred and fifty (350) units. With a total of approximately three hundred and eighty-six (386) units and developable area of approximately 4.04 hectares, the entire southern portion of the subject lands would have a density of approximately 95.5 units per net developable hectare. Building heights are intended to be within a range of three (3) to six (6) storeys as well, as such conforming to density and height provisions per **s.9.5.8.3** of the City of Barrie OP.

The development of the Phase 3 lands, in particular to Blocks 22, 23 and 24 all of which are within the Medium/High Density land use designation have unique challenges associated to them, primarily however due to a maximum permitted density of 100 units per hectare as noted in the Secondary Plan.

As an example, Block 22 is proposed to only accommodate 40 decked townhouse dwelling units with access via a condominium road whereas if the maximum density permission was significantly greater, it would provide an opportunity to be developed for a mid-rise apartment building. The end result of a lower density permission is an under developed parcel of land in a location that would certainly be appropriate for higher built form. As such, we would like to explore with staff the ability to increase the density to ensure lands are being utilized for their full potential.

The policies of section 9.7.3.2 of the Secondary Plan detail envisaged sequencing for the plan area, and provide guidance as to the appropriate timing for development of each phase:

9.7.3.2 Phasing

(a) Development in the residential and mixed areas of the Hewitt's Secondary Plan Area shall proceed in four phases as designated on Schedule 9E. Prior to the commencement of development in each phase, the policies of Section 9.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2, 60 percent of the land which is available for development in the previous phase must be in draft plans of subdivision or approved site plans prior to commencement of development in the subsequent phase. (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix "A").

(c) The City will plan the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. In particular, final development approvals shall only be issued in accordance with

the requirements of Section 9.7.3.1 and 9.7.3.2 of this Plan, and, in accordance with the requirements for the provision of services established in any required Functional Servicing Plans, and roads infrastructure established in any required Traffic Impact Studies. In particular, development approvals in the Hewitt's Secondary Plan Area will require that the following criteria, in addition to any other requirements, are satisfied: (OMB PL140770-772 Minutes of Settlement May 24, 2016 Appendix "A").

i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the City may approve the use of temporary stormwater facilities where it is not possible or financially feasible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the City through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

ii) Lands required for large utility structures shall be shown as block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City; and,

iii) Any required Community Parks, Neighbourhood Parks and Village Squares are prepared to an acceptable base condition as determined through the City's Parkland Standards and conveyed to the City, prior to the occupancy of development serviced by such parks.

iv) Required roads infrastructure is constructed or is secured to be constructed. To achieve the objectives in this subsection, the City may where necessary use mechanisms such as holding zones and conditions in subdivision agreements including staging of development within plans of subdivision.

(e) Notwithstanding the foregoing, the boundary of Phase 1 south of Maplevue Drive East may be adjusted southerly and/or easterly no further than the boundary of the Natural Heritage System on the lands described as Part Lot 19, Concession 11, formerly Town of Innisfil, without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.

The northerly developable portion of the lands is identified as being within Phase 1, and the southerly developable portion of the lands is identified as being within Phase 3 of

this contemplated sequence. As determined through the conformity review process, and considering that future Kneeshaw Drive could serve as a relief route during upcoming construction of the Mapleview Drive overpass, a draft plan of subdivision has been submitted which includes the buildout of Kneeshaw drive through the Phase 1 & 3 portions of the lands, also creating residential and future residential blocks in each phase. Additionally, the FSR submitted in support of the applications detail the servicing strategy for the lands, including a stormwater management pond proposed within the Phase 3 portion of the lands which is required to serve the subject lands and external lands within the Phase 1 & 2 areas.

The proposed development and supporting applications conform to the policies of the City of Barrie Official Plan and the Hewitt's Secondary Plan.

FIGURE 5 – BARRIE OFFICIAL PLAN, SCHEDULE A – LAND USE

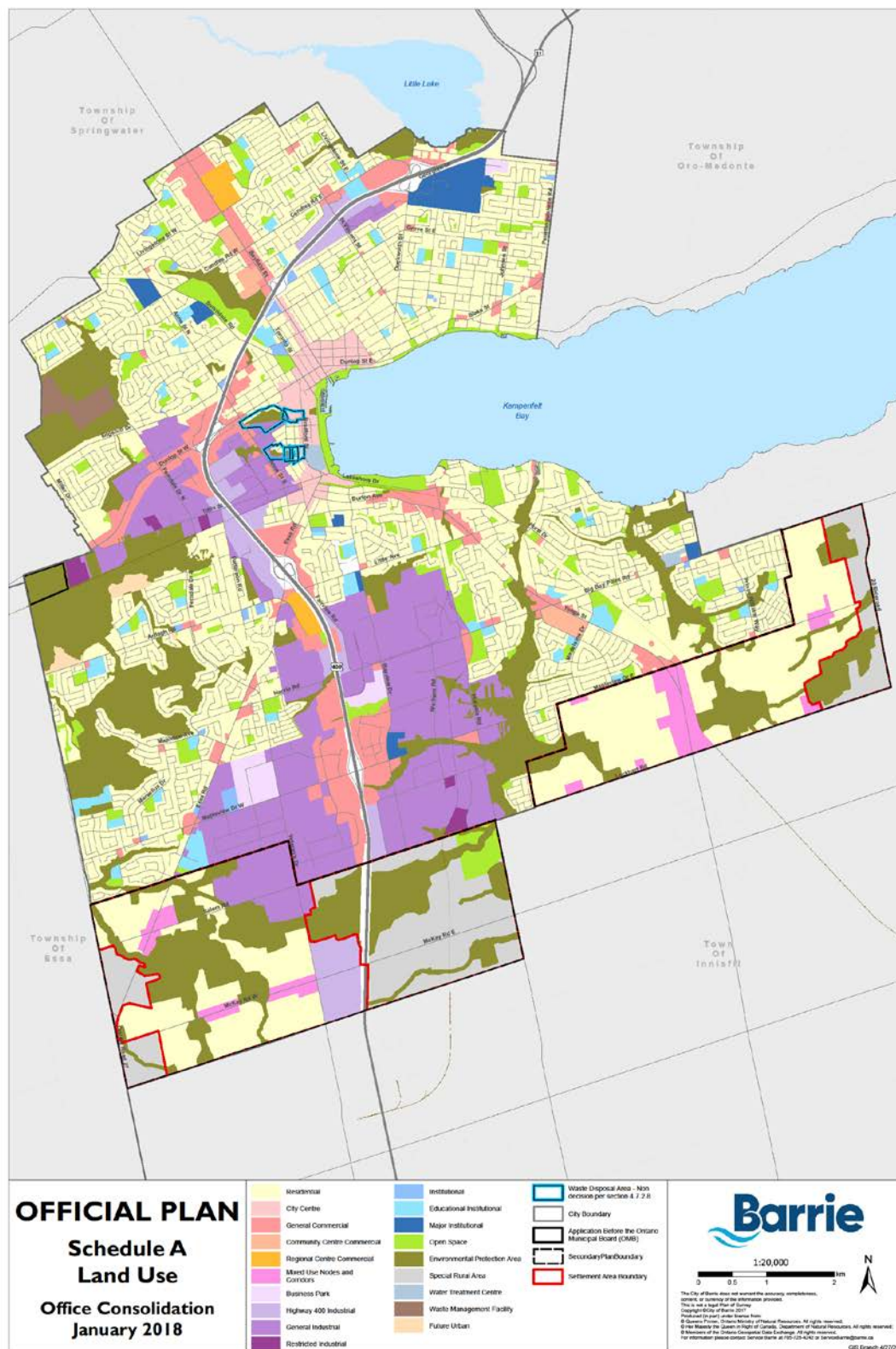


FIGURE 6 – HEWITTS SECONDARY PLAN, SCHEDULE 9C – LAND USE

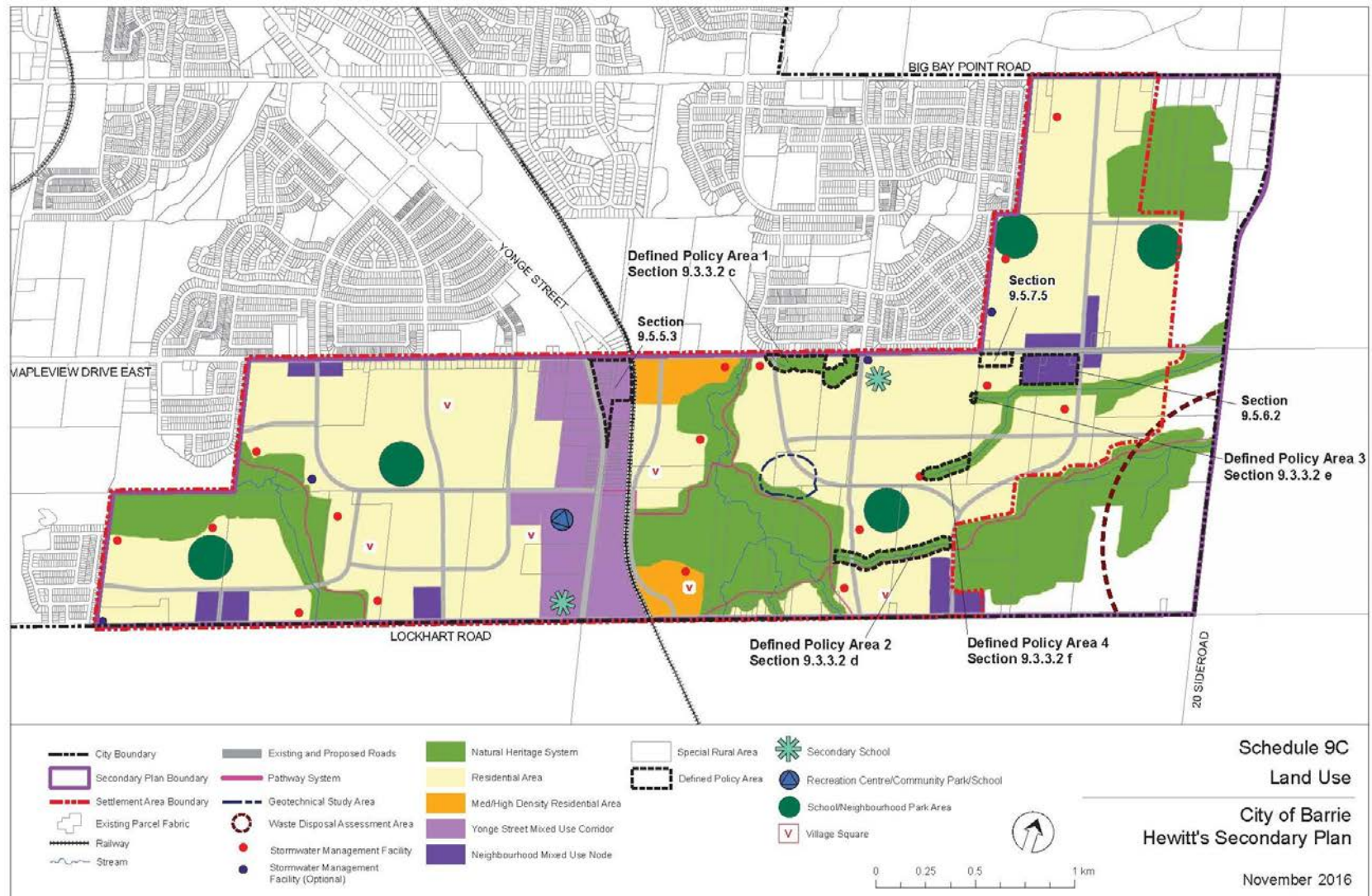


FIGURE 7 – HEWITT’S SECONDARY PLAN, SCHEDULE 9D1 – TRANSPORTATION

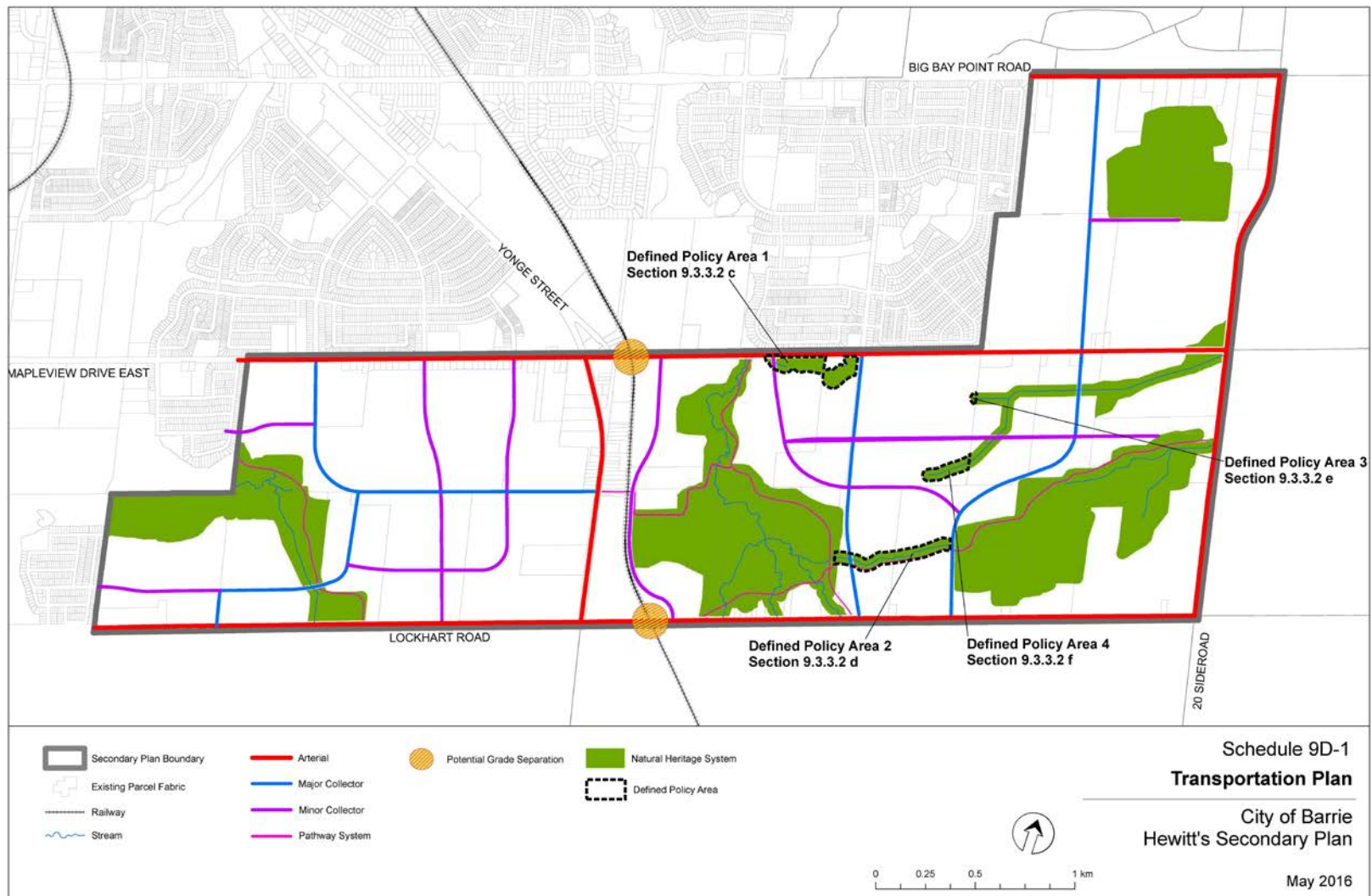
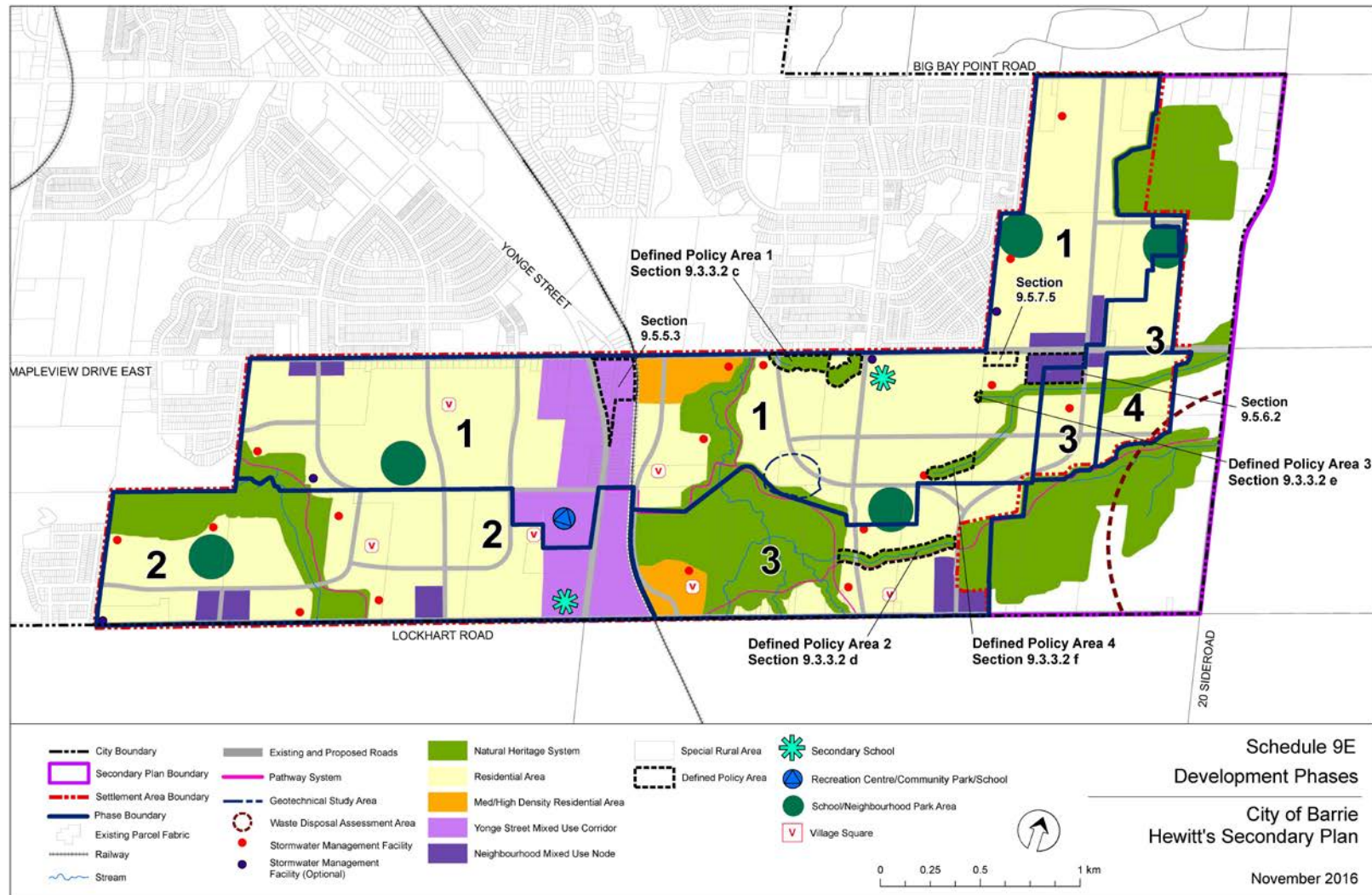


FIGURE 8 – HEWITT’S SECONDARY PLAN, SCHEDULE 9E – DEVELOPMENT PHASES



7.0 INNISFIL ZONING BY-LAW 054-04 and BARRIE ZONING BY-LAW 2009-141

Presently, the subject lands are designated as Agricultural General (AG) Zone & Environmental Protection (EP) Zone within the Town of Innisfil Zoning By-law 054-04 (see Figure 8), which do not support the proposed residential uses. The policies of the presently applicable zone categories are not reflective of the applicable Official Plan and Secondary Plan designation direction. It is proposed the lands be removed from the Town of Innisfil Zoning By-law, and rezoned a combination of Neighbourhood Residential Exception (R5-X), Neighbourhood Multiple Residential (RM3), and Environmental Protection (EP) zone categories within the City of Barrie Zoning By-law 2009-141 – categories recommended for lands within the Hewitt's Secondary Plan area - to facilitate the proposed development (see Figure 9).

The proposed application to amend the Zoning By-law would implement the in-effect Official Plan and Secondary Plan land use designations by protecting the identified natural heritage system through application of the EP zone, facilitating the buildout of proposed residential street townhouse blocks through the R5-X zone, while anticipating possible medium and high-density forms on the future residential blocks in applying the RM3 zone.

Where the R5-X zone is proposed, exceptions to the parent category are as follows:

- Porches shall be permitted to encroach 1.6m into any required front yard and 0.7m into any required exterior side yard, with additional encroachment for steps up to 0.8m from the front or exterior side lot line;
- Encroachment shall be permitted into a required parking space located within a garage in the form of 1 step (2 risers) into the minimum garage length;
- Bay, bow or box out windows with or without a foundation below shall not exceed 4.5m in width and may project a maximum of 0.6m into the required front, exterior side and rear yards;

The proposed amendment is appropriate in implementing the designations of the OP.

TOWN OF INNISFIL

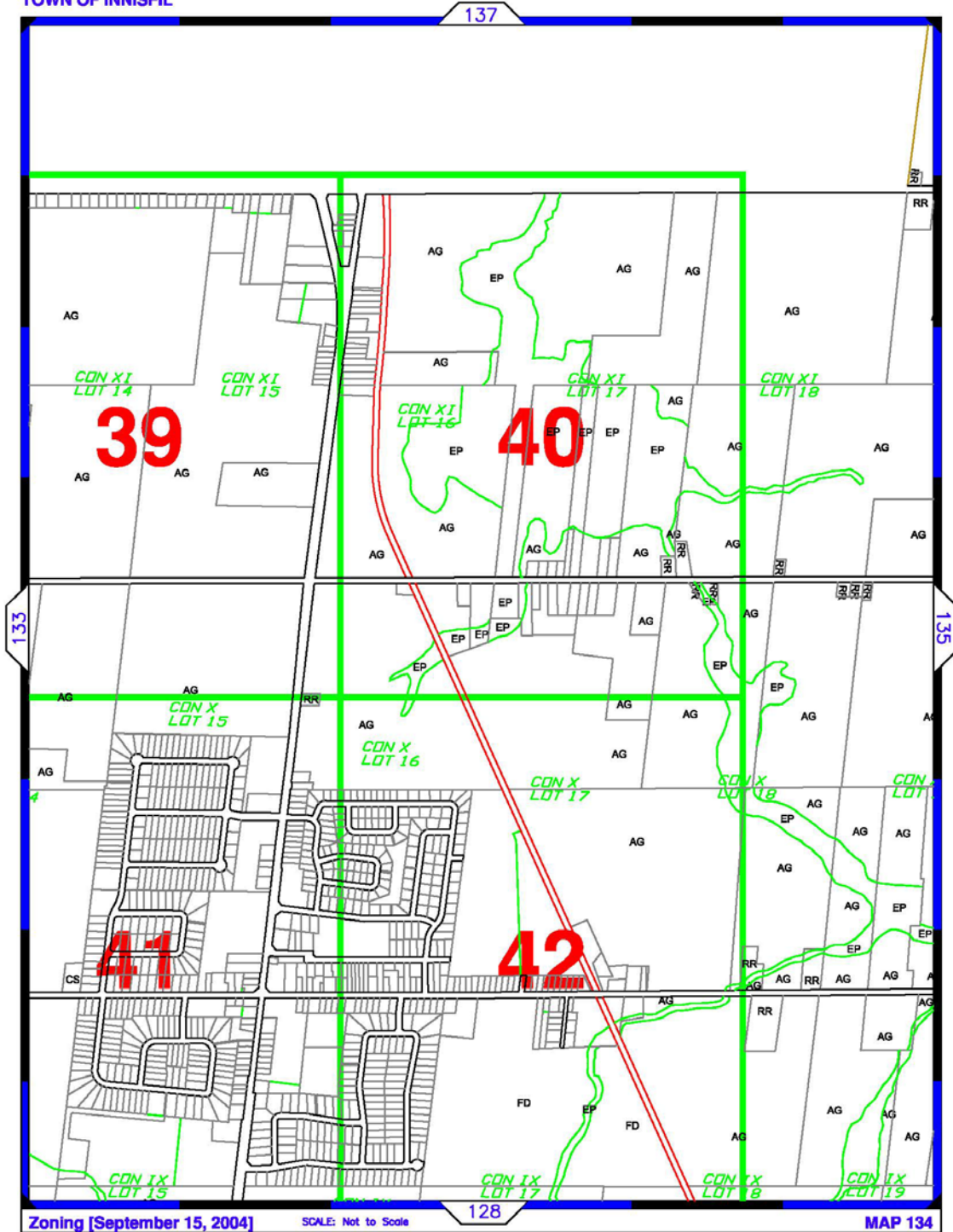
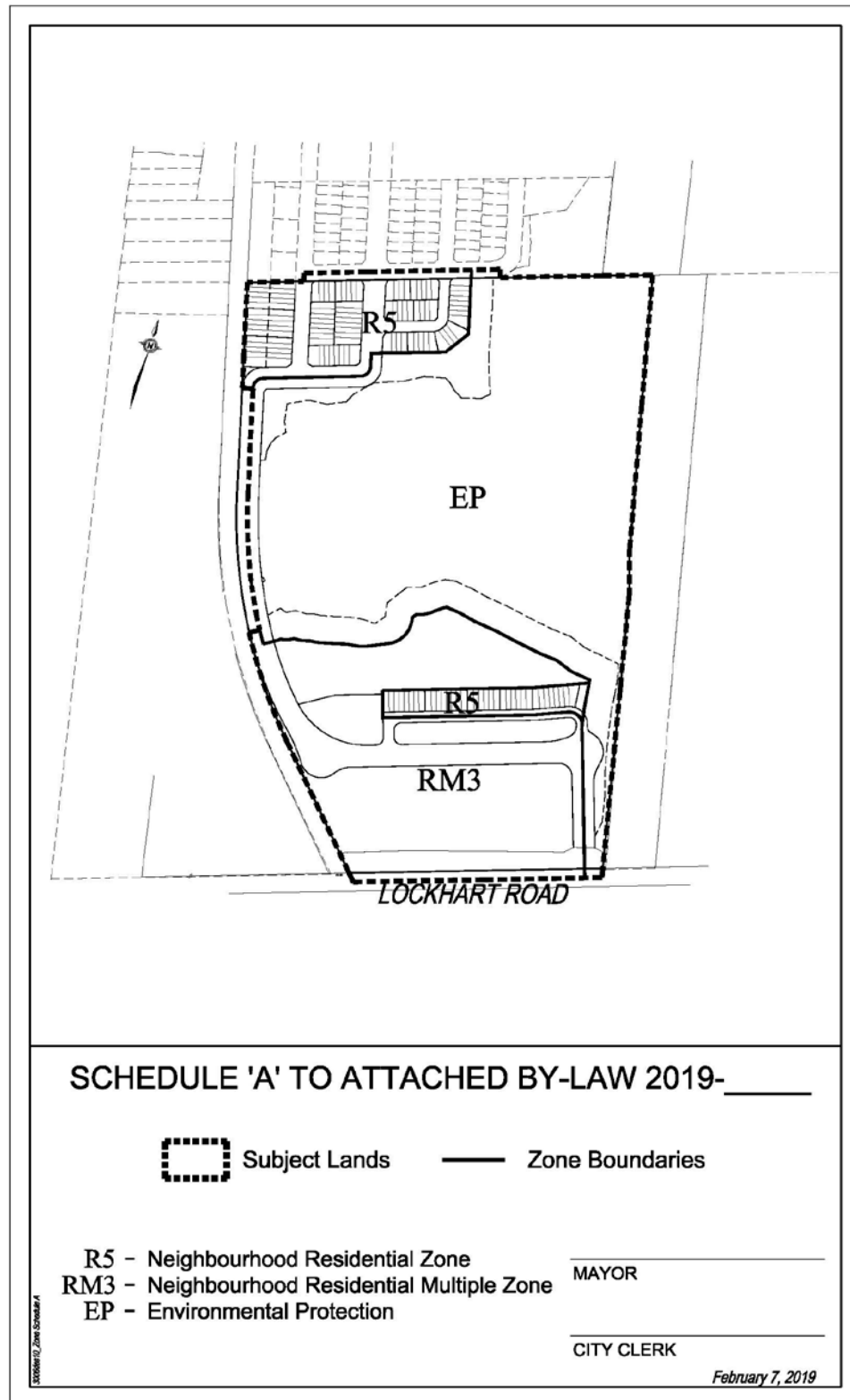


FIGURE 10 – PROPOSED ZONING BY-LAW SCHEDULE



8.0 SUPPORTING REPORTS

The following reports have been prepared in support of the Draft Plan of Subdivision and Zoning by-law Amendment Applications:

Functional Servicing & Stormwater Management Report [SCS Consulting, March 2019]

Stormwater Management and Storm Servicing

- Quality Control: MECP Enhanced (Level 1) water quality protection can be provided through the use of the proposed SWMF #5 and external SWMF #6;
- Erosion Control: The runoff volume from a 25 mm rainfall event will be detained over 25 hours by the proposed SWMF #5 and external SWMF #6;
- Quantity Control: Quantity control will be provided via by the proposed SWMF #5 and external SWMF #6 to the allowable unit release rates as defined in the SIS for the 2 through 100 year storm events;
- Water Budget: LIDs are proposed through the proposed development to mitigate the impacts of the development on the existing annual infiltration volumes with the target to match or exceed existing infiltration volumes;
- Phosphorus Budget: A phosphorus budget analysis was completed using the MECP phosphorus budget tool, which shows that the proposed phosphorus export meet LSRCA and LSPP criteria;

Storm Servicing:

- Storm runoff will be conveyed by storm sewers designed in accordance with City of Barrie and MECP criteria;
- Storm sewers will generally be designed for the 5 year storm event;
- Adequate 100 year overland flow routes will be provided;
- Servicing will be provided to convey the flows from external lands to the proposed SWMF #5.

Sanitary Servicing

- Sanitary servicing is to be provided for the proposed development via future development to the north and ultimately to connection point E5 per the SIS and FSRs for external lands to the north.

Water Supply

- Water service is to be provided for the proposed development via future development to the north per the watermain analysis.
- Connection to Lockhart Road to be provided, but not required to construct the proposed development.

Site Grading

- The preliminary site grading has been developed to match to the existing surrounding grades in addition to the proposed grades of adjacent sites within the Hewitt's SPA, and provide conveyance of stormwater runoff, including external drainage;
- The portion of the proposed residential lots adjacent to the Metrolinx corridor are equipped with a 2.5 m berm and associated acoustic fence; and,
- The preliminary lot grading will be subject to further grading design at the detailed design stage.

Natural Heritage Evaluation [Savanta, March 2019]

An assessment of impacts on natural heritage features and their associated functions has been conducted in consideration of the Draft Plan for the Phase 1 and Phase 3 lands, and discussed in relation to the PPS and the Lake Simcoe Protection Plan. Based upon the natural heritage feature inventories and analyses carried out, and the assessment of the proposed development, the following observations were made:

- The majority of the natural heritage features on the Subject Lands are already contained within the limits of the Natural Heritage System, and include Hewitt's Creek, St. Paul's Swamp (non-PSW), significant woodlands, and significant wildlife habitat.
- The lone natural heritage feature outside of the Natural Heritage System is Barn Swallow nesting within the existing barn structure located within the Phase 3 portion of the Subject Lands. Compensation for removal of this structure will be provided through installation of an artificial nest habitat structure on the Subject Lands through an O.Reg. 242/08 registration under the ESA prior to the demolition of the barn.
- Development of the collector road shown in the Hewitt's Secondary Plan, and ultimate connection to Lockhart Road, will require direct encroachment of approximately 0.5 ha through three locations within the Natural Heritage System on the Subject Lands. Installation of the collector road will result in some loss of trees capable of providing bat maternity roost habitat. Compensation for removal of these trees will be provided through the installation of artificial bat roosting structures within the buffers to the Natural Heritage System on the Subject Lands.
- Beyond the collector road, the concept plan generally respects the required 30 m buffer from the staked limits of the wetland and woodland communities associated with the Natural Heritage System. Potential indirect impacts on the Natural Heritage System may still occur both during and following construction of both the Phase 1 and Phase 3 lands. Mitigation measures have been proposed to ensure that there is no significant impact on the Natural Heritage System. A

key component of these efforts will be ensuring water balance to these features is provided during the detailed design phase and an aggressive enhancement planting plan in buffer areas adjacent to the staked natural heritage limits that will result in an overall increase in the Natural Heritage System.

- As discussed in Section 8.4 above, the Phase 1 Concept Plan includes a variety of community benefit elements that the team suggests should be considered in the overall evaluation of net gain for the Phase 1 lands.

Based upon current and available technical information and analyses, the predicted effects on the natural features and associated functions will be avoided/minimized through the protection, mitigation and enhancement measures recommended and discussed in this report. The proposed mitigation measures, in association with other Community Benefit initiatives are anticipated to maintain and enhance important natural features and associated functions of the Natural Heritage System.

Geotechnical investigation [Soil Engineers, March 2019]

The investigation revealed that beneath the topsoil and ploughed soil, with a layer earth fill in places, the site is underlain by strata of sandy silt till and sand, with layers of silt and sandy silt.

Groundwater and cave-in were recorded between El. 256.6 m and El. 262.7 m in the open boreholes upon completion. The water level in the monitoring wells, representing the groundwater regime in the area, was recorded between August 2017 and February 2019, having the highest level between El. 255.6 m and El. 262.9 m in April 2018. It is subject to seasonal fluctuation and the groundwater appears to drop in the east direction.

An artesian pressure is evident in Boreholes 1, 5, 6, 7, 8, 9, 104, 105, 107, 108 and 112, due to a confined aquifer below the low permeable till deposit. Depressurization of groundwater will be necessary before commencement of excavation below the stabilized water level in these areas.

Based on the conceptual plans, the property will be developed into a residential subdivision with townhouse blocks in the north portion and medium to high density residential blocks in the south portion. A stormwater management facility is also proposed in the mid portion. The subdivision will be connected with municipal services and roadways meeting urban standards. In addition, an earth berm will be constructed in the railway buffer along the CN Rail.

The geotechnical findings which warrant special consideration are presented below:

1. The topsoil and ploughed soil must be removed for the development. The thickness may vary or becomes thicker in some areas. In order to prevent overstripping, a diligent control of the stripping operation will be required.
2. Topsoil and organic soils must not be buried within the building envelope or deeper than 1.2 m below the exterior finished grade of the development. It can only be used for landscaping and landscape contouring purposes.
3. Due to the high groundwater conditions, the site will have to be regraded with the addition of earth fill so that the proposed basement of the house structures will be above the groundwater level at all times. It is generally more economical to place an engineered fill for construction.
4. The basement floor should be at least 0.5 m above the highest detected groundwater level. Underfloor subdrains may be required in individual basement structures, having the basement floor less than 1.0 m from the highest detected groundwater level to prevent any hydrostatic uplift and groundwater upfiltration due to the seasonal fluctuation.
5. The existing earth fill is not suitable to support any structure sensitive to movement. It must be subexcavated, sorted free of topsoil inclusions or deleterious materials, before it is reused as engineered fill or structural backfill.
6. The native subsoil and the engineered fill are suitable for conventional footing construction. The footing subgrade must be inspected by a geotechnical engineer, or a geotechnical technician under the supervision of a geotechnical engineer.
7. An artesian pressure is evident in Boreholes 1, 5, 6, 7, 8, 9, 104, 105, 107, 108 and 112. Depressurization of groundwater will be necessary before commencement of excavation below the stabilized water level in these areas.
8. A Class 'B' bedding, consisting of compacted 20-mm Crusher-Run Limestone or equivalent, is recommended for the construction of the underground services. In water-bearing sand and silt or in areas where dewatering is necessary, a Class 'A' concrete bedding should be used.

The recommendations appropriate for the project described in Section 2.0 are presented herein. One must be aware that the subsurface conditions may vary between boreholes. Should this become apparent during construction, a geotechnical engineer must be consulted to determine whether the following recommendations require revision.

Transportation Impact Study [TMIG, March 2019]

The conclusions and recommendations from the study are as follows:

1. The proposed development on the subject site includes 123 townhouse units and approximately 346 future development units. Vehicular access to the development is proposed via two full-moves at the unsignalized intersection of Kneeshaw Drive and Mapleview Drive East and Kneeshaw Drive and Lockhart Road.
2. This Traffic Impact Study builds upon the LEA Master Transportation Study with a focus on the proposed Ballymore Barrie development.
3. Based on development proposal, traffic scenarios for the Phase 1 buildout year (2023), and the Hewitt development full-buildout year (2031) were selected for analysis of traffic operations in the study area. The results and recommendations presented in this study correspond to that proposed for the Ultimate horizon in the Updated Master Transportation Study in order to maintain consistency and develop the lands for the full build-out of the Hewitt Lands.
4. The proposed development, during the 2023 planning horizon, is expected to generate a total of 59 vehicle trips during the AM peak hour consisting of 17 inbound and 42 outbound trips. During the PM peak hour, it is expected to generate 82 new vehicle trips consisting of 51 inbound and 31 outbound trips.
5. Full build-out of the development lands is expected within the 2031 planning horizon and is expected to generate a total of 225 vehicle trips during the AM peak hour consisting of 65 inbound and 160 outbound trips. During the PM peak hour, it is expected to generate 311 new vehicle trips consisting of 193 inbound and 118 outbound trips.
6. Traffic calming measures were reviewed for the minor collector road – Kneeshaw Drive, to promote increased pedestrian, cycle and transit usage in an effort to help reduce the negative effects of motor vehicles on the environment as well slower speeds.
7. In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Hydrogeological Study [RJ Burnside, January 2019]

Construction Below the Water Table

Based on groundwater level data collected as part of this study water table on the subject lands ranges from 0 m to 4 m below ground surface. Should excavations during construction of servicing extend below the water table the local soils may need to be dewatered. Significant groundwater flows may be encountered in areas where high permeability sand and gravel layers are encountered. The construction of buried

services below the water table has the potential to capture and redirect groundwater flow through more permeable fill materials typically placed in the base of excavations. Groundwater may also infiltrate into joints in storm sewers and manholes. Over the long-term, these impacts can lower the groundwater table across the development area. To mitigate this effect, services to be installed below the water table should be constructed to prevent redirection of groundwater flow. This will involve the use of anti-seepage collars or clay plugs surrounding the pipes to provide barriers to flow and prevent groundwater flow along granular bedding material and erosion of the backfill materials.

Due to shallow water table conditions on some areas of the subject lands there is the potential for encountering the water table during construction. The dewatering of local aquifers may be required in order for services to be installed below the water table. The undertaking of dewatering according to industry standards and in accordance with a MECP processes will ensure that adequate attention is paid to potential adverse impacts to the environment. Currently the MECP allows for construction dewatering of less than 400,000 Lit to proceed under the Environmental Activity Sector Registry (EASR) process. If dewatering is to be above this threshold, then the standard Permit to Take Water (PTTW) process applies. In both cases, a scientific study is required in support of EASR registration or PTTW application. This scientific study must review the potential for environmental impacts and provide mitigation and monitoring measures to the satisfaction of the MECP or other review agency. The requirements for construction dewatering should be confirmed by geotechnical/hydrogeological investigations completed in support of detailed design.

Local Groundwater Supply Wells

The area surrounding the subject lands is not currently serviced and residences are supplied by private wells. A water well survey study was completed on behalf of the Hewitt's SPA Landowner's Group for residences within 300 m of the Hewitt's SPA lands to assess the potential for impacts to private supply wells (Burnside, 2018). The report, which included the subject lands identified potentially vulnerable wells in the vicinity of the subject lands and outlined a monitoring and mitigation plan. This report will be submitted as a separate document in the Draft Plan approval submission. It is expected that the monitoring outlined in this report will be implemented during construction and the interference protocol identified will be implemented should any episode of interference occur.

Well Decommissioning

Prior to or during construction, it is necessary to ensure that all inactive wells within the development footprint have been located and properly decommissioned by a licensed water well contractor according to Ontario Regulation 903. This regulation applies private domestic wells and to the groundwater observation wells installed for this study unless they are maintained throughout the construction for monitoring purposes.

Environmental Noise Feasibility Study [Valcoustics, March 6, 2019]

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise Feasibility Study for a proposed residential development in support of the Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision application submissions to the City of Barrie. The proposed development consists of 21 blocks of street townhouses (Blocks 1 to 21), and three additional blocks for future residential development (Blocks 22 to 24). Detailed plans for Blocks 22 (40± units), 23 (40± units) and 24 (266± units) are not yet available. Additional Blocks for natural heritage buffer/area, an SWM pond, road widening and open space are also planned.

The significant transportation noise sources in vicinity are road traffic on Yonge Street and Lockhart Road, and rail traffic on the GO Barrie line.

The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guideline limits:

- Townhouse Blocks 1 to 5, 7, 17 and 18 require the provision for adding air conditioning at a later date;
- Townhouse Blocks 1 to 3 require brick veneer or masonry equivalent exterior wall constructions;
- Blocks 17 and 18 require upgraded exterior walls meeting Sound Transmission Class (STC) 54 (e.g. brick veneer);
- Townhouse Blocks 1 to 3, 7 and 17 to 19 require STC 29 windows. It is expected that this window requirement can be met using window construction meeting the minimum nonacoustical requirements of the Ontario Building Code (OBC);
- For all other townhouse blocks, it is expected that wall and window construction meeting the minimum requirements stated in the OBC will be sufficient to meet the indoor noise guidelines; and,
- Sound barriers are required at the rear yards of Blocks 1 to 3, as shown on Figure 2B and 2C.

Noise control requirements for future residential development in Blocks 22 to 24 should be evaluated when detailed concept plans for the blocks are available.

There are no stationary noise sources in the vicinity that are anticipated to have a significant noise impact at the subject site.

Railway Vibration Study [Valcoustics, March 6, 2019]

Valcoustics Canada Ltd. (VCL) was retained to prepare a Railway Vibration Study for the proposed residential development to support the Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision application submissions to the City of Barrie. The proposed development consists of 21 blocks of street townhouses (Blocks 1 to 21), and three additional blocks for future residential development (Blocks 22 to 24). Detailed plans for Blocks 22 (40± units), 23 (40± units) and 24 (266± units) are not yet available. Additional Blocks for a natural heritage buffer/area, a SWM pond, road widening and open space are also planned.

The significant source of ground-borne vibration with potential for impact at the proposed development is rail traffic on the GO Barrie line. The measured ground-borne vibration velocity magnitudes due to GO trains did not exceed the applicable vibration guideline limit at the proposed development.

Therefore, vibration mitigation measures are not mandatory for the proposed development.

Phase 1 & 2 Environmental Site Assessment [Soil Engineers, August 2017]

As environmental concerns were identified in the Phase One Environmental Site Assessment (Phase One ESA), a Phase Two ESA was completed to determine the soil and groundwater quality at the subject site.

The field work was performed at selected locations on the subject site. Soil and groundwater samples were collected and submitted for chemical analysis in accordance with the Ministry of the Environment and Climate Change (MOECC) Table 1, Full Depth Background Site Condition Standards, for residential/parkland/institutional/industrial/community/ commercial use and for all textured soils (Table 1 Standards), as published in the "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" (EPA), dated April 15, 2011.

A review of the analytical test results of soil and groundwater samples indicates the tested parameters at the test locations meet the Table 1 Standards. Consequently, there are no contaminants identified at the subject site at a concentration above the applicable site condition standards (Table 1 Standards) during the Phase Two ESA.

Based on the findings of the Phase Two ESA, it is our opinion that the property is suitable for the proposed development. No further environmental investigation is recommended at this time.

Stage 1 & 2 Archaeological Study – prepared by ASI and dated December 2018

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth-and twentieth-century settlement trends. This research indicated the potential for encountering both pre-contact Indigenous and historical Euro-Canadian archaeological resources within the subject property.

The Stage 2 assessment to date was conducted by means of a pedestrian survey at 5 m intervals across the ploughed areas within the subject property. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey to date. In total 48% of the subject property has been assessed.

Approximately 6% of the subject property will require a test pit survey. With winter conditions, and according to the Ministry of Tourism, Culture and Sport's Standards and Guidelines for Consulting Archaeologists, archaeological field work cannot be carried out when the ground is frozen or covered with snow. This component of the project is scheduled for early in the 2019 field season.

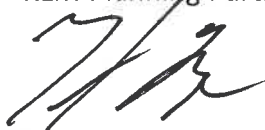
The remaining 46% of the subject property is identified as Block 26 (Natural Heritage Area) according to the Hewitt's Secondary Plan will not be surveyed as part of this archaeological assessment as it is excluded from development (Figures 7-8). Should the proposed development limit change to include Block 26 (Natural Heritage Area) or should any future development/alteration be proposed pre- or post-transfer of the lands to a public body, then these lands must be subject to a Stage 1-2 Archaeological Assessment in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists prior to any land-disturbing activities.

9.0 SUMMARY

The development proposal is consistent with the objectives and intent of the Provincial Policy Statement 2014, conform to and do not conflict with the Provincial Growth Plan 2017, and Lake Simcoe Protection Plan 2009. Additionally, the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the City of Barrie Official Plan and Hewitt's Secondary Plan, to facilitate implementation of the vision set out in the applicable policies.

Given this, it is our opinion that the proposal is an appropriate and compatible form of development in the context of the governing policy framework and therefore the proposal represents good land use planning.

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