



DYKSTRA PLANNING
& DEVELOPMENT
GROUP

Integrated Thinking In Action

Planning Justification Report

910 Veterans Drive
Part of Lot 5, Concession 10

City of Barrie, County of Simcoe

Application for:
Zoning By-Law Amendment &
Draft Plan of Subdivision

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On behalf of:
2528286 Ontario Inc.
MStar Developments

Original Submission: May 2019
Current Submission: Sept 2019 (Rev 1)



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1.0 Introduction

Dykstra Planning & Development Group has been retained by 2528286 Ontario Inc. and MStar Developments to complete a Planning Justification Report in relation to applications for Zoning By-law Amendment and Plan of Subdivision on lands known municipally as 910 Veterans Drive, in the City of Barrie. The subject property is 0.736 ha (1.8 acres) in size and is located approximately 600 metres northwest of the intersection of Veterans Drive and McKay Road. Figure 1 identifies the location of the subject property.

The purpose of this report is to provide a review of the Salem Secondary Plan and other relevant planning policies. The following report will review the applicable policies found within the documents noted below to justify the applications based upon good planning principles:

- Provincial Policy Statement (PPS);
- Growth Plan for the Greater Golden Horseshoe (GGH);
- The City of Barrie Official Plan;
 - Salem Secondary Plan; and,
- The City of Barrie Comprehensive Zoning By-law 2009-141.

2.0 Site Description and Surrounding Land Uses

The subject property is located in the southwest quadrant of the City of Barrie in the Salem Secondary Plan Area. The subject property is located northwest of the intersection of Veterans Drive and McKay Road. The lands are rectangular in shape, possess a frontage of 91.4 metres along Veterans Drive, and a depth of approximately 81 metres. The lands are approximately 0.736 hectares (1.8 acres) in size. Currently there is a single detached dwelling located on the site with

a number of accessory structures. The surrounding lands are predominantly agricultural and rural residential in nature; however, major development in the adjacent lands is expected.

To the north and west exist agricultural lands slated for a large residential subdivision (H & H Capital development). To the east are large tracts of agricultural land designated for a future business park uses. To the immediate south are two existing single detached residential dwellings, and the intersection of Veterans and McKay. South of Veterans and Mackay are two draft plan approved developments, one industrial and one residential. An aerial photo of the subject lands and surrounding land uses can be reviewed under Figure 1.

The lands are designated Residential per Schedule 8C of the Salem Secondary Plan, as seen in Figure 2. The lands are currently zoned Residential Rural (RR) in the Town of Innisfil Zoning By-law No. 054-04, as seen in Figure 3.

2.1 Conformity Review

On March 19, 2019, a Conformity Review letter was issued by the City of Barrie for the following project. This letter states that the concept plan dated February 15th, 2019 has been deemed to generally conform to the Salem Secondary Plan. This concept is being utilized for the following applications. Furthermore, the studies and reports identified in the Conformity Review letter have been completed in support of the following application. The only item that is not included with the submission package is Item 14 - a completed design charette with the Lake Simcoe Region Conservation Authority. This item is being deferred at this time to coincide with the design charette for the H & H Capital Submission. Based on the size of the subject lands in comparison to the H & H Capital site, we believe having a more comprehensive charette to better inform how this entire block will be designed will be more productive.

2.2 Neighbourhood Meeting

The proposed development consists of 53 townhouse units in Phase 1 of the Salem Secondary Plan. Two other large developments located to the north, west and south of the subject lands

have gone through the application process prior to this application being submitted. It is noted that neither these development applications were required to complete a Neighbourhood meeting.

Based on the minimal scale and impact of this development on neighbouring properties and existing residents, it is recommended that the Neighbourhood meeting requirement also be waived for this development. Should members of the public have concern over this development, the formal public meeting will provide a sufficient venue to raise concerns and ensure they are addressed prior to a decision being rendered on this application.



Figure 1. Aerial View of Subject Lands

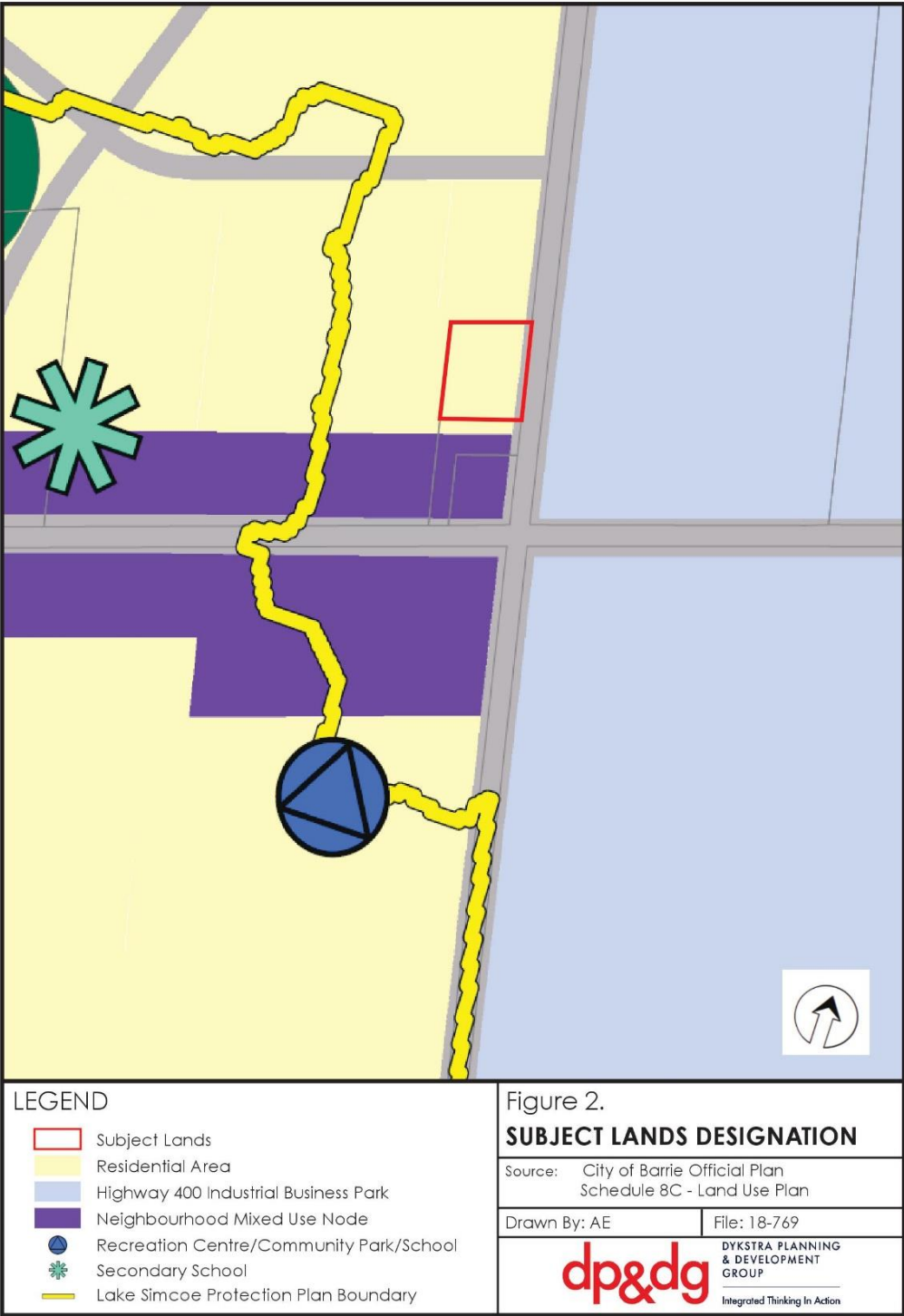


Figure 2. Subject Lands Designation

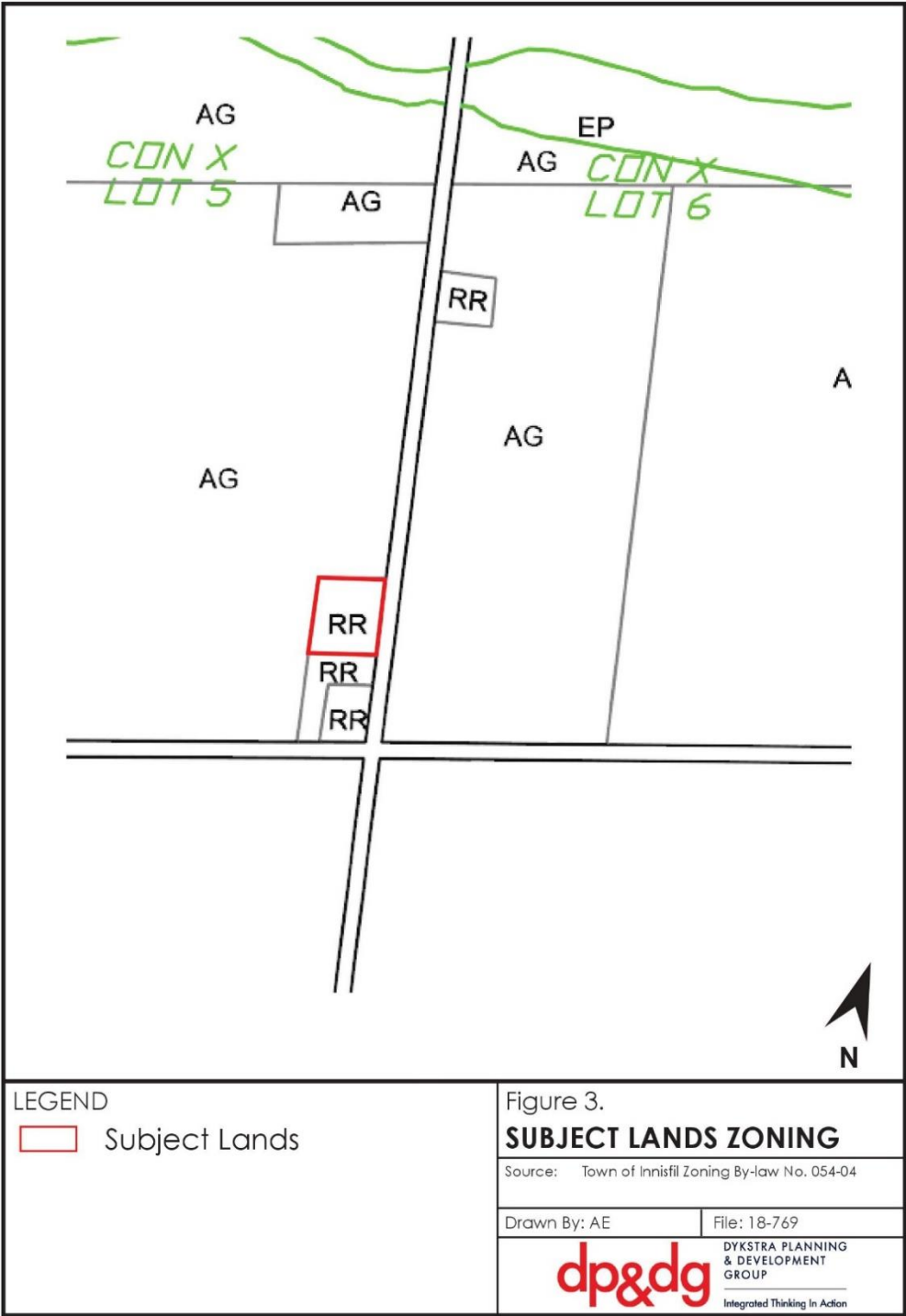


Figure 3. Subject Lands Zoning

3.0 Description of Development

The following section will provide a detailed description of the development concept and provide background for the application in the context of the Salem Secondary Plan.

3.1 Development Concept

The proposed development contains a total of fifty-three (53) residential townhouse units in a traditional and back to back format. The conceptual site plan is shown in Figure 4 and can be found under Appendix 1. The fifty-three units are contained within four (4) blocks spread across the site. A municipal lane runs central through the site, extending from a proposed municipal lane to the north, through to a proposed municipal street to the south. The residential density of the development is 72 units per net hectare.

A total of four (4) townhouse blocks are proposed across the site. Three of the blocks are back-to-back and one being a traditional townhouse block. Each unit will have two parking spaces, including a driveway space and a one car garage. A portion of the block in the southwest corner of the site will have driveways connecting to the adjacent municipal road, as well as the central laneway. The remainder of the driveways are located along the central laneway.

The units on the west side of the municipal lane will have widths of 4.5m, while the remaining blocks fronting Veterans Drive will have unit widths of 6.8m. All units will possess individual driveways and garages. The site will contain 106 parking spaces, at a rate of 2 spaces per unit.

Municipal sidewalks will be along Veterans Drive and Street 'M' within the H & H Capital site. Each unit will possess at a minimum one deck on the second storey. It is planned that the municipal lane running through the proposed development will terminate with a connection to Street 'E' as noted on the Block Plan submitted as part of the proposed development.

3.2 Zoning By-law Amendment

The subject property is currently zoned Residential Rural (RR) in the Town of Innisfil Zoning By-law 054-04. In order to permit the proposed development, the subject lands are requested to be rezoned to Residential Neighbourhood Multiple Special Provision Zone (RM3 SP-XXX). There are different provisions relating to back to back townhouses versus traditional townhouses. Based on a review of the provisions, the following exceptions are required with justification provided below:

Maximum Number of contiguous units in a row from 8 to 10 units

Comment: There are two instances in the development where townhouse blocks exceed 8 units. This exists within Block 1 and Block 2. Based on the overall size of the parcel, the extension of these townhouse blocks creates the most efficient development form. This could result in additional building code considerations; however, such matters can be addressed through the construction process and regulated by the City via the issuance of building permits. Townhouse blocks containing more than 8 units is permitted throughout the City of Barrie provided the development is not on a municipal road. The newly instituted municipal lane represents the same size road as a condominium road to which Blocks 1 and 2 fronts upon, which we believe such precedent should continue on given the only difference is public vs private ownership of the lane. These blocks also create an appropriate massing along this laneway as you proceed south towards McKay Road and Veterans Drive intersection.

Lot Frontage from 5.5 metres to 4.5 metres

Comment: The reduction in lot frontage is not uncharacteristic to the City of Barrie. There are a number of developments interspersed throughout the City that have townhomes and the same width proposed under this application. The reduction in overall frontage will not affect the functioning of each parcel, each unit will contain a driveway, frontage door and small amenity area. The reduction in frontage is being proposed based on the fact that the development abuts lands to the south that are designated Neighborhood Mixed Use Node and can be developed at higher densities than those within the Residential Area designation. The emphasis for the greater density is focused to the intersection of Veterans Drive and McKay Road. This reduction in frontage will contribute to this objective.

Maximum height of four (4) storeys

Comment: The development proposes one (1) additional storey than the provision set forth in the Zoning By-law. Development at the intersection of Veterans and McKay is envisioned to be high to medium density. Four storey development is in line with the vision of the corridor and is necessary to achieve densities that will make efficient and best use of the parcel. The additional storey is not anticipated to have a negative impact on the adjacent land uses – a future mixed use parcel to the south, and a future residential subdivision to the north and west. The uses are compatible and are of similar form.

3.3 Plan of Subdivision

In order to permit the proposed development, a plan of subdivision application is required. The Draft Plan of Subdivision is included as Figure 5 and can be viewed in Appendix 2. The Draft Plan will subdivide the subject lands into six (6) blocks. Four (4) residential blocks (Blocks 1-4) across the site with a total area of 0.599 hectares. The municipal lane running centrally through the site (Block 6) with an area of 0.073 hectares. The final block is dedicated to the road widening required

along Veterans Drive (Block 5), totalling 0.064 hectares. In total, six (6) blocks are proposed with a total area of 0.736 hectares.

3.4 Technical Reports

In addition to this Planning Justification Report, the following studies have been prepared and submitted under separate cover in support of this application:

- Stage 1-2 Archaeological Assessment
 - Prepared by AMICK Consultants Ltd.
- Functional Servicing Report & Stormwater Management Plan
 - Prepared by Pinestone Engineering Ltd.
- Species at Risk Screening
 - Prepared by Dillon Consulting Ltd.
- Noise Feasibility Study
 - Prepared by HGC Engineering
- Geotechnical Report
 - Prepared by Central Earth Engineering
- Hydrogeological Report
 - Prepared by Central Earth Engineering
- Traffic Impact Study
 - Prepared by JD Engineering
- Tree Inventory and Preservation Plan
 - Prepared by Landmark Environmental

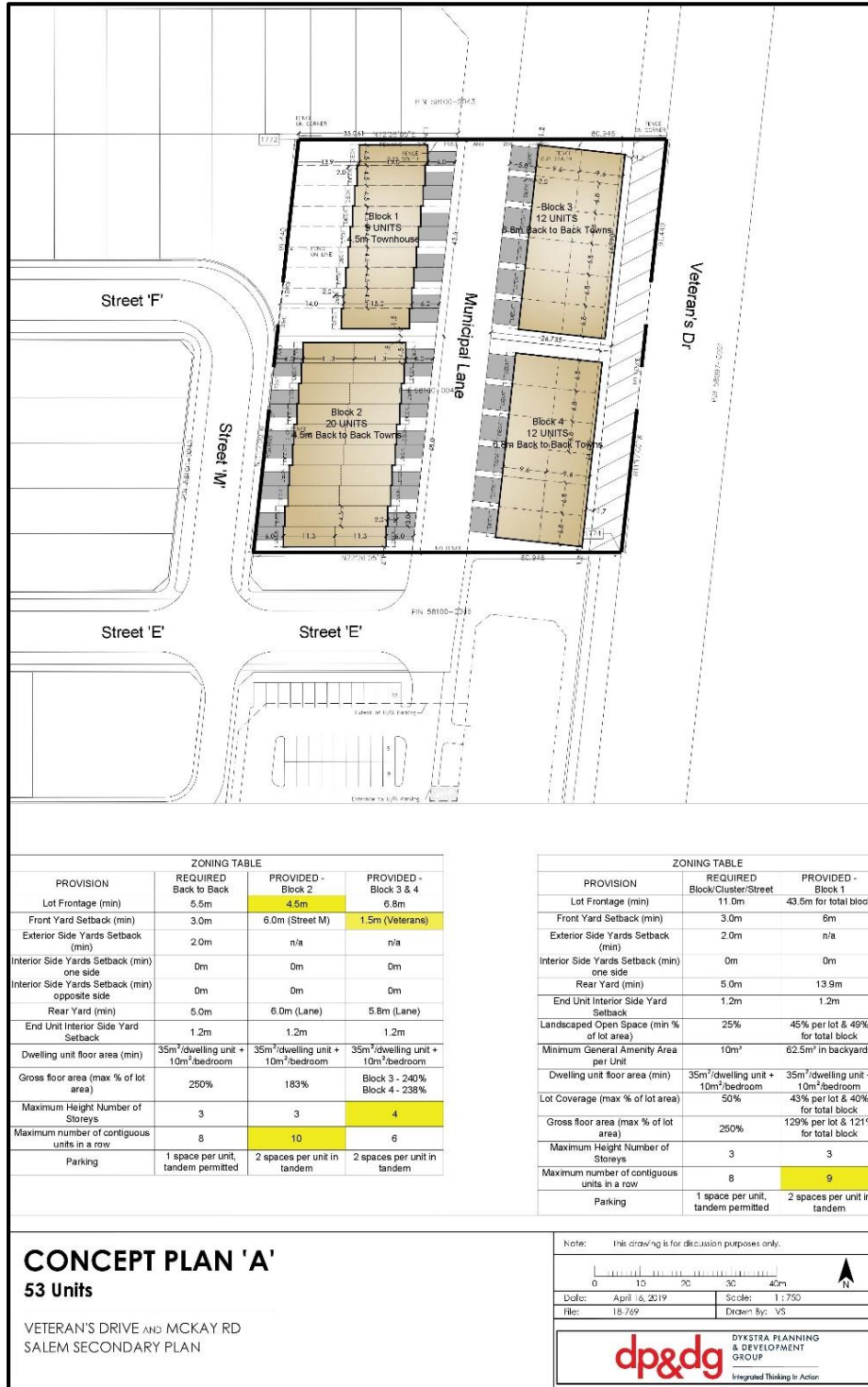


Figure 4. Concept Plan 'A'

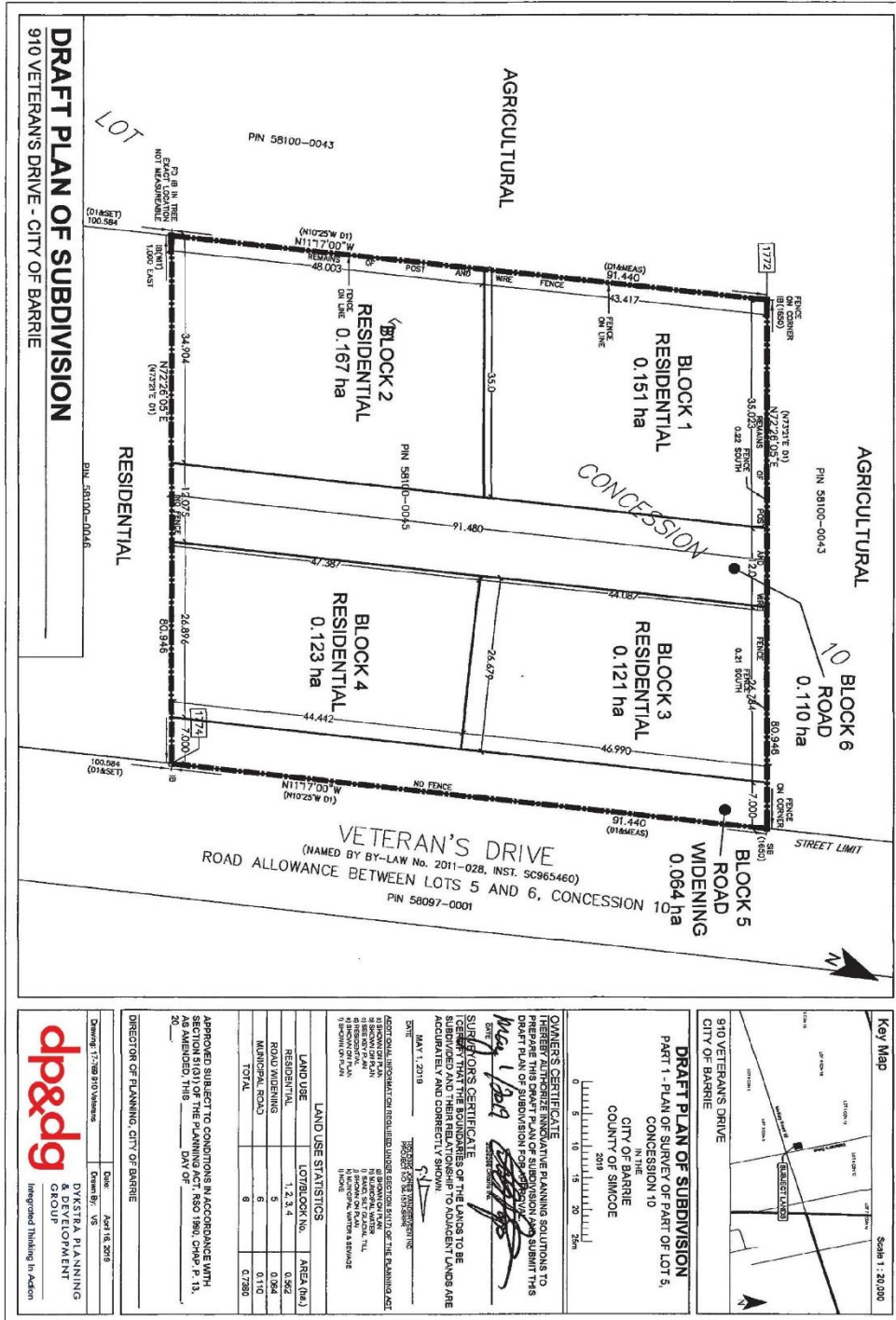


Figure 5. Draft Plan of Subdivision

4.0 Planning Policy and Analysis

Section 4.0 will outline the applicable planning and development policies applying to the subject application. Each subsection will provide a review of applicable policies and provide justification where needed to support the proposed application's alignment with these provisions.

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) contains policies that fall under three main sections with the ultimate goal of fostering an effective and efficient land use planning system that contributes to building strong healthy communities, the wise use and management of resources, and protecting public health and safety. The PPS has been reviewed relative to this application with emphasis placed on the following sections:

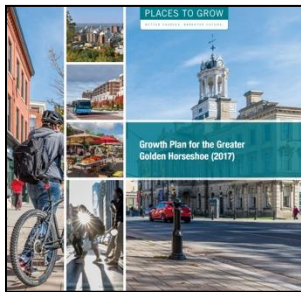
- 1.1 *Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns*
- 1.1.3 *Settlement Areas*
- 1.4 *Housing*
- 1.6 *Infrastructure and Public Service Facilities*

The PPS states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long-term, while accommodating a range and mix of residential opportunities. The development concept provides for higher density residential growth in an area designated for residential use. The proposed development will provide for an alternative form of housing at a higher density.

The proposed development makes efficient use of land by providing development of a compact and efficient nature. The application contributes to the range and mix of residential dwellings in the area, and as such is in keeping with Sections 1.1.1, 1.1.3, 1.4.3, and 1.6 of the PPS. Located in the Salem Secondary Plan Area, the development will contribute to the establishment of complete community. The development will be walkable, and conducive to active and public transit, thereby contributing to public health and safety. The location of the parcel is located in

close proximity to the intersection of Veterans Drive and McKay Road. This will be an area of future mixed use and employment development. The proposed development will benefit from the proximity to these uses. For the above stated reasons, the development proposal is consistent with the intent and policies of the PPS.

4.2 Places to Grow - Growth Plan for the Greater Golden Horseshoe



The Growth Plan offers several guiding principles to realize the Province's vision for the Greater Golden Horseshoe. The principles that form the foundation of the Growth Plan includes the creation of complete communities that promote active living and support the viability of transit opportunities within municipalities. The Plan prioritizes intensification and higher density forms of development moving forward, which also provide a mix of diverse housing opportunities to the population and eliminates some demand for outward growth.

The application proposes fifty-three (53) townhouse units of varying forms and sizes which will provide diversity of housing choices for future residents looking to relocate to this area of the City. The City of Barrie is an outer ring municipality within the Growth Plan for the GGH. The Growth Plan defines lands within settlement areas but outside of the delineated built-up area as being designated greenfield areas (DGA). The subject lands are located on lands beyond the City of Barrie's built boundary, and thus are considered to be located on in a DGA.

The Growth Plan encourages growth that takes place in designated greenfield area to be planned, designated, zoned, and designed in a manner that supports complete communities, active transportation, and encourages transit use.

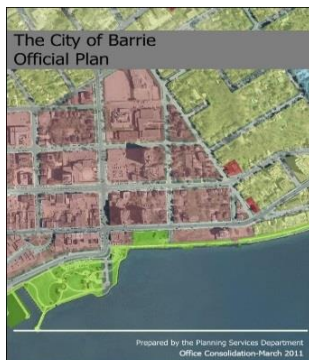
2.2.7.5 of the Growth Plan states:

For upper- and single-tier municipalities in the outer ring, the minimum density target for designated greenfield areas contained in the applicable official plan that is approved and in effect as of July 1, 2017 will continue to apply until the next municipal comprehensive review is approved and in effect.

City of Barrie Official Plan, specifically the Salem Secondary Plan Section 8.5.10.3 sets the minimum density target for Residential Lands at 20 units per net hectare for low density development and 30 units per hectare for medium density development. The proposal exceeds these targets set forth in the Official Plan and as such conforms to Policy 2.2.7.5 of the Growth Plan.

The proposed development is in keeping with the policies of the Growth Plan. This development proposal follows the principles and policies outlined in the Growth Plan by providing new housing opportunities in the Salem Secondary Plan Area that contribute to a complete community and to active and public transportation viability.

4.3 City of Barrie Official Plan



The City of Barrie Official Plan identifies the vision for the Salem Secondary Plan Area as a gateway to the City of Barrie. The vision is that of a complete community, which provides a range of employment, housing and mix of other uses that allow residents to live, work, and play in an interconnected community. The community structure for the Salem Secondary Plan Area is introduced in Section 8.2.4 of the Official Plan. Schedule 8C identifies the designation of the subject lands as “Residential Area”.

Section 3 of the Official Plan provides General Policies for the City of Barrie, outlining growth management and housing strategies. In regard to staging and phasing of growth (Section 3.1.2.2), approval of development applications is to be governed by encouraging a mix and form of housing that support affordable housing, prioritizing land adjacent to existing development, and the provision of schools, parks, and community facilities. Additionally, phasing of growth is to be based on the provision of essential community infrastructure such as sidewalks and access to public transit, construction of connecting roads, and appropriate stormwater management infrastructure. The proposed development pat of Phase 1 of the Salem Secondary Plan and will

be appropriately phased based on the above. It is located adjacent to proposed subdivisions that will contribute to the establishment of a complete community.

The development concept is compact and conducive to active and public transit. Units are oriented to the streets, resulting in a compact, yet inviting and safe environment. Transit stops will be within a short walking distance. A block plan has been prepared which identifies how the subject lands connect with adjacent properties. The block plan is displayed in Figure 6.

Section 8.2.4.5 provides the vision for the community structure of the Residential designation. The plan envisions Residential Areas as areas of predominately ground related development of low to medium densities with good access to parks and other community facilities. The proposed development is in line with this vision – it proposes medium density residential development that will integrated into the adjacent plan of subdivision.

A theme throughout the Salem Secondary Plan is the establishment of communities with their own character, that are walkable and provide transit-supportive development patterns and densities. Section 8.5.10.2 (a) permits medium and high-density residential uses to maximum densities of 100 units per net hectare where such uses are adjacent to major collector and arterial roads. Veterans Drive is identified as an arterial road on Schedule 8D-1. The density of the proposed development is 72.0 units per net hectare and as such is in line with Policy 8.5.10.2 (a). Further, the density will help the City to reach its density targets for the Secondary Plan Area.

The average density of development in both the Hewitt's and Salem Secondary Plan Area is planned at a combined 50 residents and jobs per hectare, as outlined in Section 8.2.8. The location of the residential units follows the intent of Schedule 8C, which directs medium and higher density development towards major arterial roads with the lower density, single family dwellings internal to the site.

8.4.4.4 (b) of the Secondary Plan states pedestrian/cyclist comfort and safety will be a priority in streetscape design. The site will integrate with the overall pedestrian/cyclist design given the scale

of this development compared to larger adjacent developments that will control more of these features.

Section 8.5.10.3 (b) of the Secondary Plan states:

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 Salem Secondary Plan Area of 20 percent medium density and 80 percent low density development.

The proposed development contributes to meeting this target. As the site is located proximate to the intersection of Veterans and McKay, the development takes the form of medium density townhomes leading up to the intersection where the highest density is expected. The development contributes to the variety of residential building types and tenures in the surrounding area.

The designation of the subject property and location along an arterial road and near a major intersection call for densities that are conducive to active and public transportation. The built form of the development will encourage active and public transportation use, in addition to proximity to future and planned community services, and institutional uses in the adjacent plan of subdivision.

For the above stated reasons, the application conforms to the direction provided in the Salem Secondary Plan.



Figure 6. Block Plan

4.4 Affordable Housing

Section 3.3 of the OP speaks to housing policies for the City of Barrie. It is the goal of the OP to provide for an appropriate range of housing types, unit sizes, and affordability. The development concept proposes a dwelling type that will contribute to the mix in the Salem lands. Section 3.3.2.2 of the OP sets forth the goal to achieve a minimum target of 10% of housing units to be affordable (measured over the entire planning area).

The subject lands are unique in that they are located in a Secondary Plan Area. While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the proposed built form provides a housing type that is generally more affordable than lower density forms of housing that are anticipated to be developed in the Secondary Plan Area.

Affordable Housing in the City of Barrie encompasses a range of housing types allowing all residents to find suitable living space without spending a disproportionate percentage of their income. The nature of the proposed development is geared towards providing more affordable housing than lower density housing units, such as single detached dwellings, which is anticipated to make up a large portion of the development expected in the Salem lands. Back-to-back and traditional townhouse units are generally one of the more affordable dwelling types within the City of Barrie.

The proposed development facilitates greater availability to housing units that are more affordable than other forms of housing, and are in proximity to jobs, services, community facilities, and public transit. The development will provide much needed affordable units types in proximity to a variety of services, existing and proposed. This is in line with the affordable housing policies of the Official Plan.

Currently, final sale prices for the units are unknown. However, in the context of the development, the higher density development that is proposed provides a more affordable housing form than what is currently offered in this area of the City. Further, it is understood that the 10% target is to be calculated across the entire City, not on a site by site basis. Based on the above, the proposed

development will strive towards satisfying the Affordable Housing policies within the City of Barrie Official Plan.

5.0 Conclusion

The attached Zoning By-law Amendment and Plan of Subdivision Applications propose fifty-three (53) townhouse units at 910 Veterans Drive in the City of Barrie. These applications will permit the subject lands to be developed in a manner that will contribute to the City of Barrie's vision of a complete community for the Salem Secondary Plan Area.

The justification for the approval of this application is based on the conformity with the goals and objectives of the Provincial Policy Statement, Provincial Growth Plan, the City of Barrie Official Plan, as well as the City of Barrie Comprehensive Zoning By-law 2009-141. It is my professional opinion that the development application conforms to the applicable planning policies and represent good planning.

Respectfully submitted,

Dykstra Planning & Development Group



Jared Dykstra, MCIP, RPP
Principal

Appendix 1: Draft Zoning By-law Amendment & Schedule and Draft Plan of Subdivision

Appendix 2: Provincial Policy Review

Appendix 3: Municipal Policy Review

**APPENDIX 1: DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE
AND DRAFT PLAN OF SUBDIVISION**

THE CITY OF BARRIE ZONING BY-LAW NUMBER 2009-141

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Part of Lot 5, Concession 10 in the Geographic Township of Innisfil, in the City of Barrie, Simcoe County, known municipally as 910 Veterans Drive, in the City of Barrie, from the Rural Residential (RR) Zone to Neighbourhood Multiple Residential (RM3) with Special Provisions (RM3 (SP-XXX)) Zone.”

WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 910 Veterans Drive in the City of Barrie.

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE HEREBY ENACTS AS FOLLOWS:

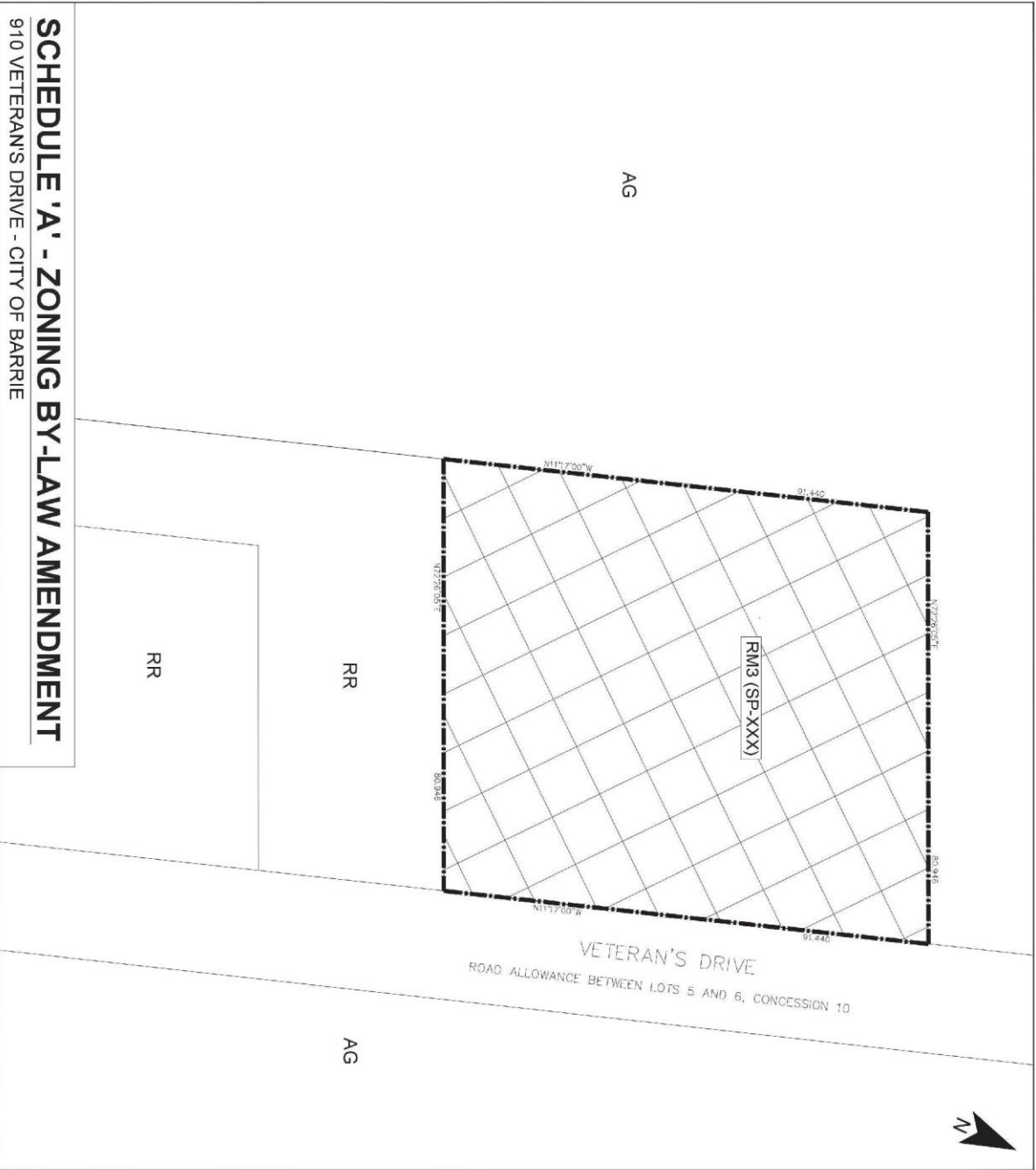
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lot 5, Concession 10 in the Geographic Township of Innisfil, in the City of Barrie, Simcoe County, municipally known as 910 Veterans Drive, in the City of Barrie, from the Rural Residential (RR) Zone to Neighbourhood Multiple Residential (RM3) with Special Provisions (RM3 (SP-XXX)) Zone as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following additions shall be made to Neighbourhood Multiple Residential (RM3 (SP-XXX)) Exception Zone:
 - a. A minimum lot frontage of 4.5 metres for Block 1 shall be permitted;
 - b. The maximum number of contiguous units in a row shall not exceed 10 and,
 - c. A maximum height of four (4) storeys shall be permitted
3. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day
of _____ 2019.

THE CORPORATION OF THE CITY OF BARRIE

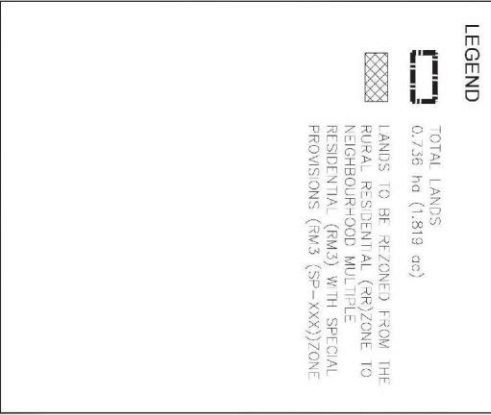
Mayor

Clerk



SCHEDULE 'A' - ZONING BY-LAW AMENDMENT

910 VETERAN'S DRIVE - CITY OF BARRIE

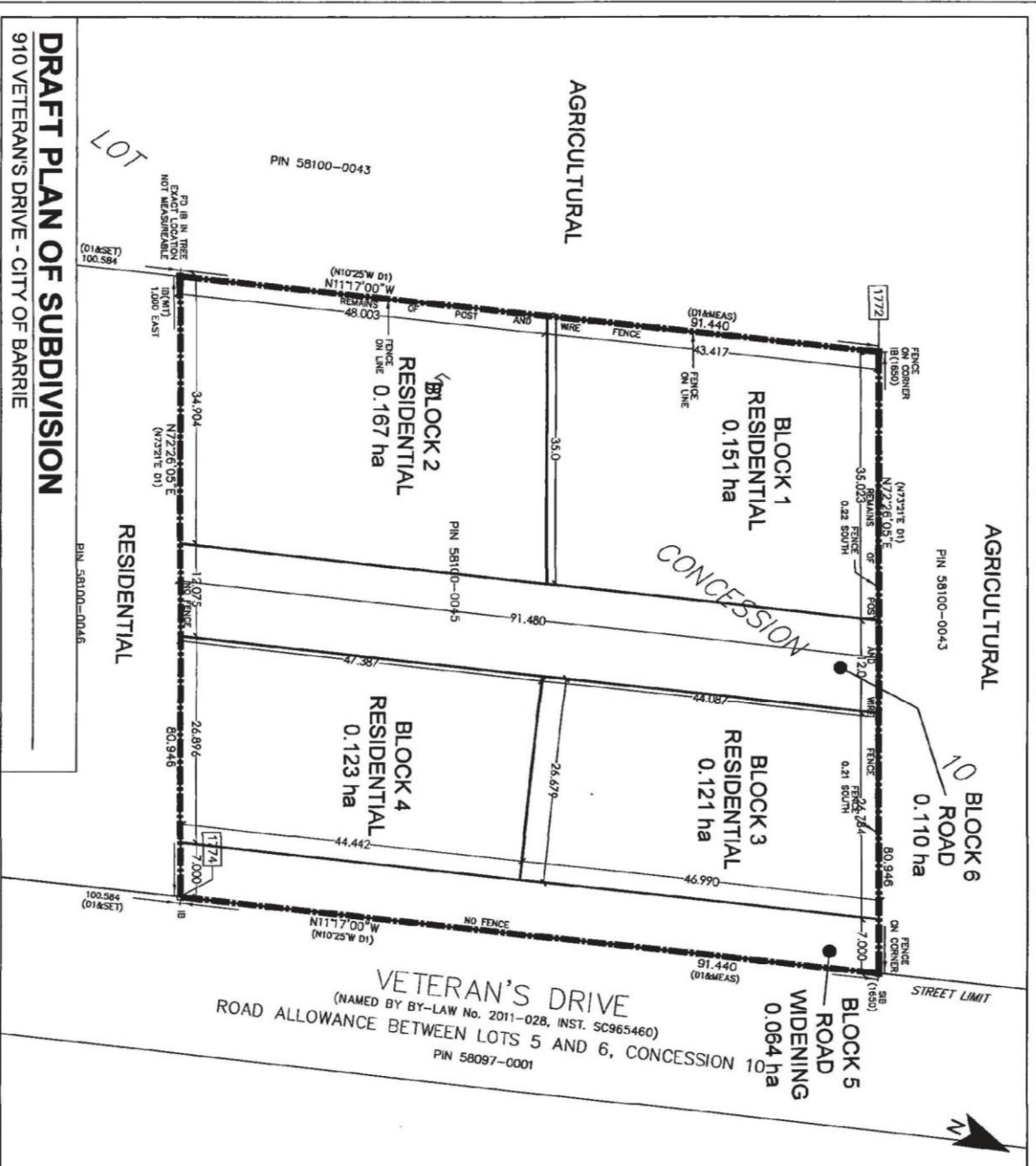


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DYKSTRA PLANNING & DEVELOPMENT GROUP

Integrated Thinking in Action

Drawing: 11-789 910 Veterans	Date: March 27, 2019
Drawn By: VS, JC	



APPENDIX 2: PROVINCIAL POLICY REVIEW

- APPENDIX 2 -

910 Veterans Drive, City of Barrie

REVIEW OF THE ONTARIO PLANNING ACT, PROVINCIAL POLICY STATEMENT (2014) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017) - PLACES TO GROW

The following is an in-depth review of the Ontario Planning Act, Provincial Policy Statement (2014) ("PPS") and Places to Grow (2017) ("PtG") to support the Planning Act Applications for 910 Veterans, City of Barrie.

Planning Act, R.S.O. 1990, CHAPTER P.13

2.0 Provincial Interest

2.0 <i>In carrying out responsibilities under this Act, regard shall be had to, among other matters, matters of provincial interest such as:</i>	
a) <i>The protection of ecological systems, including natural areas, features and functions</i>	A Species at Risk assessment has been undertaken in support of the subject applications.
b) <i>The protection of the agricultural resources of the Province</i>	The lands are located in Designated Greenfield Area.
c) <i>The conservation and management of natural resources and the mineral resource base</i>	The lands are located in Designated Greenfield Area.
d) <i>The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest</i>	N/A; no cultural heritage resources in vicinity of the site.
e) <i>The supply, efficient use and conservation of energy and water</i>	The subject lands are located within the Salem Secondary Plan, which has been planned at a macro scale by the City of Barrie to accommodate future population growth in an efficient and effective manner from both an environmental and infrastructure delivery perspective. As demonstrated in the FSR/SWM report, the subject lands will be serviced by future planned infrastructure as part of the larger community. Furthermore, LID opportunities

	will be explored through a future combined design charette with H&H Capital and the LSRCA.
f) <i>The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</i>	The Functional Servicing Report outlines how the project will be serviced efficiently and in an environmentally sound manner.
g) <i>The minimization of waste</i>	N/A
h) <i>The orderly development of safe and healthy communities</i>	The proposed development was been designed to be well integrated into the adjacent subdivision and future anticipated commercial development. The development will be pedestrian scaled and connected to the sidewalk network, contributing to a safe and healthy community. The site's location will promote active and public transportation.
h.1) <i>The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies</i>	The proposed townhouse development will be compliant with the AODA.
i) <i>The adequate provision and distribution of educational, health, social, cultural and recreational facilities</i>	The subject lands are proximate to a variety of planned amenities/services, including an elementary school, commercial establishments, and a neighbourhood public park.
j) <i>The adequate provision of a full range of housing, including affordable housing</i>	The townhouse development will add to the range of housing options available in the City of Barrie. This contributes to the size, form, and range of housing forms in the Salem Secondary Plan Area. The development will provide a more affordable housing option than other forms of residential units in this area of the City, such as traditional single detached dwellings.
k) <i>The adequate provision of employment opportunities</i>	The proposed development contributes to the provision of employment opportunities through providing residences with easy access to transit linkages and places of work. A future business park is planned for the lands to the east.
l) <i>The protection of the financial and economic well-being of the Province and its municipalities</i>	The subject lands are well suited to accommodate the proposed development, which will make efficient use of planned and anticipated infrastructure and transit services.

m) <i>The co-ordination of planning activities of public bodies</i>	N/A
n) <i>The resolution of planning conflicts involving public and private interests</i>	N/A
o) <i>The protection of public health and safety</i>	The subject development will foster the creation of a complete community. The subject site will be walkable and will provide for "eyes on the street."
p) <i>The appropriate location of growth and development</i>	The subject lands are within lands earmarked for residential development identified in the Salem Secondary Plan Area.
q) <i>The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</i>	Transit routes are immediately available in the area, and are anticipated to be expanded as the Salem lands develop. Both private and public sidewalks will encourage and provide pedestrian movements to/from the site to Veterans Drive and future municipal streets in the adjacent plan of subdivision.
r) <i>The promotion of built form that, i) is well-designed; ii) encourages a sense of place; and iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant</i>	The townhouse development will be well-designed and provide for a safe environment with the presence of windows over-looking the site centrally, providing for "eyes on the street".
s) <i>The mitigation of greenhouse emissions and adaptation to a changing climate</i>	Addressed through FSR prepared by PEL. In addition, the built form encourages active and public transportation which will lessen the impact of a less dense forms of development.

Provincial Policy Statement (2014)

1.0 Building Strong Healthy Communities

Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

1.1 Managing and Directing Land Use to Achieve efficient and Resilient Development and Land Use Patterns

a) <i>Efficient development and land use patterns.</i>	The proposed density of the development provides for an efficient use of the subject lands. Townhouse dwellings provide a built form that is appropriate for an area which
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	is earmarked for high density residential growth (towards the intersection of Veterans/McKay). The subject lands are an ideal location for growth.
b) <i>Appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.</i>	The proposed townhouse dwellings contribute to a type of housing unit which adds to the range and mix of the City's residential unit types, and housing stock in this area of the City.
c) <i>Avoid development/land use patterns which may cause environmental/public health and safety concerns</i>	As shown by the background reports (PJR, FSR, SWM) submitted in support of this application, the proposed development does not cause concerns related to environmental/public health.
d) <i>Avoid development/land use patterns that would prevent efficient expansion of settlement areas</i>	The subject lands represent an ideal intensification opportunity, as has been demonstrated above. The development does not prevent future settlement expansion.
e) <i>Promote cost-effective development patterns and standards to minimize and consumption and servicing costs</i>	As an intensification project the proposed development will make efficient use of planned infrastructure and services.
f) <i>Improve accessibility by removing land use barriers</i>	The proposed development will be accessible and not create any land use barriers.
g) <i>Ensure necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are/or will be available to meet needs</i>	The necessary infrastructure is planned to accommodate the proposed development.
h) <i>Promote development and land use patterns that conserve biodiversity and consider impacts of a changing climate</i>	The built form encourages active and public transportation, which will lessen the impact of less dense forms of development.

1.1.3 Settlement Areas

It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 <i>Settlement areas shall be focus of growth and development.</i>	The subject lands are located within the Salem Secondary Plan Area, and the land
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	use designation earmarks the Veterans Drive corridor for growth.
1.1.3.2 a) <i>Land use patterns shall be based upon densities and land uses to support: efficient use of land; appropriate for, and efficient use of infrastructure and public service facilities; minimize negative impacts to air quality and climate change; promote energy efficiency; support active transportation; transit supportive; and freight supportive</i>	The proposed density allows for the efficient use of land and existing infrastructure. The lands are located in an area with future commercial, recreational, and institutional facilities within walking distance, which promote alternative modes of transportation such as walking and public transportation. Alternative forms of transportation away from personal automobile use have been proven to reduce pollution and greenhouse gases which contribute to climate change.
1.1.3.2. b) <i>Range of uses and opportunities for intensification and redevelopment</i>	The proposed site provides an intensification opportunity for townhouse-style development.
1.1.3.3 <i>Planning authorities shall identify appropriate locations for intensification and redevelopment</i>	The subject lands are located within the Salem Secondary Plan Area, and the land use designation earmarks the subject lands for residential growth.
1.1.3.4 <i>Appropriate development standards should facilitate intensification, redevelopment and compact form</i>	The requested amendments to the RM3 zone will provide the appropriate standards to allow for this intensification opportunity to move forward.
1.1.3.5 <i>Planning authorities shall establish minimum targets for intensification and redevelopment within built up area</i>	The proposed development provides a compact, efficient built form that provides for the efficient use of the subject lands, existing infrastructure and public service facilities.
1.1.3.6 <i>New development in designated growth areas should occur adjacent to existing built up area and have compact form, mix of uses and densities to allow for efficient use of land, infrastructure and public service facilities</i>	The proposed development provides a compact, efficient built form provides for the efficient use of the subject lands, existing infrastructure and public service facilities. Located adjacent to a future plan of subdivision, the lands are poised to contribute to and benefit from the complete community that is being established.

1.2.6 Land Use Compatibility

1.2.6 <i>Major facilities and sensitive land uses should be planned to appropriate design, buffering and/or separation from each other to prevent or mitigate adverse</i>	The proposed residential use is compatible with adjacent land uses. No adverse impacts on surrounding land uses are anticipated.
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1.4 Housing

1.4.1 <i>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 by:</i>	The proposed townhouse provides a type of housing unit which adds to the range and mix of the City's residential housing stock.
1.4.3 a) <i>Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households</i>	Townhouse dwellings make efficient use of existing land and infrastructure and therefore are able to provide a less expensive unit that is more affordable in comparison than other unit types, such as the single detached dwelling.
1.4.3 b) <i>Permitting and facilitating (i) all forms of housing required to meet social, health and well-being requirements of current and future residents, including special needs requirements; and (ii) all forms of residential intensification, including second units, and redevelopment</i>	The proposed unit types will add to the housing stock available within the City.
1.4.3 c) <i>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</i>	The location of the subject lands will be serviced by planned infrastructure expansions with public service facilities accessible via transit.
1.4.3 d) <i>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</i>	The proposed development provides a compact, efficient built form that provides for the efficient use of the subject lands, existing infrastructure and public service facilities. The area supports the use of active transportation to commercial, institutional and recreational opportunities in the immediate area.
1.4.3 e) <i>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</i>	The requested amendments to the RM3 zone associated with this Application will provide appropriate standards to permit allow for this intensification opportunity.

1.6 Infrastructure and Public Services

1.6.3 Before consideration is given to developing new infrastructure and public service facilities: (i) the use of existing infrastructure and public service facilities should be optimized; and (ii) opportunities for adaptive re-use should be considered, wherever feasible	The development will utilize planned infrastructure to service the development.
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1.6.6 Sewage, Water, and Stormwater

1.6.6.1 Planning for sewage and water services shall:	
1.6.6.1 a) Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage systems and municipal water systems	The proposed development will utilize planned infrastructure that will assist with its optimization.
1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.	Discussed in FSR/SWM report prepared by Pinestone Engineering.
1.6.6.7 Planning for stormwater management shall: (i) minimize, or where possible, prevent increases in contaminant loads; (ii) minimize changes in water balance and erosion; (iii) not increase risks to human health and safety and property damage; (iv) maximize the extent and function of vegetative and pervious surfaces; and (v) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed townhouse development.

1.6.7 Transportation Systems

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation	The subject lands are well situated in close proximity to commercial, institutional and recreational opportunities that are easily accessed by active transportation methods. Future services are anticipated to
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	be developed in the surrounding areas.
1.6.7.5 <i>Transportation and land use considerations shall be integrated at all stages of the planning process</i>	See above.

1.7 Long-term Economic Prosperity

1.7.1 <i>Long-term economic prosperity should be supported by:</i>	
1.7.1. c) <i>Maintaining, and where possible, enhancing the vitality and viability of downtowns and main streets</i>	The additional population which will inhabit this development is expected to have a positive impact on the viability of downtown and main streets.
1.7.1 d) <i>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</i>	There are no built heritage resources and/or cultural heritage landscapes associated with the subject lands. In order to facilitate development of the subject lands, all trees will need to be removed. This is primarily due to the location of planned roads and buildings, as well as the proposed grade change which is up to 5 metres. In the opinion of Landmark Environmental Group, no tree would likely survive this significant grade change. We note that new trees will be planted in accordance with the City of Barrie requirements.

1.8 Energy Conservation, Air Quality, and Climate Change

1.8.1 <i>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:</i>	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed development.
1.8.1 a) <i>Promote compact form and a structure of nodes and corridors</i>	The townhouse development provides for a compact form of development in keeping with the intensification policies of the City.
1.8.1 b) <i>Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas</i>	The compact form of the development as well as its location will promote increased modal share of active and public transportation modes.
1.8.1 e) <i>Improve the mix of employment</i>	The subject lands are in close proximity to a

<i>and housing uses to shorten commute journeys and decrease transportation congestion</i>	future business park, as well as in proximity to transit links to other employment areas within the City.
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Places to Grow: Growth Plan for the Greater Golden Horseshoe

2.2.1 Managing Growth

2.2.1.2 <i>Forecasted growth to the horizon of this plan will be allocated based on the following:</i>	
2.2.1.2 a) <i>The vast majority of growth will be directed to settlement areas that (i) have a delineated built boundary; (ii) have existing or planned municipal water and wastewater systems; and (iii) can support the achievement of complete communities</i>	Barrie is a settlement area with a delineated built boundary. Municipal water and sewer systems are planned within the Salem lands. The proposed development will add to the mix of housing types and support Barrie's intensification growth.
2.2.1.2 c) <i>Within settlement areas, growth will be focused in: (i) delineated built up areas; (ii) strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and (iv) areas with existing or planned public service facilities</i>	The subject lands are in close proximity to existing transit routes. It is anticipated transit routes will be expanded to service the development and surrounding lands.
2.2.1.2 d) <i>Development will be directed to settlement areas, except where the policies of this plan permit otherwise</i>	Lands are within Barrie Settlement Area.
2.2.1.2 e) <i>Development will be generally directed away from hazardous lands</i>	No hazard lands are present on the subject lands.
2.2.1.4 <i>Applying the policies of this plan will support the achievement of complete communities that:</i>	
2.2.1.4. a) <i>Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities</i>	Proposed townhouse units will add to the housing diversity within the City. The subject lands are in close proximity to future commercial establishments along the Veterans and McKay corridors and adjacent streets.
2.2.1.4 b) <i>Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes</i>	The proposed development will add to the diversity of the City of Barrie housing stock by providing alternative, more affordable options for people of all ages, abilities and incomes.
2.2.1.4 c) <i>Provide a diverse range and mix of housing options, including second units</i>	The traditional and back-to-back townhouses units proposed are typically

<i>and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes</i>	entry level and more affordable housing options than single detached units. The proposed units will contribute to the overall diversity of the City of Barrie housing stock and provide alternative options for first time buyers, lower income individuals and people at all stages of life.
2.2.1.4 e) Provide for a more compact built form and a vibrant public realm, including public open spaces;	The proposed development is at a density of 72 units per net hectare or 187 people and jobs per hectare, which is above the density requirements of the Growth Plan. Such density provides for a more vibrant public realm. There are no public open spaces proposed on the subject lands.
2.2.1.4 f) Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability	The proposed development will include LID stormwater techniques, as required by the LSRCA. The exact location of such LIDs will be determined through a future design charette with H&H capital.
2.2.1.4 g) <i>Integrate green infrastructure and low impact development</i>	Addressed through the FSR/SWM report prepared by PEL.

2.2.7 Designated Greenfield Areas

2.2.7.2 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 proposed development is 72 units per net hectare or 187 people and jobs per hectare (using the City of Barrie Development Charge Background Study PPU for Multiples of 2.571), which far exceeds the minimum density target of the designated greenfield area of 50 residents and jobs combined per hectare.
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3.2.7 Stormwater Management

3.2.7.1 a) – h) 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 preparation of the Salem Secondary Plan, the City of Barrie conducted the necessary technical background studies in stormwater among others. The FSR/SWS report prepared by PEL demonstrates that the proposed servicing of the subject lands is in conformity with these macro technical studies.
3.2.7.2 a) – d) <i>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: (i) is informed by a subwatershed plan or equivalent; (ii) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; (iii) establishes planning, design and construction practices to minimize vegetation removal,</i>	In preparation of the Salem Secondary Plan, the City of Barrie conducted necessary technical background studies in stormwater among others. The FSR/SWS report prepared by PEL demonstrates that the proposed servicing of the subject lands is in conformity with these macro technical studies.

<i>grading and soil compaction, sediment erosion, and impervious surfaces; and (iv) aligns with the stormwater master plan for the settlement area, where applicable</i>	
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APPENDIX 3: MUNICIPAL POLICY REVIEW

- APPENDIX 3 -

910 Veterans Drive, City of Barrie

REVIEW OF THE CITY OF BARRIE OFFICIAL PLAN POLICIES

The following is an in-depth review of the Barrie Official Plan to support the Planning Act Applications for 910 Veterans Drive, City of Barrie.

City of Barrie Official Plan

3.0 General Policies

3.1.1 (a) <i>To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools and recreation opportunities.</i>	The proposed townhouse development assists with the provision of a mix of dwelling types along Veterans. In addition, the development will be proximate to future and existing local services, open space, school and recreational opportunities planned as part of the Salem Secondary Plan.
3.1.1 (e) To direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension	The proposed townhouse development is within an approved Secondary Plan area and will take advantage of the large planned infrastructure investments necessary to services these lands.
3.1.2.2 (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; (Mod D (g)) ii) giving priority to lands adjacent to existing development; iii) sequential development of neighbourhood facilities; iv) provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h)) v) provision of schools and parks; vi) provision of sidewalks and access to public transit.vii) sequential construction of collector roads and access to arterial and boundary roads; viii) sequential	The proposed townhouse development: i) provides for dense form of development that will contribute to the overall housing stock of the City of Barrie; ii) will be developed in concert with the H&H lands to the north and west; iii) will be developed in concert with the H&H lands and the respective community facilities on their lands; iv) will be required to be serviced through the advancement of planned infrastructure; v) will be developed in concert with the Salem Secondary Plan schools and parks; vi) will have public sidewalks and future connection to transit through the lands to the south; vii) will be developed sequentially together with large road construction through the H&H lands; viii) will be developed through the construction of infrastructure through the H&H lands; ix) will have adequate storm drainage as per the

construction of sanitary sewer and watermain extensions and electrical distribution systems; ix) adequacy of storm drainage; and, x) protection of the environment and significant natural resources	submitted FSR/SWM prepared by PEL; and x) does not contain an significant natural environments features.
3.1.2. (a) Development of the City's designated greenfield area shall be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare as measured by the Growth Plan	The proposed development is 72 units per net hectare or 187 people and jobs per hectare, which far exceeds the minimum density target of the designated greenfield area of 50 residents and jobs combined per hectare.
3.3.1 a) <i>To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents.</i>	The proposed townhouse dwellings provide for a housing alternative along Veterans. The project will contribute to meeting the needs of current and future residents of the City through offering an alternative in terms of housing type, size, and affordability.
3.3.1 b) <i>To ensure that the quality and variety of the housing stock is maintained and improved.</i>	The proposed townhouse development will provide additional housing stock in a quality design to the current inventory of the City.
3.3.1 c) <i>To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.</i>	The proposed townhouse dwellings will be a dense, well-designed development making efficient use of land, and planned infrastructure/facilities at this intensification opportunity. Its location is proximate to a variety of future amenities. The density of the development will support a transit network in the area and its location will encourage active transportation and public transportation modal share.
3.3.1. d) <i>To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.</i>	Townhouse units add to the diversity and range of available housing options within the City and support the continuation of building a complete community. In addition, the location of the development will be proximate to community areas and commercial establishments. This will contribute to a complete community.
3.3.1 e) <i>To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.</i>	Townhouse development contributes to the size of housing stock within the City. It is intended that this development will meet the social, health and well being requirements of current and future citizens of the Salem

	Secondary Plan Area.
3.3.1 f) <i>To direct 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 future population.</i>	Municipal infrastructure will be available to service the development. Existing and planned public service facilities, including recreational opportunities, are proximate to the proposed development. Parkland and a school will all be proximate to the subject lands.
3.3.2.1 a) <i>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.</i>	Townhouse dwellings will provide a less expensive housing option for residents. The proposed development will provide an alternative for prospective residents in this area of the City.
3.3.2.1 c) <i>The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of the Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization.</i>	The subject lands are an ideal candidate for development. They provide an exceptional opportunity for intensification and the introduction of higher densities, given their location along Veterans, and proximity to a major intersection (Veterans/McKay). They will be centrally located in the Salem Secondary Plan Area. The Planning Justification Report advises how the proposed intensification project addresses the planned character and density targets for the Salem Secondary Plan Area, and outlines the need for certain zoning standards to be revised to allow for the development to move forward.
3.3.2.1 g) <i>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.</i>	The proposed density will support the goal of fostering a complete community and making efficient use of transit, infrastructure and active transportation initiatives along Veterans Drive, and the surrounding area as it develops in the future.
3.3.2.2 a) <i>It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria: 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</i>	The nature of the proposed development is geared towards providing more affordable housing than lower density housing units, such as single detached dwellings. Townhome units are generally one of the more affordable dwelling types within the City of Barrie in the context of home ownership.

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. 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.	
3.3.2.2 c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.	The subject lands are in close proximity to a wide array of community, commercial, and service facilities, both existing and planned.
3.3.2.2 d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.	The requested variances to the Zoning By-law would provide standards to allow for the development of this more affordable housing type.
3.5.2.3 a) In reviewing development proposals, the City shall protect, maintain and enhance water and water related resources on an integrated watershed management basis	Noted. The submitted FSR/SWM from PEL provides more information in this regard.
3.5.2.3 b) The City will maintain and, where possible, protect, improve or restore the quality and sustainability of surface and groundwater resources.	Noted. The submitted FSR/SWM from PEL provides more information in this regard.
3.5.2.3 c) The City will promote water conservation and support the efficient use of water resources.	Noted. The submitted FSR/SWM from PEL provides more information in this regard.
3.5.2.3 d) The City shall protect or improve water quality and quantity by minimizing cross jurisdictional or cross watershed impacts, in consultation with the Conservation Authorities.	Noted. The submitted FSR/SWM from PEL provides more information in this regard.
3.7.2.1 a) A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy	The proposed development contributes to a compact urban form and supports the use of existing transit services. The development will

<i>consumption and improving air quality will be promoted.</i>	promote active transportation through connection to the sidewalk network, and its proximity to commercial, and recreational services along Veterans and in the adjacent plan of subdivision.
3.7.2.1 b) Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;	This will be addressed as part of the building permit application.
3.7.2.1 c) <i>In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials.</i>	This will be addressed as part of the building permit application.
3.7.2.1 d) The retention of forests and tree planting will be encouraged to enhance and improve the “urban forest” and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.	The retention of existing trees is not possible due to significant grade changes on the site and location of future roads and buildings. New plantings will be made as per City of Barrie requirements.

4.0 Land Use Policies

4.2.1 b) <i>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.</i>	The introduction of this townhouse development will assist the City in advancing a complete community, by offering an alternative housing form within the Salem lands. The development will be walkable, and proximate to a variety of services and facilities (recreational, institutional, etc.).
4.2.1 c) <i>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.</i>	The proposed development proposes densities that are supportive of the existing local and inter-city transit network. Connecting to the existing sidewalk network will encourage active transportation. The density proposed will contribute to the City reaching its intensification and density targets.
4.2.1 e) <i>To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.</i>	The subject lands are well suited for intensification and are designated “Residential Area”. Therefore they would not jeopardize the expansion of non-residential uses noted in this policy.
4.2.1 f) <i>To plan the location and design of</i>	The subject lands are designated “Residential”.

<i>residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.</i>	Low density single detached dwellings and townhouses of similar form are anticipated to development in the adjacent lands. Development on the site is proposed at a density and scale that is not anticipated to create conflicts with other uses in its vicinity.
4.2.1 g) <i>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 while continuing to support the integrity of stable neighbourhoods.</i>	The proposed development is considered high density as it is in excess of 54 units per hectare, as defined in Section 4.2.2.2 (e). The development will be designed to a high degree of architectural quality and is not anticipated to have any negative impacts on the integrity of the planned neighbourhood to the west. In addition, the density proposed is in line with the density targets of the Salem Secondary Plan, which will be discussed further below.
4.2.2.1 a) <i>Where lands are designated Residential on Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes.</i>	The subject lands are designated "Residential Area" and propose townhome dwellings.
4.2.2.2 e) <i>High density residential development shall consist of developments which are in excess of 54 units per net hectare.</i>	The proposed townhouse development is interpreted by this policy as a high-density development.
4.2.2.3 a) <i>In areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high-density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to the Plan. In areas where a secondary plan is not in effect, the locational criteria outlined in the remainder of this section shall apply.</i>	The subject site is within the Salem Secondary Plan Area. The densities proposed are in line with the targets set forth in Policy 8.5.4.3(e) and thus do not require an amendment to the OP.
4.2.2.3 b) <i>Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are: i) adjacent to arterial and collector roads; ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial</i>	The subject lands are located i) along an Arterial Road; ii) are proximate to future planned public facilities such as schools, parks and commercial developments; and iii) services and infrastructure are planned to service the proposed development.

development; and iii) where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate.	
4.2.2.4 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 provides 106 parking spaces, at a rate of 2 spaces per dwelling unit.
4.2.2.4 b) Densities will 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.	Densities will be compatible with adjacent land uses.
4.2.2.4 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).	An Environmental Noise Feasibility Study has been submitted with the application.
4.2.2.5 b) Uses in the Residential designation require the provision of full municipal sewer and water services.	The development will be fully serviced by municipal services.
4.2.2.6 a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.	The proposed development is considered a redevelopment intensification project. It will result in a compact urban form.
4.2.2.6 b) Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan.	The proposed development is located in the Salem Secondary Plan and its designation promotes development of higher densities.
4.2.2.6 c) Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the	The proposed townhouse development will be well-designed and will be at a density that makes efficient use of land, facilities and

<i>use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.</i>	existing infrastructure at this intensification opportunity along Veterans. Its location is proximate to planned institutional, and recreational opportunities.
4.2.2.6 d) <i>Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:</i>	
(i) <i>That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;</i> (ii) <i>That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;</i> (iii) <i>That public transit is available and accessible;</i> (iv) <i>That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;</i> (v) <i>That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and</i> (vi) <i>That consideration is given to the preservation of heritage resources.</i>	(i) The scale and character of this development is compatible with adjacent land uses in terms of height, massing, and scale; (ii) Infrastructure, transportation facilities, and community facilities are present or planned in the surrounding area; (iii) It is anticipated that transit services will be expanded to service the Salem Secondary Plan lands; (iv) This development is taking place in accordance with the Official Plan and where intensification has been planned; (v) The townhouse dwellings will be of high quality design and construction; (vi) There are no heritage resources located on or adjacent to the subject lands.
4.2.2.6 d) <i>Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan.</i>	Refer to intensification policies contained under Section 8.0 of this Appendix (Salem Secondary Plan policies).

5.0 Servicing and Transportation

5.1.1 b) <i>To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.</i>	The proposed development will be fully serviced by planned municipal infrastructure.
5.1.1 e) <i>To ensure that servicing of</i>	Addressed through the FSR/SWM report.

development shall employ best management practices to ensure sensitivity to the natural environment and efficiency of City services and operations	
5.1.2.1 j) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre.	Addressed through the FSR/SWM report.
5.3.2.2 a) An application for major development shall be accompanied by a stormwater management plan that demonstrates:	
i) An integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales; ii) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and iii) Through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized	The accompanying FSR addresses how these criteria are addressed through the proposed development.
5.3.2.2 b) Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:	
i) Encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls; ii) Encouraging the implementation of innovative stormwater management measures; iii) Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as	The accompanying FSR addresses how these criteria are addressed through the proposed development.

<i>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;</i> <i>iv) Supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and,</i> <i>v) Support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls,</i>	
5.3.2.2 e) <i>Stormwater management facilities for development proposals shall not be located on lands designated Environmental Protection or Open Space unless in accordance with provincial policy.</i>	Addressed through the FSR/SWM report.
5.3.2.3 a) <i>New development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm.</i>	Addressed through the FSR/SWM report.
5.3.2.3. b) <i>Stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and flood water by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the MOE Planning and Design Manual and the policies of the Conservation Authorities. (This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of</i>	Addressed through the FSR/SWM report.

<i>stormwater related to the development or redevelopment.</i>	
5.4.1 d) <i>To develop the Intensification Areas identified on Schedule I – Intensification Areas of this Plan at densities that are transit supportive and provide linkages to major transportation hubs and routes such as the major transit stations.</i>	The proposed density will support the future transit routes along the Veterans/McKay corridors and adjacent planned streets.
5.4.2.1 c) <i>Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered.</i>	Access is from a laneway that is a continuation of the adjacent development.
5.4.2.3 b) <i>High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.</i>	It is anticipated existing transit routes will be expanded to service the Salem lands. The density of the proposed development warrants expansion of the network.
5.4.2.3. c) <i>New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.</i>	The proposed development provides pedestrian connection from the units directly to Veterans and adjacent lands.
5.4.2.4. b) <i>Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.</i>	The development will be connected to the municipal sidewalk and road network.

6.0 Implementation

6.2.2.1 a) New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, sewage disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other community facilities.	The FSR/SWM Report prepared by PEL demonstrates how the subject lands will be serviced.
6.2.2.1 b) New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing complete communities while minimizing impacts on the City's existing property tax base	As demonstrated in the Planning Justification Report and this policy analysis, the proposed development complies with the policies of the City of Barrie Official Plan.
6.2.2.1 c) New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that	The proposed development has a single Municipal Lane traversing the site, which provides a yield of 72 units per net hectare

they do not adversely impact on the transportation system, the natural environment, or adjacent land uses.	which is very efficient from a land use and servicing perspective and complies with all density requirements of the Growth Plan and City of Barrie Official Plan.
6.2.2.1 d) New plans of subdivision must be integrated with adjacent lands, subdivisions, and roads.	The proposed development has been designed to be integrated into the surrounding H&H subdivision.
6.2.2.1 e) The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency (e.g., solar).	The layout of the proposed development is limited by the existing Veterans Drive and surrounding H&H development.
6.2.2.2 a) New plans of subdivision must indicate the proposed use for all lots, blocks and parcels within the subdivision.	The proposed draft plan of subdivision details the requirements under the Planning Act including this policy.
6.2.2.2 b) The City may require a subdivider of land to enter into one or more agreements to ensure the provision of the required works and facilities as well as maintenance thereof. Subdivision agreements shall be registered against the title of land to which they apply.	Noted.
6.2.2.2 c) Approval of draft plans of subdivision may include provisions which require a subdivider to satisfy certain conditions prior to final approval and registration of the plan of subdivision. The developer will be required to satisfy these conditions within a specified time period, following which the draft plan approval will lapse if the conditions are not satisfied.	Noted.
6.2.2.2 d) Developers may be required to prepare studies relating to the proposed plan of subdivision in accordance with Section 6.11.	Noted. The proposed development was submitted with various supporting studies.
6.2.2.2 e) i) keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity; ii) removal of vegetation shall not occur more than 30 days prior to grading or construction; iii) put in place structures to control and	i) Noted; ii) Noted; iii) This will be determined through detailed engineering design; iv) this will be determined through detailed engineering design; v) this will be determined through detailed engineering design; and vi) this will be determined through detailed engineering design.

covey runoff; iv) minimize sediment that is eroded offsite during construction; v) seed exposed soils once construction is complete and seasonal conditions permit; and vi) ensure erosion and sediment controls are implemented effectively	
6.5.2.2 a) i) <i>Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.</i>	The site has been designed to be compatible with the surrounding area in terms of massing, scale, and design. Details will be determined at building permit application stage.
6.5.2.2 ii) <i>The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.</i>	To be confirmed at building permit application stage.
iii) <i>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.</i>	To be confirmed at building permit application stage.
v) <i>Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.</i>	Internal walkways service the development.
vi) <i>Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.</i>	The walkways on-site will be connected to the future public street network.
6.5.2.2. b) i) <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.</i>	A single laneway connects driveways to the road network.
iv) <i>Major parking, loading and delivery areas, as well as garbage enclosures, should be confined to the rear of the buildings.</i>	There will be no specific parking, loading and delivery areas.
6.5.2.2. c) i) <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.</i>	To be determined at detailed engineering and landscape design stage.
iii) <i>No Environmental Protection Area should be included in the minimum landscaping standard.</i>	N/A

iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.	To be confirmed at detailed engineering and landscape design stage.
6.5.2.2. d) i) Redevelopment proposals, including infill and intensification, or change of use should address opportunities to re-naturalize piped channelized watercourses in the design.	N/A
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.	N/A
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.	Please refer to Tree Inventory and Preservation Plan.
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 EIS 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.	N/A
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 EP Area designation of this Plan.	N/A
6.5.2.2 e) 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.	Signs will be determined at detailed engineering design stage.
6.5.2.2 g) 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.	To be confirmed at detailed engineering stage.

iv) <i>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.</i>	The proposed development is designed in a compact form, at a density that efficiently utilizes existing infrastructure, and is accessible to commercial, employment and other facilities in the surrounding area.
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6.6 Tall Buildings and Height Control

6.6.1 <i>The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height.</i>	The policies of Section 6.6 apply to this development as some of the buildings are proposed to reach a height of four (4) storeys.
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6.6.3 General Policies

6.6.3 (b) <i>Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.</i>	The buildings have been designed with a narrow footprint, resulting in a slim structure.
6.6.3 (c) <i>Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.</i>	The buildings are sufficiently setback from the development expected in the area. No towers are proposed on the subject lands.
6.6.3 (d) <i>Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.</i>	All parking will be contained on private driveways and garages on the interior and western limit of the site. No above ground structure is proposed.
6.6.3 (e) <i>Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.</i>	To be confirmed at building permit application stage.

6.6.4 Policies	
6.6.4 (a) (ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.	The buildings have been positioned on the site to reduce the impact to the greatest extent possible. No towers are proposed on the subject lands.
6.6.4 (c) (ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, façade interruptions, arcades, landscaping, or other creative solutions.	To be confirmed at the building permit application stage.
6.6.4 (d) (ii) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.	The proposed structures have been designed to foster an inviting public realm to the pedestrian and connect to the public sidewalk system of the area
6.6.4 (d) (iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.	The primary building façades are oriented towards Veterans Drive. All entrances will be connected to the public sidewalk system.
6.6.4 (d) (iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.	To be confirmed at building permit application stage.

6.6.6 Tall Building Application Submission Requirements

6.6.6 (a) (iii) A <u>SHADOW IMPACT STUDY</u> demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.	A Shadow Impact Study has not been identified as a requirement for submission at this stage.
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Section 8.0 Salem Secondary Plan (2010 Annexed Lands West)

8.2.4.5 Residential Area Residential Areas permit a range of low and medium density residential uses which will be predominately ground related development. In addition, related uses such as parks, schools, places of worship, special needs housing, and home occupations will also be located in Residential Areas. These areas will be organized such that residents are generally within a five-minute walk of parks facilities. In addition, the City will work to ensure that access to other community facilities, particularly elementary schools, is maximized.	The draft plan respects the vision of the Residential designation. The design incorporates medium density uses, with community amenities and services centrally located within the community.
8.2.8 Density The average density for population and employment for the Salem and Hewitt's Secondary Plan Areas is 50 persons and jobs per hectare which reflects the density for both the developable Plan Areas combined.	The densities of the development are consistent with Policy 8.2.8. Please refer to the Planning Justification Report.

8.3 Natural Heritage System

8.3.6.1 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 8B be located:	The proposed development will drain to a SWM facility outside of the site boundaries in the H&H lands. This is detailed in the FSR/SWM Report from PEL.
8.3.6.1 a) outside the Natural Core Area designation with the exception of any related buffer;	The proposed development will drain to a SWM facility outside of the site boundaries in the H&H lands. This is detailed in the FSR/SWM Report from PEL.
8.3.6.1 b) outside any High or Medium	The proposed development will drain to a

Constraint Stream Corridor Areas with the exception of any related buffer; and,	SWM facility outside of the site boundaries in the H&H lands. This is detailed in the FSR/SWM Report from PEL.
8.3.6.1 c) in Natural Linkage Areas as designated conceptually on Schedule 20B, provided that the facility does not occupy more than 50 percent of the width of the Natural Linkage Area. Notwithstanding the foregoing, facilities are to be located outside the floodline, meanderbelt allowance, erosion/access allowance and any confined valley and there shall be no loss of flood storage or conveyance. Further, retrofits of existing stormwater management works (i.e. improving the provision of stormwater services to existing development in the watershed where no feasible alternative exists) shall be permitted, but notwithstanding the foregoing, no new stormwater management facility shall be permitted in the Lake Simcoe Watershed in any key natural heritage feature, key natural hydrologic feature or related vegetation protection zone.	The proposed development will drain to a SWM facility outside of the site boundaries in the H&H lands. This is detailed in the FSR/SWM Report from PEL.

8.4 Community and Sustainable Design Strategy

8.4.1 Purpose <i>The objective of the Salem Secondary Plan, as set out in the Vision and Planning Principles for the Salem and Hewitt's Secondary Plan Lands, is the creation of a complete community providing a range of employment, housing, and a mix of other uses that allow residents to live, work, and play in their community. High quality and sustainable community design is a key to the achievement of this objective and the policies of this section establish general design policies for the Salem Plan Area.</i>	The site has been designed with these principles in mind. The mix of land uses in proximity will contribute to the establishment of a complete community.
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8.4.2. (a) <i>The Salem Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a complete community and sustainable development through the efficient use of land and infrastructure including such features as the Natural Heritage System; the land use arrangement including mixed use nodes and corridors, provision of live-work opportunities and a mix of housing and employment opportunities; a modified grid street system which enhances the opportunity to provide transit and active transportation facilities; neighbourhoods with parks and schools as their focal points within a five-minute walk of most residents; and measures designed to maintain the natural hydrologic cycle and function of the watersheds and protect ground and surface water quantity and quality. Schedule 8A, Community Structure illustrates this conceptual design, together with Schedule 8C, Land Use Plan and Schedule 8D1, Transportation Plan.</i>	The development has been designed to contribute to a complete community. It provides a mix of housing types, is conducive to public and active transport, and is in proximity to a school and park block as a focal point of the community. The neighbourhood structure is in line with the vision of the Salem lands.
8.4.4 Design and Sustainable Development Policies	

8.4.4.2 (a) <i>All development, particularly in the Mixed Use Nodes and Corridors identified on Schedule 8A, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.</i>	The lands fronting Veterans are designated Residential. These lands will be developed at densities that will be conducive to public and active transport. Uses will be varied, including high density residential.
8.4.4.2 (b) <i>Each residential neighbourhood will have distinctive characteristics, but also a number of common features including:</i> <i>i) a central focal point including a Neighbourhood Park, and where required an elementary school or schools, and related facilities such as day care and central mail pickup facilities, within a five minute walk of most residents;</i> <i>ii) a character which is primarily residential, but which will also include a range of uses including live-work, institutional and open space uses;</i> <i>iii) a range of lot sizes, building types, architectural styles and price levels to accommodate a diverse population; and,</i> <i>iv) a variety of open space including parks, Village Squares, and private open space in accessible locations which can act as "meeting places" for residents.</i>	The development introduces medium density development adjacent to a plan of subdivision that includes the following common features: i) A central park and school block; ii) The development is residential in nature; iii) The development contains a diverse range of housing types, densities, and sizes. It is anticipated that prices will reflect this diversity in housing type; and, iv) A park block is located in proximity to the development.

8.4.4.2 (d) The Salem Secondary Plan Area has a number of barriers to connectivity and accessibility, both internally and externally, including Highway 400, limited street connections to surrounding areas, the Trans Canada Pipeline corridor, the width of arterial streets, and the Natural Heritage System. To address this issue, development shall be based on: i) a modified grid street system generally as identified on Schedule 8D1, with an interconnected networks of streets which is also designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service, as well as supporting walking and cycling. In addition, a pathway system will be provided for walking and cycling; ii) a local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system and recognition of topography and the Natural Heritage System. Culs-de-sac will generally only be permitted when warranted by site conditions; iii) street and pathway crossings of the Natural Heritage System, Highway 400, and the railway and utilities and connections to adjacent areas generally as identified on Schedule 8D1; iv) street cross sections for all streets, and access and parking provisions which reflect the abutting land uses (e.g. context sensitive design) and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle and transit friendly environment; and, v) connections will be made to other parts of the City whenever possible through street, pedestrian, and bicycle links to ensure the community functions in an integrated manner.	i) We note the block plan for the sub-area is based on a modified grid street system. ii) We note the block plan for the sub-area is based on a modified grid street system. There are no cul-de-sacs proposed in the subject development. iii) The subject lands do not encompass large NHS systems, railroads or the 400 highway. iv) The subject lands are designed to integrate into the larger H&H subdivision which surrounds the site to the north and west. The street cross sections for Veterans Drive and the internal Municipal Lane have taken into consideration adjacent land uses and facilitate connection through the provision of municipal sidewalks. v) The proposed development will connect to the immediate area through the provision of sidewalk connections. Furthermore, a 7 metre road widening dedication is proposed for Veterans Drive which will facilitate the City to provide additional non-vehicular connections to other locations in the Secondary Plan area and larger City in the right-of-way.
8.4.4.4 (c) Street Frontage The following policies relate to the relationship between the street and abutting land uses:	i) Reverse lotting is not proposed. ii) A noise study has been submitted in support of the proposed development application.

i) Reverse lotting will not be permitted unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. A range of alternatives will be used to ensure a high quality streetscape including lanes, service streets and “window” streets. If there is no alternative to reverse lotting, it will be kept to the minimum and landscaping, as well as site and landscape design, will be used to mitigate the impact on the streetscape. ii) Noise sensitive properties will be buffered through mechanisms such as restrictions on the type of land use, building design, building location on the lot, location of outdoor living space and through the provision of landscaping such as enhanced planting of street trees. Buffering such as noise fences, berms and rear lotting, with the exception related to rear lotting identified in sub section i) above, and where side yards flank arterial streets, which restrict visual and physical access to the street shall generally not be utilized. iii) Buildings, structures, and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. The heights of buildings should be related to street widths to create a more comfortable pedestrian environment, so that generally the wider the street, the higher the building height. iv) Buildings on corner lots on Arterials and Collectors should be sited and massed toward the intersection. v) In residential areas, garages shall be designed so they are not the dominant feature in the streetscape in particular, attached garages should not generally project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law.	iii) The units fronting onto Veterans Drive are proposed to be 4 stories in height. Directed taller buildings to Veterans Drive is appropriate and will contribute to providing a more friendly pedestrian environment. iv) There are no corner lots on Arterial or Collector Roads in the proposed development. v) The proposed garages will generally be flush with the façade of the building and as such, will not dominate the streetscape.
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8.4.4.4 Streetscape Design

The streetscape consists of streets and public frontages. The streets provide for traffic and parking capacity, as well as cycling facilities. The public frontage provides for pedestrian circulation and contributes to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters, street trees, and other street furniture; as well as features such as centre medians. The policies of Section 8.6.3 provide direction with respect to the standards for typical streets; while the Urban Design and Sustainable Development Guidelines will provide detailed direction for public frontages and other design treatments which reflect the following directions.

8.4.4.4 (b) Pedestrian/Cyclist Comfort <i>Pedestrian/cyclist comfort and safety will be a priority in streetscape design</i>	The street network will be designed as an attractive environment for pedestrians and cyclists through the provision of sidewalks
8.4.4.7 The City shall work with the Barrie Police Service to promote safety, security, and accessibility to all development and public areas based on the principles of Crime Prevention through Environmental Design (CPTED).	Noted. The street network is being designed as an attractive environment for pedestrians through the provision of sidewalks and will have "eyes on the street".

8.5.4 Mixed Use Nodes and Corridors: Interim and Ultimate Development

8.5.4 Development in Mixed Use Nodes and Corridors identified on Schedule 8A is intended to provide primarily for mixed use development. However, it is recognized that the initial development will not necessarily reflect the ultimate built form, although the City will work to ensure that the density target of Section 8.2.8 is achieved.	The density target of Section 8.2.8 will be achieved.
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8.5 Land Use Strategy

8.5.10 Residential Area

8.5.10.1 Goals <i>(a) To develop a residential community with its own character, while providing for a diverse range of housing options as well as live-work opportunities, and transit-supportive development patterns and densities.</i> <i>(b) To develop residential districts and neighbourhoods that each have a "sense of place" created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and Village Squares which are designed as "meeting" points for the immediate area.</i>	(a) The development will provide a new housing option and will be developed at a transit-supportive density. (b) The development will be pedestrian oriented through the provision of sidewalks. Community facilities are located in close proximity to the development, including a park and school block.
8.5.10.3 (b) The City shall require that a variety of residential building types and densities be developed throughout the Residential	The development contributes to the variety of residential building types and densities in the Salem lands.

<i>designation in each residential district, including a mix of low and medium density development designed to achieve a target for the Salem 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.</i>	
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8.6.3 Transportation

8.6.3.1 General <i>(a) City streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City's streetscaping design policies in Section 8.4.4.4. Such facilities shall generally be designed to conform to the following standards and the other applicable policies of this Plan. Transportation facilities shall also be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (Transportation Master Plan).</i>	(a) The FSR details the street cross section.
8.6.3.2 Transit <i>(a) The City shall work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services.</i>	(a) The development's density and street network configuration will be conducive to transit.

8.6.4 Water and Wastewater Services

8.6.4 (a) <i>All new urban development in the Salem Secondary Plan Area shall be connected to municipal water and wastewater systems, with the exception of development as noted in Section 8.6.2.</i>	The development will be fully serviced by municipal infrastructure.
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8.6.5 Stormwater Management

8.6.5 (a) <i>All new development shall comply with the recommendations of the Drainage and Stormwater Management Master Plan with respect to stormwater management, including the use of Low Impact Development Design Standards which will be encouraged. No amendments to the Secondary Plan shall be required to implement the directions in the</i>	The FSR/SWM report speaks to this policy.
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Master Plan, for changes to the number or location of stormwater management facilities or where the Plan supports the realignment or other modifications to streams or changes in the locations of drainage facilities.	
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8.8.2 Zoning By-law

8.8.2 The Salem Secondary Plan may be implemented by appropriate amendments to the City's Zoning By-law. In this regard, the bonus provisions of Section 6.8 of the Official Plan shall be applicable. In addition, the City may recognize in the zoning by-law an existing land use which is not permitted in accordance with the provisions of the Secondary Plan, and may provide for its expansion and enlargement, where such are deemed by the City to not adversely affect the implementation of the policies of the Secondary Plan, and the use is, or can be made, compatible with adjacent proposed uses.	A Zoning By-law Amendment is required to move forward with the proposed development as the historic Town of Innisfil zoning by-law applies to the lands.
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