



Excellence Reliance Innovation

Planning Justification Report

970 Mapleview Inc.

932, 970, 1002 and 1006 Mapleview Drive East, City of Barrie

Applications for Zoning By-law Amendment &
Revision to Draft Approved Plan of Subdivision
(Re: 932 Mapleview Drive East)

November, 2020

The Jones Consulting Group Ltd.

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1.0 INTRODUCTION

On behalf of our client 970 Maplevue Inc., we are pleased to provide this Planning Justification Report in support of applications for Zoning By-law Amendment and a Revision to a Draft Approved Plan of Subdivision for lands located at 932, 970, 1002 and 1006 Maplevue Drive East (**Figure 1**). The owner of 970, 1002, and 1006 Maplevue Drive East purchased 932 Maplevue Drive East (0.17 ha.) in August 2020 to integrate these lands with the approved subdivision located at 970, 1002 and 1006 Maplevue Drive East. As such, the purpose of the applications are as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the recently acquired lands located at 932 Maplevue Drive East from Rural Residential (RR) to Neighbourhood Residential (R5) to be consistent with the surrounding zoning of 970, 1002 and 1006 Maplevue Drive East and to facilitate additional residential development. The proposed rezoning will implement the Zoning By-law framework for the Hewitt's and Salem Secondary Plans.
- ii) **Redline Revision Application:** The Redline Revision application proposes to include the recently acquired 932 Maplevue Drive East parcel into the Draft Approved Plan of Subdivision for 970, 1002, and 1006 Maplevue Drive East. Specifically, the Draft Plan has been revised to facilitate the inclusion of four additional single detached dwelling lots.

Figure 1. Aerial Image of Subject Lands



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

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of Lot 19, Concession 12, former Township of Innisfil, now in the City of Barrie. The lands are known municipally as 932, 970, 1002 and 1006 Maplevue Drive East, and are located east of 20th Sideroad, on the north side of Maplevue Drive East. The lands located at 932 Maplevue Drive East are hereinafter referred to as the 'subject lands' and the lands located at 970, 1002 and 1006 Maplevue Drive East are hereinafter referred to as the 'draft plan approved lands'. The subject lands are rectangular in shape and comprise 0.17 hectares or 1,731 square metres with approximately 38.0 metres of frontage on Maplevue Drive East. The subject lands and draft plan approved lands comprise 41.71 hectares (103.06 acres), with approximately 611 metres of frontage on Maplevue Drive East. The subject lands currently contain a residential dwelling, while the draft plan approved lands are vacant with the exception of a sales centre, and model homes that are currently under construction. (**Figure 2**).

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

Figure 2. Location Plan



The immediate surrounding land uses include the following (**Figure 3**):

- **North:** Existing residential lots (**Figure 4**) consisting of single, semi-detached and townhouse dwellings and vacant/agricultural lands owned by 970 Maplevue Inc. within Phase 1 of the Hewitt's Secondary Plan Area which have been draft approved for residential uses, mixed-use blocks, stormwater management facilities and open space. Lands further north are owned by 1597229 Ontario Limited (also known as the 'Blue Sky' subdivision) and are draft plan approved for residential uses, open space and environmental protection lands.
- **West:** Existing residential lots consisting of single, semi-detached and townhouse dwellings (**Figure 5**).
- **South:** Vacant agricultural lands (**Figure 6**) and single detached dwellings located in Phase 1 of the Hewitt's Secondary Plan Area. The vacant agricultural lands are owned by 947 Maplevue Drive Inc. who are proposing a mixed use development, and south of these lands are lands owned by Maplevue South (Innisfil) Ltd. and have received conformity approval for residential uses, open space, environmental protection and stormwater management facilities.
- **East:** Vacant agricultural lands and a sales centre located within the Hewitt's Secondary Plan Area owned by 970 Maplevue Inc. (**Figure 7**). These lands have been draft plan approved for residential uses, mixed-use blocks, open space and stormwater management facilities. The redline and rezoning applications propose to integrate 932 Maplevue Drive into this draft approved subdivision.

Figure 3. Surrounding Uses

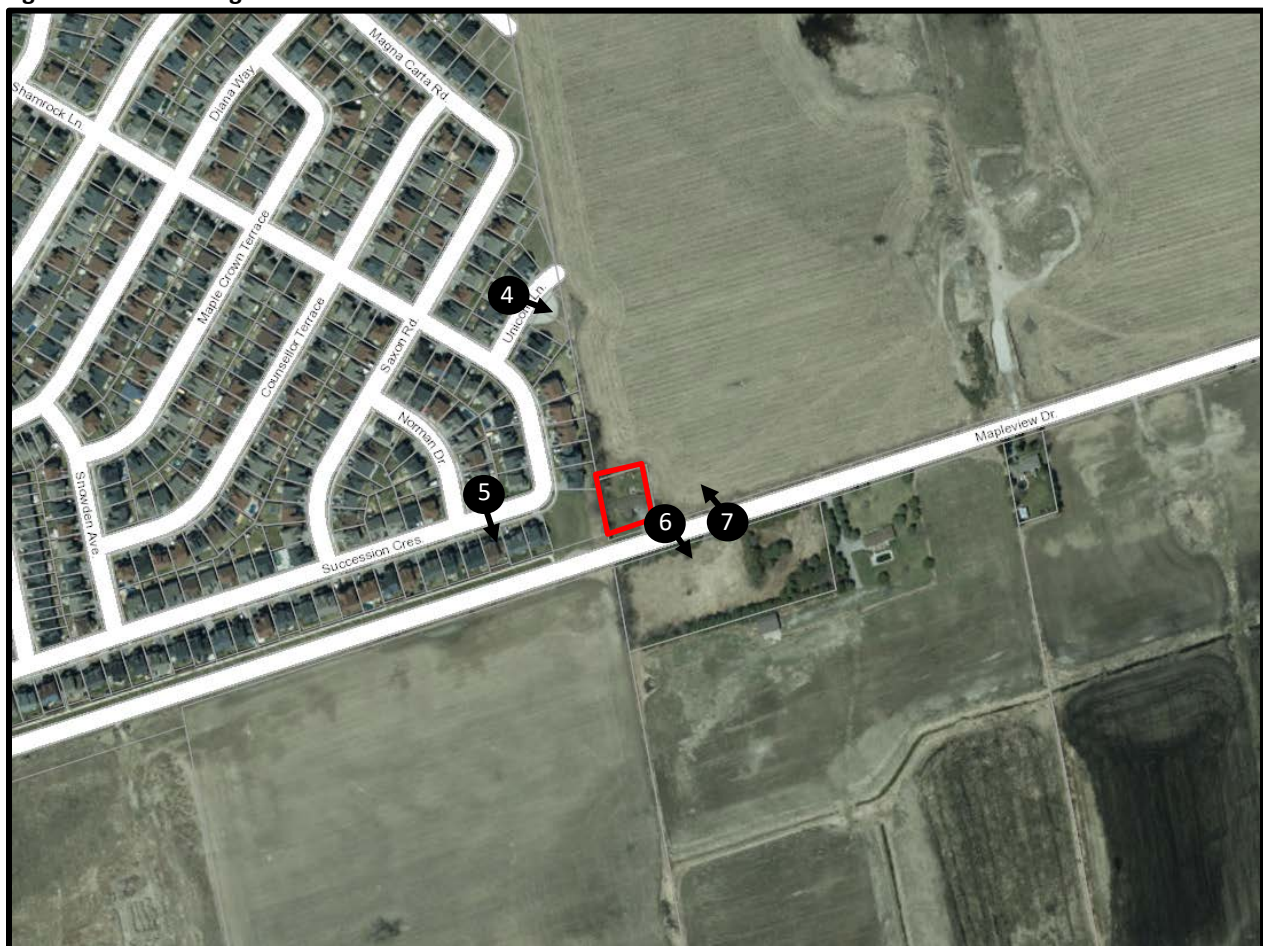


Figure 4. Existing single detached dwellings and vacant lands owned by 970 Maplevue Inc.



Figure 5. Existing single detached dwellings backing onto Maplevue Drive East

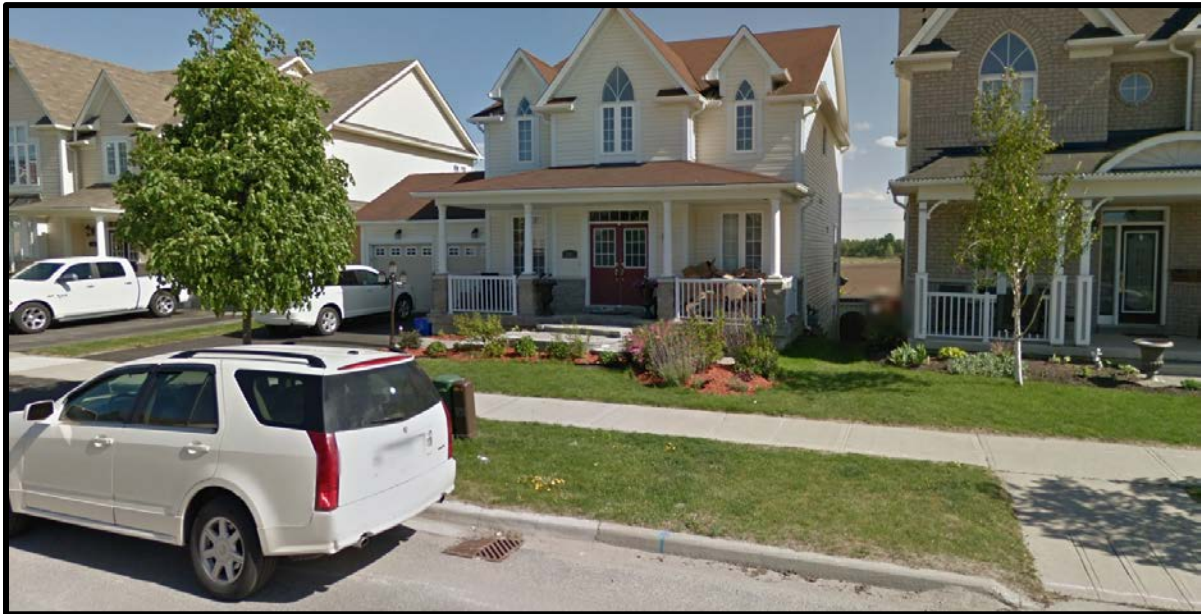


Figure 6. Vacant agricultural lands

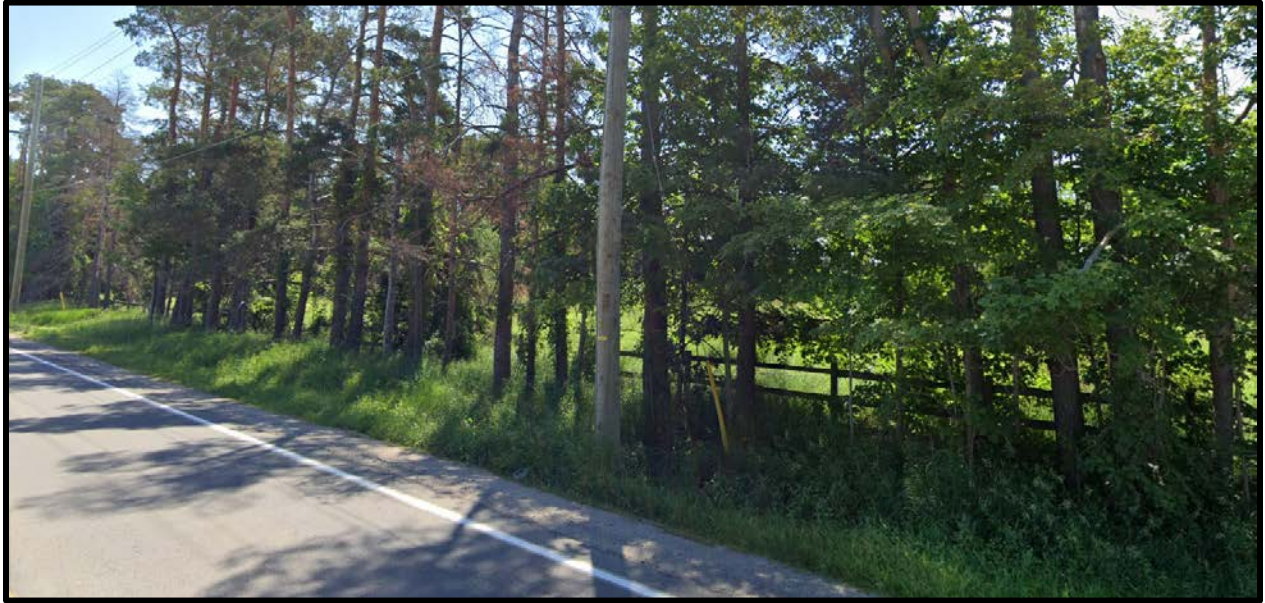


Figure 7. Sales Centre located at 970 Mapleview Drive East



3.0 BACKGROUND INFORMATION

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

Appendix 9B of the Secondary Plan contains the Master Plan for the Hewitt's Secondary Plan area. In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Plan for 970, 1002 and 1006 Mapleview Drive East was prepared and approved by the City prior to the submission of the original subdivision and rezoning applications. Following the approval of the Conformity Plan in September 2016, applications for Zoning By-law Amendment and Plan of Subdivision were submitted in February 2017. An updated Conformity Plan with the recently acquired lands located at 932 Mapleview Drive East was not required by the City of Barrie, as discussed in Subsection 4.1 of this Report.

The purpose of the previous application for Zoning By-law Amendment was to replace the former Agricultural (AG) and Rural Residential (RR) zoning on the lands located at 970, 1002 and 1006 Mapleview Drive East carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. On March 14, 2018, By-law 2018-015 was passed by Council to amend the City's Comprehensive Zoning By-law 2009-141, by rezoning the lands Neighbourhood Residential (R5), Neighbourhood Mixed Use (NMU), Open Space (OS), and Environmental Protection (EP). The associated City File number for this rezoning approval is D14-1627.

The purpose of the original application for Plan of Subdivision was to propose a subdivision located at for 970, 1002 and 1006 Mapleview Drive East containing a variety of residential dwelling types and densities, municipal roads, blocks for stormwater management, open space, environmental protection, and mixed use blocks. Draft Plan Approval was granted on June 1, 2018 for 810 units comprising 483 single detached residential lots, 116 semi-detached residential lots, 144 street townhouses, and 67 residential units within two mixed-use blocks (**Figure 8**). Two parkland blocks, a stormwater management block, a small environmental protection block, road widening block and municipal roads round out the subdivision. The associated City File No. for this approval is D12-430.

The purpose of the first application for Revision to Draft Approved Plan of Subdivision, submitted in March 2019 and approved in July 2019, was to propose 18 additional units, which consisted of increasing the number of townhouse units by 102, subsequently decreasing the number of single detached units by 92 and adding 8 future lots (**Figure 9**). In addition to lot changes, the application also consisted of corner lot adjustments, increase in the Mapleview Drive East road widening, minor road revisions and a radius adjustment. As noted above, the associated City File No. for this application is D12-430.

The purpose of the second application for Revision to Draft Approved Plan of Subdivision was to increase the number of townhouse lots by 133 and decreasing the number of single detached lots by 62 (**Figure 10**). This resulted in a total increase of 71 units. The application was submitted in January 2020 and approved in May 2020. As mentioned, the associated City File No. for this application is D12-430.

The purpose of the current Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision is to rezone the lands located at 932 Mapleview Drive East from Rural Residential (RR) to Neighbourhood Residential (R5) and to incorporate these lands into the draft approved plan of subdivision. Please refer to Section 4.0 of this Report for additional information.

932, 970, 1002 and 1006 Maplevue Drive East – 970 Maplevue Inc., Planning Justification Report
The Jones Consulting Group Ltd.



932, 970, 1002 and 1006 Maplevue Drive East – 970 Maplevue Inc., Planning Justification Report
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4.0 PROPOSED DEVELOPMENT

The Owner has submitted applications for Zoning By-law Amendment and Redline Revision to Draft Approved Plan of Subdivision, each of which are detailed below.

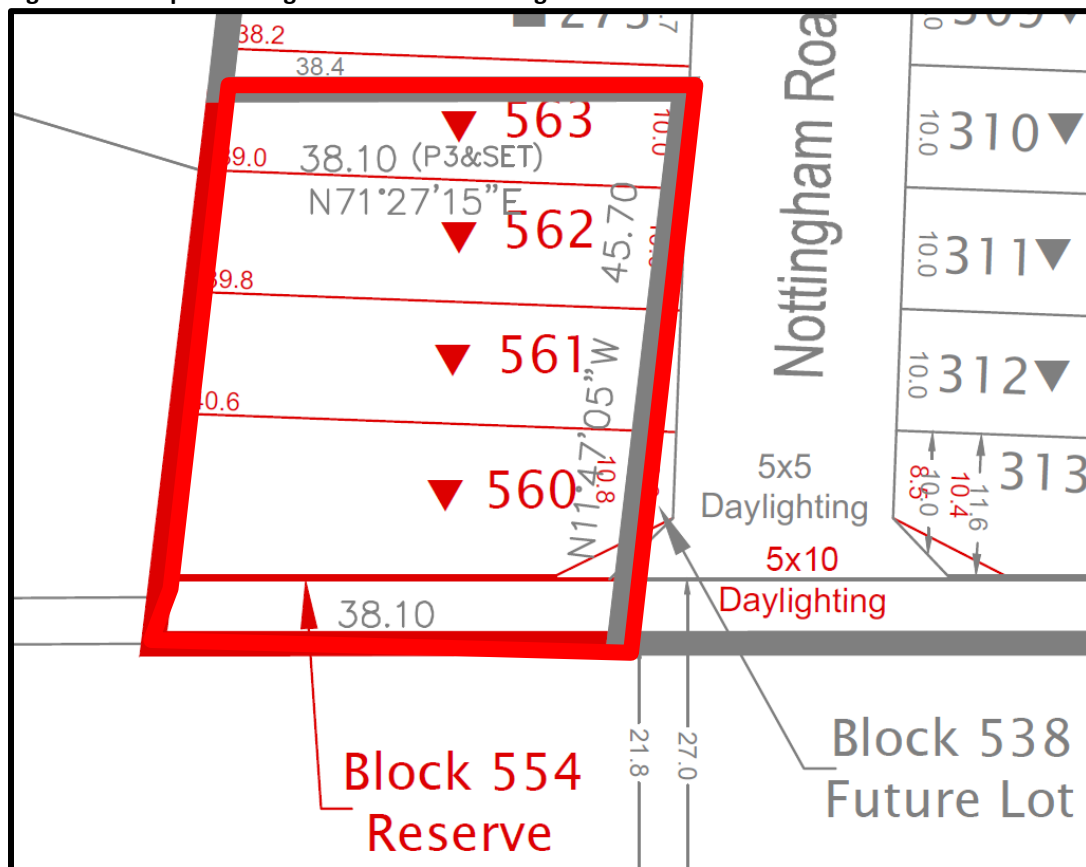
The purpose of the application for Zoning By-law Amendment is to replace the former Rural Residential (RR) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. The amendment would rezone the subject lands to Neighbourhood Residential (R5) (**refer to Section 5.6 of this Report**).

The application for Redline Revision to Draft Approved Plan of Subdivision is to integrate the lands located at 932 Maplevue Drive East into the approved Draft Plan of Subdivision at 970, 1002 and 1006 Maplevue Drive East. Approval of the Redline Revision application will facilitate the creation of an additional four single detached dwellings lots within the approved subdivision.

The proposed additional lots, Lots 560-563, will have 10.0 metre frontage along the approved local road "Nottingham Road (Street 'H')" and will have depths ranging from 38.2 metres to 40.6 metres (**Figure 11 and 12**). The addition of the four single detached dwellings into the draft approved subdivision has resulted in a minor adjustment to Lot 273 which is located north of proposed Lot 563. A road widening of approximately 5.18 metres for Maplevue Drive East is proposed to align with the road widening for the draft approved plan. The revision to the approved draft plan to add four single detached dwellings, increases the total unit count from 899 units to 903 units. The balance of the subdivision remains unchanged.

The proposed redlined to draft approved plan also includes a change to the daylighting triangle at the local road and arterial road intersection.

Figure 11. Proposed Single Detached Dwelling Units



KEY PLAN
SCALE: 1:25,000

Subject Lands

PHASE 1A

PHASE 1B

PHASE 2A

PHASE 2B

Subject Lands

790 MAPLEVIEW INC.
CITY OF BARRIE

4.1 Conformity Review

Prior to submitting formal applications within the Hewitt's Secondary Plan Area, owners are required to submit a Conformity Review Plan to ensure that the proposed development conforms to the Hewitt's Secondary Plan Master Plan. However, as discussed with Carlissa McLaren, Supervisor of Planning and Development, on July 7, 2020, a Conformity Review Submission was not required prior to submitting applications for rezoning and redline revision due to the minor nature of the applications being the addition of four single detached dwelling lots to the overall subdivision.

4.2 Neighbourhood Meeting

A Neighbourhood Meeting has not been held for the rezoning and redline revision applications. Carlissa McLaren advised the applications can proceed directly to submission. It is anticipated the statutory public meeting will provide the public with sufficient time to review and comment on the applications.

4.3 Supporting Technical Reports & Plans

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

1. Planning Justification Report

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

2. Supplemental Geotechnical Review

A Supplemental Geotechnical Review was prepared by EXP Services Inc. in support of the applications. The review assessed two boreholes that are located in close proximity to 932 Maplevue Drive East and a third borehole was reviewed in the Hydrogeological Report submitted with the original rezoning and Plan of Subdivision applications as prepared by R.J. Burnside & Associates Limited. The assessment of the three boreholes concluded the soil and groundwater conditions are consistent with the comments and recommendations outlined in the original Geotechnical Investigation prepared by Golder Associates Ltd.

3. Functional Servicing Brief

A Functional Servicing Brief has been prepared by R.J. Burnside & Associates Limited the following:

- Proposed lots at 932 Maplevue Drive East will be serviced by 25 mm water service laterals connecting to a 200 mm diameter watermain within the draft approved Nottingham Road right-of-way which will have sufficient capacity to service the lands.
- The proposed single detached dwellings at 932 Maplevue Drive East will be serviced by 100 mm diameter sanitary sewer laterals discharging to a 200 mm sanitary sewer on Nottingham Road. The additional flow can be adequately serviced.
- The lands will be graded to match the proposed grades along Maplevue Drive and Nottingham Road. Further, a proposed rear yard swale will be constructed along the dripline of the existing trees on the current western property line of 932 Maplevue Drive East.
- The rear yards will drain to the proposed stormwater on Maplevue Drive and the eastern portion of the lots will drain to the proposed storm sewer on Nottingham Road which will discharge to Stormwater Management Facility 11 (SWMF 11). Quality control, quantity control and phosphorus removal will occur within SWMF11.
- Water Balance: Water Balance will be mitigated through the infiltration surplus associated within approved Stormwater Management Facility 15 (SWMF15).

4. Updated Traffic Brief

A Traffic Brief has been prepared by JD Northcote Engineering Inc that is to be considered supplemental to the Functional Design Review prepared by LEA Consulting Ltd. in support of the original rezoning and Draft Plan of Subdivision submission for 970, 1002 and 1006 Maplevue Drive East. The Traffic Brief assessed the additional traffic generated from the new units as well as the change to Nottingham Road being restricted to a right-in-right-out access, which was noted by the City of Barrie in the Draft Plan Conditions. The Brief concludes that the proposed development of four additional lots conforms to the Transportation Design manual and that the additional traffic generated from the additional lots is expected to have a negligible impact. The Brief also concludes that the right-in-right-out access from Nottingham Road, and the full movement access for Terry Fox Drive, will provide sufficient capacity to service the additional lots.

5. Archaeological Reports

A Stage 1 and 2 Archaeological Assessment was prepared by AMICK Consultants. The Assessment consisted of site data collection and review, and a physical assessment which included a high-intensity test pit survey and high-intensity pedestrian survey. The Stage 1 and 2 Assessment concluded that no archaeological resources were found within the Study Area. Subsequently, a Clearance letter was received on November 30, 2012 from the Ministry of Tourism, Culture and Sport advising the Report has been reviewed and entered in the Ontario Public Registered of Archaeological Reports.

6. Noise Study Addendum

The Addendum to the originally submitted Noise Study prepared by R. Bouwmeester & Associates assessed the noise levels that will impact the additional four new single detached lots located on 932 Maplevue Drive East. The Addendum Report concluded that for Lots 560 and 561, which are two of the four lots proposed at 932 Maplevue Drive (refer back to **Figure 11**), the 2nd floor south facing windows will experience sound levels of 61 dBA during the day and 54 dBAa at night, and the outdoor living area of Lot 560 will be exposed to a sound level of 57 dBA. As such, a Warning Clause will be required to be registered on title and included in all Development Agreements and Agreements of Purchase and Sale or Lease for Lots 560 and 561.

7. Tree Inventory & Preservation Plan

A Tree Inventory and Preservation Plan has been prepared by JDB Associates Ltd. The plan illustrates that there are 10 trees on 932 Maplevue Drive East and only 1 of which will be required to be removed to facilitate the proposed development. The other 9 trees are shared with or on adjacent lands and are proposed to be preserved.

5.0 LEGISLATION & POLICY REVIEW

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

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

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

5.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Planning Act) and Revision to Draft Approved Plan of Subdivision (Section 51 of the Planning Act).

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

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

The subject lands do not contain any natural heritage features or functions. A Species at Risk Screening was prepared and submitted with the original rezoning and Draft Plan of Subdivision applications for 970, 1002, and 1006 Maplevue Drive East. The proposed rezoning and redline revision applications will not negatively impact any natural heritage features.

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

The subject lands and lands to the north, east, and south, are located within the City of Barrie settlement area boundary, and are designated for residential and/or mixed use development within the Hewitt's Secondary Plan. The lands to the west are also located within the City of Barrie settlement area and are built.

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

No mineral resources have been identified within the Hewitt's Secondary Plan area, and there are no natural heritage features on the subject lands.

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

The existing dwelling located at 932 Maplevue Drive East does not contain any architectural, cultural or historical significance and is planned to be demolished to facilitate the proposed rezoning and redline revision applications. An Archaeological Assessment has been prepared that confirms that the site does not contain any significant archaeological resources.

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

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

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

The proposed four new lots seamlessly integrate into the overall subdivision design, efficiently uses land and optimize the use of infrastructure in accordance with the requirements of the Growth Plan.

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

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

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

g) the minimization of waste;

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

h) the orderly development of safe and healthy communities;

The proposed development falls within Phase 1 of development according to the Hewitt's Secondary Plan. The overall subdivision has been designed in consideration of Crime Prevention through Environmental Design principles.

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

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

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

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. The overall subdivision contains two parks. Lands to the east have been planned for an open space area and an elementary school. Additionally, the lands to the southwest have been planned for a public Secondary School and an elementary school, and the lands to the east have been planned for separate elementary school.

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

The Hewitt's Secondary Plan is a master planned community that will contain approximately 16,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing. The inclusion of builder offered second suite packages, in addition to smaller unit sizes located in the overall subdivision will offer more affordable housing choices. The four new lots proposed by this application will not be affordable by definition.

l) the adequate provision of employment opportunities;

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

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

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

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

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

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

A statutory Public Meeting will provide opportunity for the public to comment on the proposed Zoning By-law Amendment application. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and City Planning Staff. At this time no conflicts between public and private interests have been identified.

p) the protection of public health and safety;

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

q) *the appropriate location of growth and development;*

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

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

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

The overall subdivision is proposed at transit supportive densities and the subject lands are located along a future planned transit route and within a 20-25 minute walk (2.5 kilometres) from a Major Transit Station (Barrie South GO Station).

s) *the promotion of built form that,*

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

The applications will be reviewed by City staff in consideration of the City's Official Plan policies regarding Urban Design, as well as the specific Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plan areas.

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

5.2 Provincial Policy Statement (PPS), 2020

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

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

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the applications consistency with the PPS.

5.2.1 Building Strong Healthy Communities

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

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

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

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

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

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

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

The Hewitt's Secondary Plan provides for a wide variety of housing types and land uses. Specific to the proposed applications, four additional single detached dwellings are proposed to be integrated with a subdivision that includes a range of dwelling types.

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

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

The subject lands do not contain any natural heritage features. Specific to public health and safety, an updated Traffic Impact Brief has been prepared that concludes that there are no operational or safety concerns associated with the development.

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

The approval of the Hewitt's Secondary Plan represented an expansion of the Barrie settlement area boundary. The applications will not prevent the further expansion of the settlement area boundary because the subject lands are surrounded by lands in the settlement area.

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

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

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

The applications will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the overall subdivision can be discussed following that review.

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

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

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

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

No impacts to significant natural heritage features or Species at Risk will occur as a result of the addition of four lots to the draft approved subdivision.

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

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

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

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

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

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

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

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

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

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

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

The overall subdivision is located immediately adjacent to existing subdivisions to the west, and planned and future subdivisions to the north and east. The applications propose four additional residential lots that allow for the efficient use of land, infrastructure and public service facilities.

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

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

3) Housing

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

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

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

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

The City of Barrie Official Plan and the Hewitt's Secondary Plan permit all forms of housing within lands designated Residential.

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

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

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

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

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

The overall subdivision proposes densities that are transit supportive and within walking distance (20 minutes) to a Major Transit Station Area.

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

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

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

Policy 1.5.1 promotes healthy, active communities through the following:

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

The proposed revised draft plan of subdivision and rezoning applications do not propose any revisions to the approved street and sidewalk network. The overall subdivision has also been designed in accordance with the principles of Crime Prevention through Environmental Design.

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

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

payment and the configuration/location/size of the parkland areas. In accordance with this Agreement, cash-in-lieu will be provided for the subject lands.

5) Infrastructure and Public Service Facilities

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

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

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

The overall subdivision incorporates Low Impact Development measures.

6) Sewage, Water and Stormwater

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

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

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

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

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

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

The proposed development conforms to the SIS.

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

An updated Functional Servicing Brief has been submitted in support of the applications which addressed water balance and stormwater management. The Lake Simcoe Region Conservation Authority and the City of Barrie Engineering Department will review the Functional Servicing design and report to ensure their standards are being met. In addition, the design of the subdivision incorporates Low Impact Development measures.

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

The lands are not located within LSRCA regulated development limits, however, as part of an agreement between the LSRCA and the City of Barrie, the Lake Simcoe Region Conservation Authority will continue to review and be circulated on the applications.

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

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

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

The stormwater management design implements the foundational detail contained in the Subwatershed Impact Study.

7) Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. The additional four lots principal entrance is Nottingham Road (Street 'H') which conveniently connects to Mapleview Drive East. The revision to draft approved plan of subdivision application does not propose to alter the existing approved street network.

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

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

Specific to the applications, the applications maintains a continuous pedestrian and vehicle circulation system that was designed during the original subdivision and rezoning applications. The pedestrian system exists with a series of internal sidewalks that connect to adjacent lands. The entire subdivision, including the proposed additional four single detached dwelling lots provide a density and mix of land uses that supports transit and active transportation use.

8) Long-Term Economic Prosperity

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

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

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

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

The additional four single detached dwelling lots will provide for additional housing options and supply in accordance with the Hewitt's Secondary Plan. The subject lands location is within walking distance (25 minutes) to planned community facilities (library, recreation centre, elementary school, secondary school) and within approximately 20 minutes (2 kilometre) of a Major Transit Station Area.

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

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

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

The proposed development of four single detached dwellings does not impact downtowns or mainstreets.

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

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

f) promoting the redevelopment of brownfield sites;

The property is not a brownfield site.

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

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

h) providing opportunities for sustainable tourism development;

Not applicable to the subject applications.

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

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

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

Energy conservation is promoted through the proposed four additional dwelling lots compact form, utilizing planned infrastructure and by encouraging multi-modal transportation due to the proximity to community services and facilities.

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

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

l) encouraging efficient and coordinated communications and telecommunications infrastructure.

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

9) Energy Conservation, Air Quality and Climate Change

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

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

The overall subdivision, with the inclusion of the four additional lots is proposed at transit supportive densities.

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

The proposed development is located along a planned transit route.

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

The proposed development does not include major employment, commercial or other travel-intensive land uses.

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

Not applicable.

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

The development is proposed along a planned transit route and within walking distance to a Major Transit Station Area. The overall subdivision including the four additional lots is proposed at transit supportive densities.

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

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

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

Removal of one tree is required to facilitate the addition of the four single detached dwellings. All features within the small portion (0.05 hectares) of the Natural Heritage System on the lands will remain undisturbed.

5.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term. As outlined in the Species At Risk Screening submitted with the original Draft Plan of Subdivision and Zoning By-law Amendment applications, the natural features on the lands will not be impacted by the additional lots.

2) Water

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

A Subwatershed Impact Study and Well Monitoring Study have previously been prepared and approved by the City. In addition, an updated Functional Servicing Brief has been prepared in support of the applications. This report confirms that the site can be serviced and there will be no negative impacts to the quality or quantity of water.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. An Archaeological Assessment has been completed and it concludes the subject lands do not contain any significant archaeological resources.

5.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

Development is not proposed within any natural hazards.

2) Human-Made Hazards

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

In our opinion, the Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision applications are consistent with the Provincial Policy Statement, 2020.

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

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

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

5.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

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

The overall subdivision features residential uses and will provide convenient access to proposed nearby community facilities and services. The overall subdivision will improve social equity and the quality of life of future residents by being in close proximity to community facilities and promoting social connectivity through the compact form and short block lengths. The proposed four single detached dwelling lots provide additional housing options. Further, the overall subdivision includes short block lengths and the modified grid road network pattern, which considers the impacts to climate change.

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

2) Policy 2.2.6: Housing

2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the*

achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*
- c) considering the range and mix of housing options and densities of the existing housing stock; and*
- d) planning to diversify their overall housing stock across the municipality.*

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

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

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

The overall subdivision will facilitate a subdivision that contains a range of unit types to meet the needs of a diverse range of household sizes and incomes.

3) Policy 2.2.7: Designated Greenfield Areas

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

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

- 2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*
 - b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.*

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

In accordance with the Growth Plan, the proposed revised subdivision would achieve a density of 62.2 people and jobs per hectare (2,591 people & jobs/41.66 ha.) based on the following:

- 903 units generate a total of 2,456 people living on these lands (assuming 2.72 persons per unit).
- I estimate that approximately 135 jobs would be generated from home based businesses (assuming 5.5% of population).
- Density is calculated based on an area of 41.66 hectares which is the total property area of 41.71 ha. less the natural heritage area (0.05 hectares).

5.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.1: Integrated Planning

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

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

2) Policy 3.2.2: Transportation – General

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

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

3) Policy 3.2.3: Moving People

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

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

4) Policy 3.2.6: Water and Wastewater Systems

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

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

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification*

and density targets in this Plan;

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

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

5) Policy 3.2.7: Stormwater Management

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

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

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

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

In addition to the Subwatershed Impact Study prepared for the entire Hewitt's Secondary Plan area, an

updated Functional Servicing Report has been prepared in support of the proposed rezoning and revision to draft approved plan of subdivision applications.

6) Policy 3.2.8: Public Service Facilities

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

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

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

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

5.3.3 Protecting What is Valuable

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

1) Policy 4.2.1: Water Resource Systems

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

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

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

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

2) Policy 4.2.2: Natural Heritage System

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

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

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

- b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

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

3) Policy 4.2.7: Cultural Heritage Resources

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

An archaeological assessment has been prepared for the property that confirms the subject lands do not contain any significant natural heritage features.

5.3.4 Implementation

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

1) Policy 5.2.4: Growth Forecasts

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

The Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare. The proposed application exceeds this minimum target by proposing a density of 62.2 people and jobs per hectare. Refer to Section 5.2.1.3 of this Report for additional details on the calculation.

5.3.5 Simcoe Sub-Area

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

1) Policy 6.3: Managing Growth

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

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

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

- a) identify primary settlement areas;*

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

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

The City of Barrie has identified and planned for strategic growth areas including the Yonge Street Mixed Use Corridor in the Hewitt's Secondary Plan Area. The subject lands are not within the Yonge Street Mixed Use Corridor but are located approximately 2 kilometres from this strategic growth area.

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

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

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

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

In our opinion, the Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision applications conform to the Growth Plan.

5.4 The Lake Simcoe Protection Plan

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

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

In accordance with policy 6.40-DP, a Species At Risk Screening and Geotechnical Report were prepared and submitted in support of the original rezoning and Draft Plan of Subdivision applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored. An updated Geotechnical Report has been submitted in support of the proposed rezoning and revision to Draft Approved Plan of Subdivision applications. An updated Species at Risk is not being submitted as the subject lands are currently developed with a single detached dwelling, serviced by septic and well, and only contain boundary vegetation. The submitted Tree Inventory and Preservation Plan categorized the type of vegetation on the subject lands which does not include any species at risk.

In our opinion, the Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision applications conform to the Lake Simcoe Protection Plan.

5.5 City of Barrie Official Plan

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

5.5.1 Hewitt's Secondary Plan

The lands subject to the rezoning application are designated Residential Area according to Schedule 9E– Development Phases of the Hewitt's Secondary Plan (as duplicated from Schedule 9A – Land Use)(**Figure 13**). Further, on Schedule 9A – Community Structure, the lands are designated Residential Area (**Figure 14**). The subject lands are located in Phase 1 of the Hewitt's Secondary Plan according to Schedule 9E – Development Phases (**Figure 13**). The draft plan approved lands located at 970, 1002 and 1006 Maplevue Drive East are designated Residential Area, Neighbourhood Mixed Use Node, School/Neighbourhood Park Area, and contain a Village Square and stormwater management facility. These lands are also located in Phase 1 of the Hewitt's Secondary Plan according to Schedule 9E. Further, they are designated Residential Area and Mixed Use Nodes and Corridor on Schedule 9A – Community Structure.

Figure 13. Hewitt's Secondary Plan Schedule 9E (OPA No. 39)

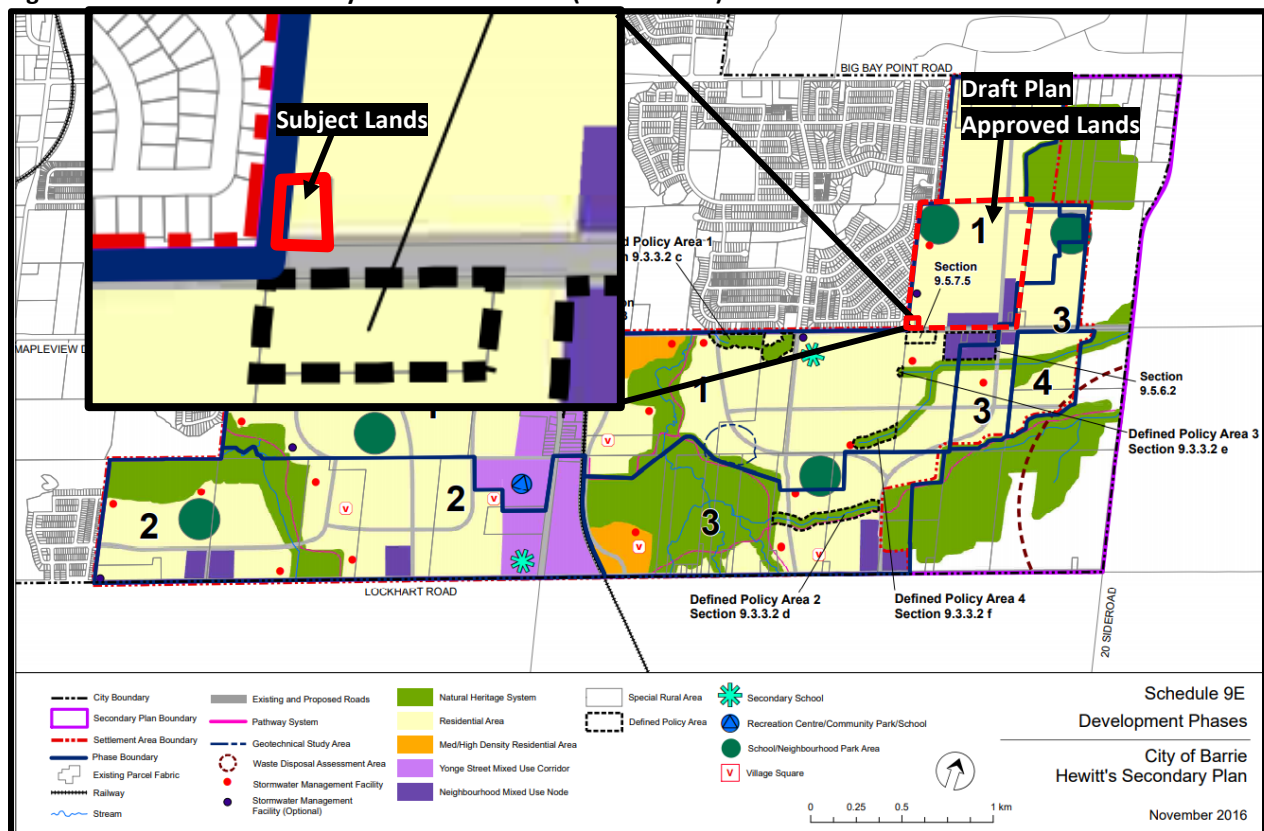
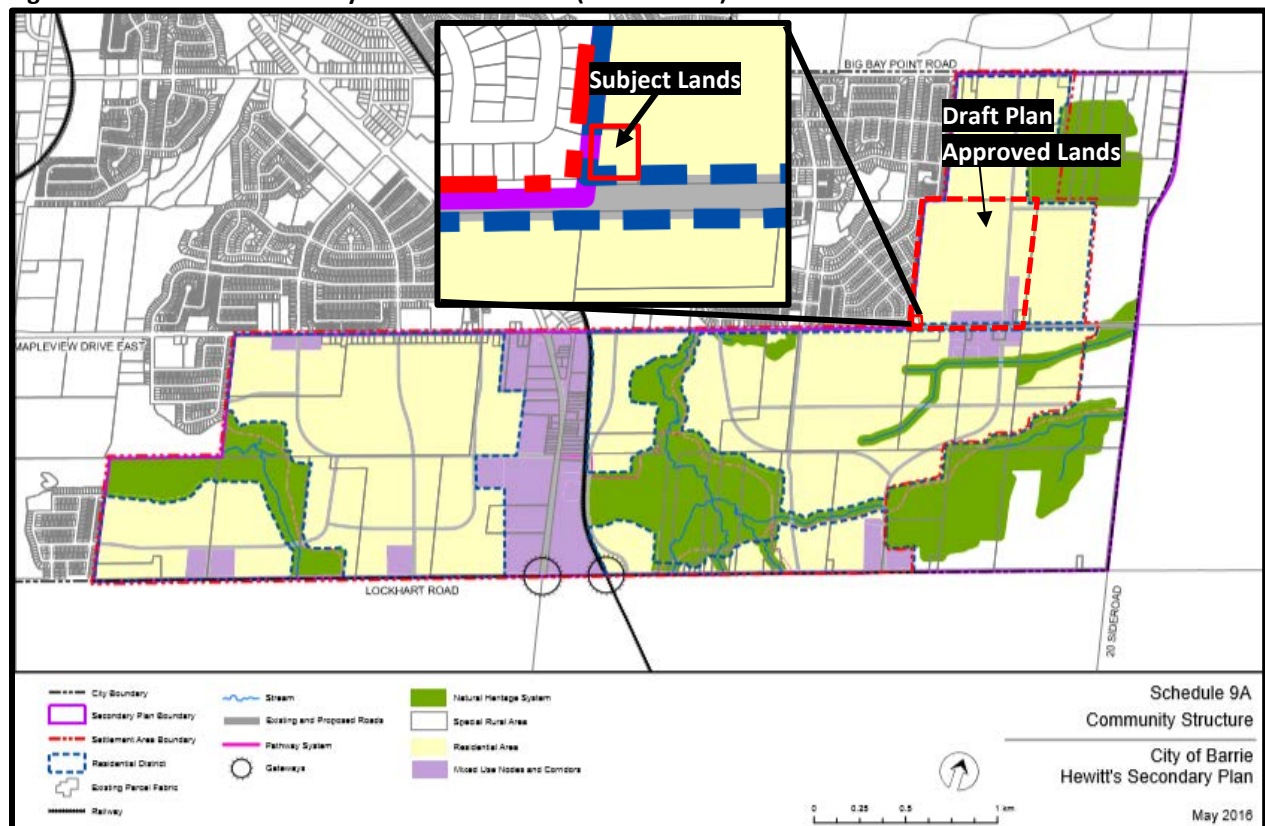


Figure 14. Hewitt's Secondary Plan Schedule 9A (OPA No. 39)



5.5.1.1 Community Vision and Structure

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

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

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

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

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

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

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

The Secondary Plan implemented this principles by identifying the core natural heritage features to be protected and the overall plan design as illustrated in the Master Plan (Appendix 9B). The subject lands do not contain natural heritage features. Prior to applications being accepted, the Secondary Plan requires that an applicant demonstrate proposed developments conform to the Master Plan. The overall subdivision conforms to the Master Plan.

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

The applications propose to add low density residential uses to an existing approved subdivision that contains a range of dwelling sizes and unit types that will be in close proximity to community services and facilities.

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

The approved street network, which is not proposed to be altered with the applications, represents a modified grid pattern and provides short block lengths to encourage pedestrian and active transportation modes.

The original pedestrian circulation plan submitted with the rezoning and Draft Plan of Subdivision applications in February 2017 remains applicable as no revisions to the sidewalk or street network are proposed.

The geometric design of the streets generally conforms to the City’s Transportation Design Manual.

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

The Hewitt’s Secondary Plan contains locations for a recreation centre, library, elementary schools, secondary schools and a fire station. The applications do not include proposed community facilities as the subject lands are not designated as such, however, the subject lands are northeast, east, and west of various community sites.

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

A variety of housing types are proposed throughout the Secondary Plan. Specific to the subject lands, single detached dwelling lots are proposed to be added to an approved subdivision that contains a variety of housing types.

The analysis of affordable housing, as required by Section 9.2.9.2 of the Hewitt’s Secondary Plan, and Section 3.3 of the parent Official Plan, is contained in Section 7 of this Report.

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

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

Accompanying the submission is an updated Traffic Impact Brief identifying and assessing the travel opportunities.

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

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

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

A Neighbourhood Meeting and Public Meeting were also held for the original Draft Plan of Subdivision and Zoning By-law Amendment application in which comments were provided and addressed prior to approval.

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

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

5.5.1.2 Community and Sustainable Design

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

- a) *Community Form*

As detailed in Section 4.1 of this Report, a Conformity Plan was not required by the City due to the minor nature of the applications.

- b) *Urban Design*

In accordance with Policy 9.4.3, the City has prepared Urban Design and Sustainable Development Policies for the Hewitt's Secondary Plan areas. All development applications shall be evaluated to ensure that they are consistent with the Guidelines. In our opinion, the applications conform to the Guidelines as evidenced by the analysis contained in Section 6 of this Report.

- c) *Design and Sustainable Development Policies*

In accordance with Policy 9.4.4.1 of the Hewitt's Secondary Plan, the proposed development is to conform to the General Design Guidelines in Section 6.5.2.2 of the Official Plan. Section 6 of this Report contains this analysis.

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

- i) *Community Design*

The overall subdivision was designed to establish a residential community with convenient access to the parks on site and adjacent lands. The subdivision consists of 903 residential units, two mixed use blocks, two parkland blocks, one stormwater management facility and a small environmental protection block. The subdivision is designed to be transit supportive, and pedestrian and transit oriented, with compact low and medium density lots, small block lengths and a grid street pattern (Policy 9.4.4.2 a).

There are several neighbourhood focal points that fall on within the overall subdivision and on adjacent lands. The overall subdivision contain two parks, one being 4.87 hectares and the other being a small village square park of 0.32 hectares. To the east, the focal points include a future elementary school and open space. To the west there is an existing public elementary school and park. To the southwest, the focal point is future secondary school. The overall subdivision was designed to ensure access aligns to the existing

development to the west, approved developments to the north and south and future development to the east (Policy 9.4.4.2 d).

ii) Cultural Heritage Conservation

An archaeological assessment has been prepared for the subject lands that confirms the subject lands do not contain any significant archaeological resources.

iii) Streetscape Design

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

The proposed additional single detached dwelling lots encourage pedestrian activity by way of being in walking distance to community services and facilities and it is anticipated that the dwellings will be sited closer to the right-of-way to provide for a “sense of enclosure” (Policy 9.4.4.4).

iv) Parking

The proposed four single detached dwellings do not include public parking facilities; however, the mixed use blocks on the overall subdivision will contain parking areas which will be designed as part of Site Plan Approval.

v) Landscaping

The overall subdivision includes numerous streets with enhanced landscaping to improve the public realm and enhance pedestrian comfort, which are not being altered with the applications (Policy 9.4.4.6).

vi) Safe Community Design

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

vii) Sustainable Development

Low Impact Development measures are incorporated into the overall detailed engineering design as identified in the Functional Servicing and Stormwater Management Report submitted in support of the original Zoning By-law Amendment and Draft Plan of Subdivision. Energy conservation measures required under the Ontario Building Code will be employed and additional considerations towards green building practices will be given by the homebuilders (Policy 9.4.4.8).

5.5.1.3 Land Use Strategy

Section 9.5 of the Hewitt’s Secondary Plan contains land use strategy goals and policies associated with the Residential Area designation.

a) Residential Areas

The lands subject to the rezoning application are designated Residential Area. The goals of this designation include to develop a residential community with its own special character while providing for a diverse range of housing options, and developing residential neighbourhoods that include pedestrian orientation of the streetscape and the provision of community facilities (Policy 9.5.7.1). The revised subdivision proposes the addition of four single detached dwelling lots to be integrated with approved street townhomes and other single detached lots of various sizes. The overall subdivision also includes short block lengths and a modified grid street pattern which promotes a more enhanced pedestrian streetscape. The subdivision contains two community parks and is located in close proximity to an elementary schools and additional parks.

In accordance with Policy 9.5.7.2 lands designated Residential Area are intended to accommodate low and medium density residential development, as such, the rezoning and redline revision application propose to add four low density residential lots into the approved subdivision.

Policies 9.5.7.3 and 9.4.8.2 provide minimum and maximum densities for low and medium density development as follows:

- Low Density: Minimum of 20, and maximum of 40 units per net hectare.
- Medium Density: Minimum of 30 and maximum of 70 units per net hectare.

Net hectare is defined in Section 9.8.7.9 of the Hewitt's Secondary Plan to "be calculated based on the area of the lot excluding all other areas with the exception of one half of the local road on which the lot fronts".

The overall subdivision proposes densities in accordance with the Official Plan as outlined below:

- i) Low Density: The subdivision proposes approximately 25.5 low density units per net hectare (455 units / 17.81 hectares). The unit count represents the 449 defined low density lots plus 6 part lot equivalents. The 17.81 hectares represents the area of low density lot area (14.30 hectares) plus one half of the area of the local roads upon which the low density lots front (3.51 hectares).
- ii) Medium Density: The subdivision proposes approximately 40.5 medium density units per net hectare (448 units / 11.07 hectares). The unit count represents 446 defined medium density units plus 2 part lot equivalents. The hectares represents the area of street townhouses and the eastern mixed use block totalling 9.37 hectares, plus one half of the area of the local roads upon which the medium density lots/blocks front (1.7 hectares).

Policy 9.5.7.2 b) states lands throughout the Residential Areas designation shall include a mix of low and medium density development designed to achieve a minimum of 20 percent medium density and 80 percent low density development. Both low and medium density residential uses are proposed (and approved) within the subdivision; therefore positively contributing to the minimum 20%/80% split as the proposed split is well above the minimum with 50% for low density and 50% for medium density.

5.5.1.4 Community Services Strategy

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

a) Transportation

The subject lands do not contain any proposed roads with the exception of a 5.18 metre road widening along Maplevue Drive East. The proposal to incorporate the subject lands into the draft approved subdivision does not propose to revise the approved street network. The approved street network consists of the following:

- 27.0 metre right-of-way width for Maplevue Drive East (5.18 metre widening).
- 27.0 metre right-of-way width for 'Terry Fox Drive' a major collector road that travels from Maplevue Drive East to the lands to the north.
- 18.0 metre right-of-way width for the local roads.
- 16.0 metre right-of-way width for the window street 'Totnes Crescent'.

b) Water and Wastewater Services

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

c) Stormwater Management

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

d) Parkland

In accordance with Section 9.6.7.3, a Master Parkland Agreement was established with the Hewitt's Creek Landowners Group. The subject lands do not contain parkland which is consistent with the Master Parkland Agreement.

5.5.1.5 Development Review & Growth Management

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

1. **Subwatershed Impact Study (SIS):** The SIS and Addendum was prepared for the Hewitt's Secondary Plan by R.J Burnside and Associates dated November 2017 and August 2017.

The SIS was approved by the City of Barrie and the Lake Simcoe Region Conservation Authority dated April 5, 2018. The proposed development conforms to the SIS.

2. **Area Design Plan:** As noted in Section 3.3 of this report, an Area Design Plan is not required because the original Conformity Plan for these lands was deemed to generally conform to the Master Plan in Appendix 9B of the Secondary Plan and no updated Conformity Plan was requested for the rezoning and redline revision applications.
3. **Pedestrian Circulation Plan:** No revisions to the previously submitted Pedestrian Circulation Plan are proposed.
4. **Delineation of the Regulatory Floodplain:** The subject lands are not within a Regulatory Floodplain.
5. **Geotechnical Study:** An updated Geotechnical Study accompanies the applications.
6. **Waste Disposal Impact Assessment:** The subject lands are not within a designated "Waste Disposal Assessment Area".
7. **Long Range Financial Plan (LRFP):** The City has prepared a LRFP and development must be consistent with this document in order to ensure there is a sustainable financing plan in place for the City. In support of the LRFP, the Hewitt's Creek Landowners Group have or will front end the costs of certain Environmental Assessments and Category 'D' projects in the City's Infrastructure Implementation Plan. On-going discussions with the City are also occurring regarding the timing of the development in the Hewitt's Secondary Plan area.
8. **Development Charges:** An updated Development Charge By-law came into effect for the Hewitt's Secondary Plan area on June 17th, 2019. A summary of applicable development fees will be provided during review of the submitted applications.
9. **Master Parkland Agreement:** The City of Barrie and the Hewitt's Creek Landowners Group finalized a Master Parkland Agreement that was executed in 2018. This Agreement sets out the land and cash-in-lieu obligations of the Landowners. The subdivision contains two parks in accordance with the Master Parkland Agreement. In accordance with the Agreement, cash-in-lieu of parkland will be required for 932 Mapleview Drive.
10. **Cost Sharing Agreement:** The Hewitt's Creek Landowners Group cost sharing agreement was executed on January 31, 2018.
11. **Phasing:** The subject lands are within Phase 1 of the Hewitt's Secondary Plan area.
12. **Zoning Framework:** The Zoning Framework for the Salem and Hewitt's Secondary Plan areas was approved by By-law 2017-041 in June 2017. The proposed zoning for 932 Mapleview Drive East is in accordance with the Salem and Hewitt's Secondary Plan zoning framework. The approved zoning for 970, 1002 and 1006 Mapleview Drive East is also in accordance with the Salem and Hewitt's Secondary Plan zoning framework.

13. **Urban Design and Sustainable Development Guidelines:** The City issued the final version of the Guidelines in April 2017.

5.5.2 Official Plan Policies

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

5.5.2.1 Staging and Phasing of Development

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

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

The Hewitt's Secondary Plan contains phasing policies and a Phasing Schedule. The subdivision is located within Phase 1, and abutting other lands within Phase 1 and Phase 3.

The processing of draft plan approval and registration will not occur until the City is satisfied that the proposed development conforms to the Long Range Financial Plan.

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

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

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

If approved, the proposed development will provide additional single detached dwellings within an approved subdivision that contains single detached dwellings and street townhouses.

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

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

- iii) sequential development of neighbourhood facilities;*

Neighbourhood facilities are planned on nearby and adjacent lands including an elementary school, secondary school, and public parks.

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

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

v) provision of schools and parks;

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

vi) provision of sidewalks and access to public transit.

Dual sidewalks will be located on key streets in the overall subdivision as noted on the Pedestrian Circulation Plan. A future transit route is proposed within the subdivision.

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

Access to the proposed additional four lots will be from Nottingham Road (Street 'H'), a local road that conveniently connects to Mapleview Drive East.

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

The subdivision will rely on the infrastructure planned for the entire Hewitt's Secondary Plan area.

ix) adequacy of storm drainage; and,

Stormwater management for the subject lands will occur within the overall subdivision.

x) protection of the environment and significant natural resources.

The subject lands do not contain any natural heritage features.

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

The overall subdivision has been planned to proceed in 2 phases in accordance with the detailed engineering design submission to the City, and to the satisfaction of City Engineering staff. Development will proceed in accordance with the Infrastructure Implementation Plan and the City's Long-Range Financial Plan.

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

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

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

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

5.5.2.2 Housing

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

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

Refer to Section 5.6 of this Report.

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

The proposed four additional dwelling units will be integrated with the approved low and medium density residential uses.

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

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

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

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

5.5.2.3 Residential Design Policies

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

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

The overall subdivision incorporates dual sidewalks and enhanced landscaping on various streets to improve accessibility and safety.

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

The overall subdivision includes low and medium density residential development in the form of single detached dwellings and street townhouses. The lands are also adjacent to low and medium density residential development, therefore, buffering protection is not required on the subject lands.

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

An Addendum to the Noise Impact Study has been submitted in support of the applications.

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

The proposed development will be maintained to a high standard.

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

The overall subdivision does not include non-residential uses with the exception of approved parks and stormwater management facilities.

5.5.2.4 Residential General Policies

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

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

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

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

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

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

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

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

5.5.2.5 Institutional

In accordance with the education facilities policies 4.5.2.5 a-f), the overall subdivision is located adjacent to and near lands that will contain an elementary and secondary schools.

5.5.2.6 Urban Design Guidelines

Refer to Section 6 of this Report.

In my opinion, the Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision applications conform to and will implement the policies of the Hewitt's Secondary Plan.

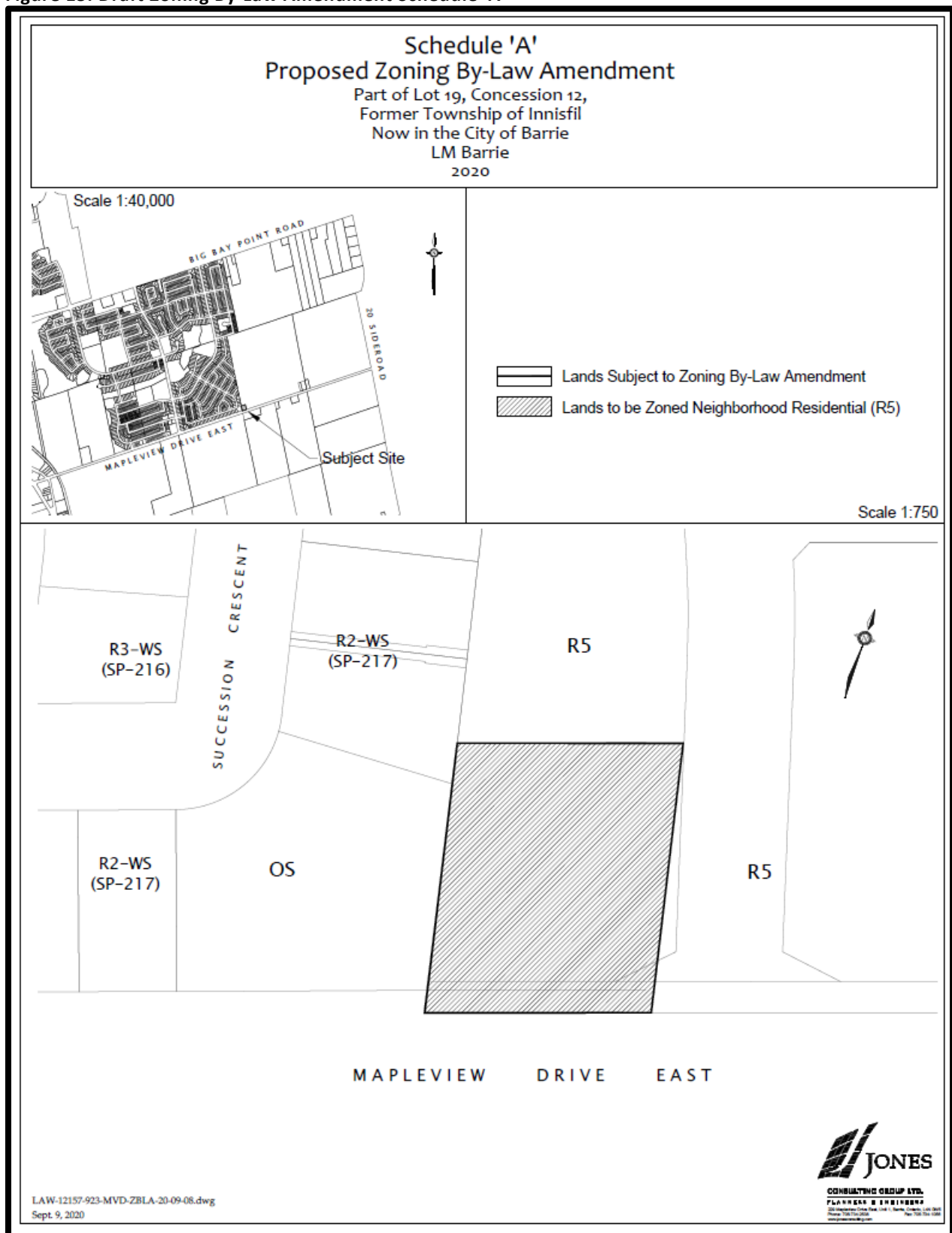
5.6 City of Barrie Zoning By-law

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

The purpose of the application for Zoning By-law Amendment is to rezone the lands located at 932 Maplevue Drive East to Neighbourhood Residential (R5) (**Figure 15**). The Neighbourhood Residential zone will facilitate the development of the additional four single detached dwellings. There are no special exceptions requested by the Zoning By-law Amendment application at this time.

The balance of the subdivision, known as 970, 1002 and 1006 Maplevue Drive East has previously been rezoned to Neighbourhood Residential (R5), Open Space (OS) and Environmental Protection (EP). Therefore, if approved, 932 Maplevue Drive East will have consistent zoning with the draft approved plan of subdivision and will implement the Salem and Hewitt's Secondary Plan zoning framework.

Figure 15. Draft Zoning By-Law Amendment Schedule 'A'



6.0 URBAN DESIGN

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

6.1 General Design Guidelines

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

a) Building and Siting

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

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

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

This policy is not applicable to the applications.

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

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

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

There are no cultural heritage buildings on the subject lands.

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

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

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

Dual sidewalks will be located in the overall subdivision in locations identified on the approved Pedestrian Circulation Plan. All other streets will contain one sidewalk. No commercial uses are currently proposed with the applications.

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

The corner lots will be designed to have the dwelling be the dominant feature as opposed to parking facilities / driveways. Specific architectural features will be determined through the building permit stage.

b) Parking Areas

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

The driveways have been planned in consideration of the street network.

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

This is not applicable to the applications as all the parking spaces are private residential driveways/garages.

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

This does not apply to the applications.

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

This does not apply to the applications.

c) Landscaping

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

The overall subdivision includes streets that will accommodate enhanced landscaping.

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

There are no commercial uses on the 932 Mapleview Drive lands.

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

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

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

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

d) Environmental Features

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

This is a greenfield development proposal.

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

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

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

There are no natural heritage features on the subject lands.

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

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

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

The Natural Heritage System has previously been incorporated within the approved subdivision.

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

The small portion of natural heritage features within the overall subdivision are being protected and does not impact the proposed densities. There are no natural heritage features on the subject lands.

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

No development or site alteration occurred prior to an application for development.

e) Signage

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

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

f) Utilities

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

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

g) Energy Efficient Urban Design

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

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

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

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

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

The existing residential dwelling at 932 Maplevue Drive East will be demolished to facilitate the proposed four additional lots.

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

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

6.2 Urban Design and Sustainable Development Policies

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

- a) **Planning Principles:** As outlined in Section 5.1.2.1 of this Report, the proposed development conforms to the Planning Principles in the Official Plan, and restated in Section 2.2 of the Urban Design and Sustainable Development Guidelines.
- b) **Master Plan:** The four additional proposed lots conforms to the Community Structure and Hewitt's Master Plan as confirmed by the City of Barrie in September 2019.
- c) **Community Sustainability:** The proposed four additional lots have been integrated into the overall subdivision that represents compact and pedestrian and transit oriented development. Connectivity to adjacent lands has been maximized by ensuring the street network aligns to the existing development to the west, approved development on the lands to the north and east, and future development on the lands to the south.
- d) **Natural Heritage & Parkland System:** The subject lands do not contain any natural heritage features or parkland.
- e) **Stormwater Management:** Stormwater management will occur in approved locations in the overall subdivision. Low Impact Development methods have been incorporated into the design.
- f) **Circulation and Movement:** The four new lots on 932 Mapleview Drive have been designed to integrate into the overall subdivision which itself has been designed and approved to create a continuous pedestrian and vehicle circulation system.
- g) **Pathways:** A Pedestrian pathway is not identified on the subject lands in accordance with Schedule 9A: Community Structure.
- h) **Streetscapes:** The streetscape will be enhanced with landscaping and dual sidewalks on various streets in the overall subdivision.
- i) **Boulevards – Mixed Use Nodes and Corridors:** The overall subdivision contains two Mixed Use blocks that are not proposed to be revised with the applications.
- j) **Landscaping:** Landscape designs for the street tree planting will be incorporated into the detailed design submission.
- k) **Accessibility and Universal Design:** The overall development will conform to the barrier-free access requirements as set out in the Ontario Building Code.
- l) **Safe Community Design:** The overall subdivision has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- m) **Gateways:** The Hewitt's Secondary Plan identifies gateway locations, none of which are located within the subject lands.
- n) **Utilities:** A regular monthly hydro and utilities working group meeting is held with representatives of InnPower, Enbridge, the City of Barrie, and the Hewitt's and Salem Landowners Group to coordinate hydro and utility servicing.
- o) **Street Furniture – Mixed Use Nodes and Corridors:** The lands within the Mixed Use Nodes and Corridors have previously been approved and the current applications do not propose any revisions. Street furniture will be determined at the Site Plan stage for the Mixed Use blocks.

- p) **Seating:** The location of seating along any right-of-way will need to be considered as part of the detailed design stage.
- q) **Transit Shelters:** The City's transit department will review and identify the locations of transit shelters as part of detailed design.
- r) **Public Art:** Public art has been considered and is not contemplated at this time.
- s) **Lighting:** The detailed electrical design will adhere to the requirements of the City of Barrie and InnPower.
- t) **Waste Receptacles:** The City will need to decide if, and where, waste receptacles will be placed on public lands.
- u) **Public Signage:** The City will need to decide where location signage should be placed on public lands such as parks signage.
- v) **Private Signage:** No private signage is proposed at this time.
- w) **Parking:** On-street parking will be provided in accordance with the City of Barrie parking standards and policies.
- x) **Building and Site Sustainability:** The overall subdivision provides a range of lot sizes that are compact. The detailed design will incorporate Low Impact Development facilities and future street landscaping will be approved by the City of Barrie.
- y) **Residential Buildings:** The residential dwellings will be located close to the street and the specific design treatment will apply to lots with flankage on corner lots on Collector and Arterial roads.

7.0 AFFORDABLE HOUSING

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

3.3.2.2 Affordable Housing Policies

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

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

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

According to the most recent Affordable Housing Monitoring Report prepared by the City (February 2018), affordable ownership is considered to be a unit selling for \$305,000 or less. It remains to be seen how this number will adjust over the next few years when the subject lands actually proceed to registration and construction. In the same Report, affordable rents range from \$766 for a bachelor apartment to \$1,415 for a three bedroom apartment.

The four units proposed by the redline and rezoning applications are not anticipated to be affordable by definition.

8.0 CONCLUSION

The proposed development contains the addition of four residential units in the form single detached dwellings to be integrated with the approved subdivision. The four lots will have frontage along Nottingham Road (Street 'H') which conveniently connects to Mapleview Drive. The four lots have frontage of approximately 10.0 metres and depths ranging from 38.2 - 40.6 metres which is consistent with the draft approved subdivision that the subject lands will be integrated with.

This report reviewed the land use planning merits of applications for Zoning By-law Amendment and Revision to Draft Approved Plan of Subdivision for the lands located at 932, 970, 1002 and 1006 Mapleview Drive East in the Hewitt's Secondary Plan area in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan and Hewitt's Secondary Plan.

The applications propose to integrate the lands located at 932 Mapleview Drive East into the approved subdivision at 970, 1002 and 1006 Mapleview Drive East. Four single detached dwelling lots are being added to the subdivision through the Revision to Draft Approved Plan of Subdivision application, for a total of 903 residential units. The proposed density of the overall subdivision conforms to the minimum intensification targets of the Growth Plan as well as density policies of the Hewitt's Secondary Plan. The proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The applications do not propose to alter the mixed use blocks, parks, stormwater management facilities, environmental protection lands, or street network. The overall subdivision will help meet the needs of future residents of the Hewitt's Secondary Plan area by providing housing options located within a 20 minute walk of the GO station, and convenient access to the proposed nearby schools, parks and community centre.

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

Sincerely,

THE JONES CONSULTING GROUP LTD.



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

A handwritten signature in blue ink, appearing to read "Ray Duhamel".

A handwritten signature in blue ink, appearing to read "Kayly Robbins".

Kayly Robbins, M.Pl
Planner