



Excellence Reliance Innovation

Planning Justification Report

Owner: Mapleview South (Innisfil) Ltd.

Location: 953 Mapleview Drive East, City of Barrie

Applications for Plan of Subdivision and Zoning By-law Amendment

September 2021

The Jones Consulting Group Ltd.

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
2.1	NEARBY DEVELOPMENT ACTIVITY	7
3.0	PROPOSED DEVELOPMENT	8
3.1	PLAN OF SUBDIVISION	8
3.2	ZONING BY-LAW AMENDMENT	10
3.3	CONFORMITY REVIEW	10
3.4	NEIGHBOURHOOD MEETING	10
3.5	SUPPORTING TECHNICAL REPORTS AND PLANS	10
4.0	LEGISLATION & POLICY REVIEW	13
4.1	PLANNING ACT (R.S.O. 1990 c. P.13)	13
4.1.1	Matters of Provincial Interest	13
4.2	PROVINCIAL POLICY STATEMENT (PPS), 2020	16
4.2.1	Building Strong Healthy Communities	16
4.2.2	Wise Use and Management of Resources	23
4.2.3	Protecting Public Health and Safety	24
4.3	A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020	25
4.3.1	Where and How to Grow	25
4.3.2	Infrastructure to Support Growth	26
4.3.3	Protecting What is Valuable	29
4.3.4	Implementation	30
4.3.5	Simcoe Sub-Area	30
4.4	THE LAKE SIMCOE PROTECTION PLAN	31
4.5	CITY OF BARRIE OFFICIAL PLAN	31
4.5.1	Hewitt's Secondary Plan	31
4.5.2	Official Plan Policies	40
4.6	CITY OF BARRIE ZONING BY-LAW	44
5.0	URBAN DESIGN	46
5.1	GENERAL DESIGN GUIDELINES	46
5.2	URBAN DESIGN AND SUSTAINABLE DEVELOPMENT POLICIES	50
6.0	AFFORDABLE HOUSING	52
7.0	CONCLUSION	53

LIST OF FIGURES

Figure 1. Aerial Image of Subject Lands	4
Figure 2. Surrounding Land Uses	5
Figure 3. Temporary Sales Centre located North of the Subject Lands.....	6
Figure 4. Environmental Protected Lands South of the Subject Lands	6
Figure 5. Agricultural and Residential Uses East of the Subject Lands	6
Figure 6. Agricultural Uses / Vacant Land West of the Subject Lands	7
Figure 7. Proposed Draft Plan of Subdivision.....	9
Figure 8. Hewitt's Secondary Plan Schedule 9E	32
Figure 9. Hewitt's Natural Heritage System Schedule 9B.....	32
Figure 10. Draft Zoning By-law Schedule.....	45

LIST OF TABLES

Table 1. Proposed Land Uses and Unit Count	8
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LIST OF APPENDICES

Appendix A:	Conformity Plan
Appendix B:	Conformity Letter from the City of Barrie – April 26 th , 2019
Appendix C:	Pedestrian Circulation Plan

1.0 INTRODUCTION

On behalf of our client Mapleview South (Innisfil) Ltd., we are pleased to provide this Planning Justification Report in support of applications for Plan of Subdivision and Zoning By-law Amendment for lands located at 953 Mapleview Drive East within the Phase 1 limit of the Hewitt's Secondary Plan area (**Figure 1**). The lands comprise 19.03 hectares (47 acres) in area with approximately 144 metres of frontage along Mapleview Drive East.

- i) **Plan of Subdivision:** This application will facilitate 466 residential units consisting of single detached dwellings and street townhouses as well as three medium density blocks that will be developed in the future through the Site Plan Control process, environmental protection blocks, stormwater management, and municipal roads.
- ii) **Zoning By-law Amendment:** The purpose of this application is to rezone the lands Neighbourhood Residential (R5), Neighbourhood Residential Special Provision XXX (R5 SP-XXX), Neighbourhood Multiple Residential (RM3), Open Space (OS) and Environmental Protection (EP). The proposed rezoning will implement the Zoning By-law framework for the Hewitt's and Salem Secondary Plans.

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 11, former Town of Innisfil, now in the City of Barrie. The lands subject to the applications are known municipally as 953 Maplevue Drive East (**Figure 1**). The subject lands are generally rectangular in shape with a total area of 19.03 hectares (47.02 acres) and approximately 144 metres of frontage along Maplevue Drive East. The net developable area of the property comprises 15.26 hectares (37.7 acres). The lands are vacant and previously contained a single detached dwelling that was demolished in 2019.

The subject 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.

The subject lands are surrounded by existing residential uses and agricultural uses (**Figure 2**). The surrounding agricultural lands are proposed, approved, or designated for development. The immediate surrounding land uses are as follows:

- **North:** Residential & temporary sales centre (**Figure 3**).
- **South:** Agricultural uses and environmental protected lands (**Figure 4**).
- **East:** Agricultural and future residential (**Figure 5**).
- **West:** Agricultural and future residential (**Figure 6**).

Figure 2. Surrounding Land Uses



Figure 3. Temporary Sales Centre located North of the Subject Lands



Figure 4. Environmental Protected Lands South of the Subject Lands



Figure 5. Agricultural and Future Residential Uses East of the Subject Lands



Figure 6. Agricultural Uses / Vacant Land West of the Subject Lands



2.1 Nearby Development Activity

The following is a summary of the surrounding approved development applications:

- **North:** Lands owned by 970 Maplevue Inc. Phase 1 has been registered and the balance of the lands are draft approved for single-detached dwellings, semi-detached dwellings, and townhouses as well as two mixed-use blocks, environmental protection lands, stormwater management facilities and open space/parkland (City of Barrie File No. D12-430).

Further north are lands owned by 1597229 Ontario Limited and Honeyfield Big Bay Point Inc. (collectively known as Blue Sky) which are Draft Plan approved for single detached dwellings, semi-detached dwellings, townhouses, stormwater management facilities, environmental protection lands and open space (City of Barrie File No. D12-429).

- **East:** A conformity application has been submitted on lands to the east for property known as Sandy Cove Estates (formerly Finger Lakes). The Sandy Cove Estates lands are located in Phases 1 and 3 of the Hewitt's Secondary Plan area.
- **South:** There are no current development applications to the south of the subject lands as these lands are located within Phase 3 of the Hewitt's Secondary Plan area.
- **West:** Lands owned by 1091369 Ontario Ltd. and are draft approved to contain single detached dwellings, townhouses, stormwater management facilities and a village square (City of Barrie File No. D12-428).

3.0 PROPOSED DEVELOPMENT

The applicant is proposing a Plan of Subdivision and Zoning By-law Amendment, each of which are detailed in the following subsections.

3.1 Plan of Subdivision

The purpose of the application for Plan of Subdivision is to facilitate a subdivision containing 466 residential units of varying single detached dwelling lot sizes and street townhouses as well as three medium density blocks, environmental protection blocks, stormwater management blocks, and municipal roads (**Figure 7**). The Plan of Subdivision will implement the design reviewed as part of the conformity application approval.

A number of features of the proposed draft plan are summarized below:

1. A 9 metre road widening has been provided along Maplevue Drive East. When combined with the subdivision to the north, the total right-of-way width would be 34 metres.
2. The plan reflects the realignment of Sandy Cove creek in accordance with separate design work and submissions undertaken by CC Tatham on behalf of the Owner of the subject lands and the two property owners to the east.
3. Minor Collector Street 'A', connects the subject lands with the future and approved subdivisions to the east and west, respectively.
4. Major Collector Street 'B', connects the subject lands with the future subdivisions to the south and east.
5. Three medium density blocks are proposed at the north end of the site.
6. The stormwater block has been designed to align with the stormwater pond to the west.
7. The proposed land uses and unit types are broken down in the following table:

Table 1. Proposed Land Uses and Unit Count

Residential Uses	
Unit Type	No. of Residential Units
Low Density	
• 9.0m single	39
• 10.4m single	30
• 11.5m single	66
• 13.7m single	48
<i>Sub-Total</i>	<i>183 units</i>
Medium Density	
• 6.0m Street Town	74
• Medium Density	205**
• Future Lots/Blocks	4
<i>Sub-Total</i>	<i>283 units</i>
TOTAL Residential Units	466 units
Other Uses	
• Environmental Protection (2.78 ha)	
• Stormwater Management and Drainage facilities (1.41 ha)	
• Open Space (0.01 ha)	
• Widening & Reserve (0.14 ha)	
• Roads (3.83 ha)	

** The medium density blocks unit count is approximate. The exact unit numbers, layout, etc., will be subject to a future Site Plan application.

3.2 Zoning By-law Amendment

The purpose of the application for Zoning By-law Amendment is to replace the former Agricultural (AG) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act, by rezoning the lands Neighbourhood Residential (R5), Neighbourhood Residential Special Provision XXX (R5 SP-XXX), Neighbourhood Multiple Residential (RM3), Open Space (OS), and Environmental Protection (EP) which is fully detailed in Section 4.6 of this Report.

The Neighbourhood Residential (R5) zone will permit the proposed single detached dwellings and street townhouses. The Neighbourhood Special Provision XXX (R5 SP-XXX) will permit a dedicated drainage and access block (Block 210). The Neighbourhood Multiple Residential (RM3) zone will permit the future development of the three medium density blocks which will be developed through Site Plan Control. The Environmental Protection (EP) zone will apply to lands buffering the adjacent woodland. Lastly, the Open Space (OS) zone will permit the stormwater management facilities.

3.3 Conformity Review

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Review Plan (**refer to Appendix A**) was prepared and approved by the City of Barrie. The purpose of the Conformity Review/Approval exercise is to ensure that proposed development generally conforms to the Hewitt's Master Plan, which is Appendix 9B in the Hewitt's Secondary Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

In their letter dated April 26, 2019, the City confirmed that the proposed development is deemed to generally conform to the Hewitt's Secondary Plan, and formal applications for Plan of Subdivision and Rezoning can be made following a required neighbourhood meeting which was held on June 25, 2019. The City File Number for the Conformity Submission is D28-2012-2019.

3.4 Neighbourhood Meeting

A Neighbourhood Meeting was held on June 25, 2019 at St. Paul's Anglican Church to present the proposed Plan of Subdivision to the public and provide them an opportunity to comment. The Neighbourhood Meeting was scheduled prior to submitting development applications to allow the applicant the chance to revise their proposed development based on feedback from the public. The Project Team attended the Public Meeting to answer any potential questions and provide feedback regarding the proposed land uses and built form. There were no members of the public in attendance and no written submissions were received.

3.5 Supporting Technical Reports and Plans

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

1. Planning Justification Report

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

2. Geotechnical Investigation

A Geotechnical Report was prepared by Cambium Inc. dated December 5, 2018. The geotechnical investigation was required to confirm subsurface conditions to provide design parameters for the design and construction of the proposed development. The Report concludes the following:

- Existing topsoil, fill and any organic matters shall be excavated and removed from the subject lands.

- In the boreholes, groundwater was observed from 1.22 mbgs to 6.4 mbgs and the monitoring wells found that the groundwater table was measured to be at a depth ranging from the ground surface to 2.49 mbgs.
- Provided the area below the proposed buildings are as described in Section 4.1 of the Report, subsurface conditions will be acceptable for slab-on-grade floor slabs.
- It is recommended to install perimeter perforated pip sub-drains connected to the storm sewer or to an appropriate frost-free outlet for the footings of any building structure.

3. Hydrogeological Assessment

A Hydrogeological Assessment was prepared by R.J. Burnside & Associates Limited which provides development considerations a review of background information, groundwater monitoring wells, hydraulic connectivity testing, surface water monitoring, water quality testing and water balance calculations. The development considerations state dewatering may need to occur due to the groundwater level ranging from 0 metres to 6 metres below ground surface, and the existing well will need to be decommissioned.

4. Natural Heritage Evaluation & Sandy Cove Creek Realignment.

A Natural Heritage Evaluation was prepared by Roots Environmental which assessed the natural heritage features on and within 120 metres of the subject lands and the potential impact of the proposed development on the features. The evaluation concludes the subject lands contain Sandy Cove creek, which is proposed to be relocated/re-channelized, and an unevaluated local wetland comprising 4.43 hectares. The report also noted that a significant woodland is located adjacent to the site to the southeast. The impact assessment contained in Section 6 states ecological offsetting for the unevaluated wetland and the Owner is currently in negotiations with the LSRCA on this point. Additionally, no impacts are expected for the significant woodland to the southeast.

A separate design submission has been made to the City, LSRCA and Fisheries and Oceans Canada regarding the re-alignment of the Sandy Cove Creek. In December 2020, Fisheries and Oceans Canada confirmed that subject to mitigation measures, the proposed channel realignment proposed mitigation measures. The LSRCA is currently reviewing a permit application for construction of the realigned channel.

5. Traffic Impact Study

A Traffic Brief was prepared by JD Engineering which assessed the future traffic volume in the study area to identify potential improvements that may be required. The Brief found that a full occupancy (2031) the proposed development would generate 223 AM peak hours trips and 308 PM peak hour trips. Based on the estimated increased traffic volume, no infrastructure improvements are recommended, as such, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local road network.

6. Stage 1-2 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was prepared by Aecom. The assessment includes site data collection and review, and a physical assessment using pedestrian survey at 5m intervals and test pit survey. The Assessment concluded that no archaeological resources were found within the subject lands. Subsequently, a Clearance Letter was received on May 8, 2020 from the Ministry of Tourism, Culture and Sport advising that the Assessment has been reviewed and entered into the Ontario Public Register of Archaeological Reports.

7. Noise Feasibility Letter

A Noise Feasibility Letter was prepared by R. Bouwmeester & Associates to assess the noise generated from Mapleview Drive traffic volumes. The Letter concludes that Block 184 (street townhouses) will experience sound levels that exceed the limits during the daytime in the rear yard outdoor living area

and day and nighttime at the 3rd floor bedroom window. Block 196 (medium density block) does not require mitigation measures for dwellings beyond 60 metres from the centreline of Maplevue Drive and noise fences are not required beyond 25 metres from the centreline. The mitigation measures recommended include forced-air heating systems with ductwork sized to accommodate the future installation of central air conditioning at the dwelling owner's option and expense and further, a warning clauses will be required in all Agreements of Purchase and Sale or Lease for Blocks 184 and 196.

8. Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by The Jones Consulting Group Ltd. The Report evaluate the properties servicing in relation to water, sanitary, stormwater, roads, grading and utilities. The Report concludes that the site can be serviced with existing and proposed services that are planned for the area.

9. Tree Preservation Plan

JDB Associates Ltd. prepared a Tree Inventory and Preservation Plan which found the majority of boundary trees are to be removed on the western property line and the majority of the trees along the eastern property line are recommended to be preserved.

4.0 LEGISLATION & POLICY REVIEW

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

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

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

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Act) and Subdivision of land (Sections 50 and 51).

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;

Protection is accomplished in the following three ways:

1. The limits of the woodlot and buffer to the southeast were confirmed in the field with the City and LSRCA staff in 2015.
2. The Sandy Cove Creek channel realignment will result in an enhanced and improved riparian corridor that is being reviewed separate of this rezoning/subdivision application by the City, LSRCA and the Ministry of Fisheries and Oceans (DFO).
3. The development is supported by Natural Heritage Evaluation and a site visit with the Lake Simcoe Region Conservation Authority (LSRCA).

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

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

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

No mineral resources have been identified within the Hewitt's Secondary Plan area, and natural heritage resources are protected as outlined in point a) above.

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

A Stage 1-2 Archaeological Assessment was prepared by AECOM Consultants and cleared by the Ministry of Tourism, Culture and Sport on May 8, 2020.

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

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

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process or site plan approval process for the three medium density blocks.

The development efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

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

The proposed development conforms to, or will conform to, the City's Master Plans.

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

- g) the minimization of waste;*

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

- 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 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. Specific to the medium density use blocks, matters concerning accessibility will be reviewed during the site plan approval process.

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

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. Lands to the west and southwest have been planned for several parks, an elementary school, and a high school.

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

The Hewitt's Secondary Plan is a master planned community that will contain approximately 16,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing. The proposed development contains a range of housing types and sizes. At this point, affordable housing is not proposed.

- 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 including the secondary school and elementary school to the west and southwest of the subject lands.

- 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;*

Prior to submission of the applications, a Neighbourhood Meeting was held on June 25, 2019. A statutory Public Meeting will provide further opportunity for the public to comment on the proposed applications. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and

City Planning Staff to identify whether plan revisions are required. At this time no conflicts between public and private interests have been identified.

p) the protection of public health and safety;

The 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 proposed application for comment.

q) the appropriate location of growth and development;

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

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

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

The development is proposed at transit supportive densities and is located along a future planned transit route being Maplevue Drive East.

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 application 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. These policies are reviewed in Section 5.0 of this Report.

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

4.2 Provincial Policy Statement (PPS), 2020

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

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

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

4.2.1 Building Strong Healthy Communities

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

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

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

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

The proposed subdivision conforms to the Hewitt's Secondary Plan, which is a master planned community in the City that is a gateway to the City of Barrie that provides 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. In addition, 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. Lastly, 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, detailed design work, and construction.

- 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, seven different housing styles are proposed including 9.0 metre, 10.4 metre, 11.5 metre and 13.7 metre single detached units, 6.0 metre street townhouses, and three medium density housing types.

The subdivision also contains two blocks consisting of the natural heritage system and associated buffers.

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;*

A Natural Heritage Evaluation has been prepared by Roots Environmental which assesses the natural heritage features on and adjacent to the property. The natural features and buffers have been included within the proposed Environmental Protection Blocks which will be conveyed to the City. The limits of core natural heritage features were walked, staked and surveyed in 2015 to the satisfaction of the City of Barrie and the Lake Simcoe Region Conservation Authority. Additionally, the Sandy Cove Creek is proposed to be realigned in collaboration with the City of Barrie and Lake Simcoe Region Conservation Authority to improve the long-term ecological value and sustainability of the watercourse.

A Traffic Impact Study has been prepared by JD Engineering that concludes 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 proposed subdivision will not prevent the efficient expansion of the settlement area boundary because the subject lands are adjacent to lands within 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 proposed rezoning application will implement the Zoning By-law framework for the Salem and Hewitt's Secondary Plan area approved by the City of Barrie in 2017. That framework established new standards that minimize land consumption and servicing costs, such as reduced setbacks, higher lot coverage, and the permission to build more compact forms of housing such as back-to-back townhouses.

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

The proposed subdivision will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the 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,*

A Natural Heritage Evaluation, including a review of Species at Risk has been completed by Roots Environmental in support of the proposed development. No impacts to significant natural heritage features or Species at Risk will occur as a result of this development.

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

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), rechannelizing and improving the Sandy Cove Creek riparian corridor, protecting the natural heritage features adjacent to the subject lands, and proposing a compact urban form located along a future transit route.

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, and their vitality and regeneration shall be promoted.*

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:*
- 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. prepare for impacts of a changing climate;*
 - 5. support active transportation;*
 - 6. are transit-supportive, where transit is planned, exists or may be developed; and*
 - 7. 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 Secondary Plan is supported by master studies, including a Multi-Modal Active Transportation Master Plan that looked to increase the use of public transit and to promote walking and pedestrian movement. The proposed development will encourage multi-modal transportation by being by proposing compact urban form along a transit corridor at transit-supportive densities.

- c) *Policy 1.1.3.2: Land Use patterns within settlement areas shall 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 City has also identified intensification nodes and corridors and the Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria.

Development of the balance of the subject lands as proposed will not impact on the City's ability to intensify other areas of the City.

- d) *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.

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

The proposed subdivision is located immediately adjacent to planned subdivisions and site plans to the west and east, and sidewalks and roads will connect to those developments. The subdivision proposes a mixture of residential unit types and lot sizes in a compact form that allows for the efficient use of land, infrastructure, and public service facilities.

- f) *Policy 1.1.3.7 Planning authorities shall 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. The subject lands are within Phase 1 of the Hewitt's Secondary Plan area.

3) Housing

Policy 1.4.3 states that planning authorities are required to provide for an appropriate range and mix of housing types and densities to meet the projected requirements 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. Refer to Section 6 of this report for more information on affordable housing.

- b) *Policy 1.4.3 b): permitting and facilitating (1) all forms of housing required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and (2) all forms 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 permits all forms of housing within lands designated Residential. The City has also identified intensification nodes and corridors and their Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria. Lastly, additional residential units are permitted on all lots where single, semi-detached dwellings or townhouses are permitted subject to the Zoning By-law requirements.

- 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 growth.

- 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; and*

The subdivision application 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 and transit is planned for the Hewitt's Secondary Plan area.

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

The subdivision proposed densities that are transit-supportive and less than three kilometers 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.

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. The Zoning By-law Amendment application proposes to rezone the lands to the Hewitt's Secondary Plan Zoning By-law framework. The application does not request any special provisions.

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

Policy 1.5.1 promotes healthy, active communities through the following:

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

The proposed subdivision has been designed to include dual sidewalks on Streets 'A' and 'B', and Street 'E', which connect the subdivision to adjacent lands.

The subdivision has been designed in accordance with the principles of Crime Prevention through Environmental Design. Examples of this design approach include locating a Pedestrian Connection to a dual sidewalk street (Street 'B') from the natural heritage system pathway.

- 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 proposed subdivision provides for pedestrian access/connections to the realigned Sandy Cove creek as well as the woodlands to the southeast. The overall parkland needs of the Hewitt's Secondary Plan will be delivered through the signed Master Parkland Agreement between the City and Hewitt's Creek Landowners Group. This Agreement identifies the land and cash-in-lieu obligations, including the timing of payment and the configuration/location/size of the parkland areas. Cash-in-lieu was received by the City of Barrie on December 28, 2018 in accordance with the Master Parkland Agreement.

5) Infrastructure and Public Service Facilities

Policy 1.6.1 requires the coordination of infrastructure, electricity and public service facilities so that they are delivered in a cost-effective manner that considers impacts from climate change. They are also to be coordinated and integrated with land use planning so that they are financially viable over their life cycle and available to meet current and projected needs.

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan and an Infrastructure Implementation Plan that considers the needs and timing of delivery and the associated long-term costs. The Hewitt's Landowners Group has front ended the design and construction of infrastructure, and representatives from InnPower, Enbridge, the City of Barrie and the Hewitt's Landowners Group attend monthly working group meetings to coordinate electricity and utility needs. Both InnPower and Enbridge have prepared and will continue to update their economic modelling to ensure viable service delivery.

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

The proposed development will incorporate and Low Impact Development measures, and at the time of house design, the builder will be evaluating environmentally friendly technology and construction practices.

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, prepared for the impacts of a changing climate, are feasible and financially viable over their lifecycle, and protect human health and the natural environment. Lastly, 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 and the City of Barrie Engineering Department will review the stormwater management design for this subdivision to ensure their standards are being met. A significant amount of background and foundational work is available in the Subwatershed Impact Study (SIS) to inform the stormwater design. The proposed subdivision conforms to the SIS.

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

The proposed subdivision conforms to the SIS.

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

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

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

The subject lands are not located within any hazard land. The Lake Simcoe Region Conservation Authority will continue to review and be circulated the application.

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

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

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

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

7) Transportation Systems

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, implement the MMATMP.

Specific to the proposed subdivision, the plan is based on a modified grid pattern which promotes pedestrian movement and safety. Residential block lengths are walkable, meaning they are less than 250 metres in length and dual sidewalks are located on key streets. A Pedestrian Connection is located adjacent to Street 'B' and connects to the natural heritage area. In addition, a mixture of residential typologies has been

proposed, including three dedicated medium density use blocks that will be developed at higher densities to support transit.

8) Long-Term Economic Prosperity

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

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

- c) *Optimizing the long-term availability and use of land, resources, infrastructure and public services 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 main streets;*

The subdivision, specifically the medium density blocks, will implement the mixed use node policies of the Hewitt's Secondary Plan area. No negative impacts to the downtown are anticipated.

- 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. The subdivision proposes to protect the natural heritage features on and adjacent to the site.

- 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.

- 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 improvement the agri-food network;*

The 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 this subdivision design that contains compact urban form that will efficiently use infrastructure and promote transit and active transportation.

- k) *minimizing negative impacts from a changing climate and considering the ecological*

benefits provided by nature; and

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change. In addition, the subdivision protects and enhances natural heritage features

- 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 support 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 development is proposed at transit-supportive densities along an arterial road.

- 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 planning 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 development is proposed at transit support densities along a planned transit route.

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

Not applicable.

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

The subdivision is proposed at transit supportive densities along a planned transit route, within 3 kilometres of a major transit station area.

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

The proposed development will conform to the energy efficiency requirements of the Ontario Building Code.

- g) maximize vegetation within settlement areas, where feasible.*

The natural heritage areas will be protected and enhanced. A tree inventory and preservation plan has been prepared.

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

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

A Natural Heritage Evaluation (NHE) has been prepared by Roots Environmental that confirms that no development is proposed within, and there will be no negative impact on, any significant natural heritage feature on or abutting the lands. The NHE contains a full policy review demonstrating the developments consistency with the PPS.

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

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. The subject lands contain no such resources or landscapes.

The land has also been subject to a Stage 1-2 Archaeological Assessment that was accepted by the Ministry on May 8, 2020.

4.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

No development is proposed within any natural hazards.

2) Human-Made Hazards

Policy 3.2 deals 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 proposed subdivision and Zoning By-law Amendment is consistent with the Provincial Policy Statement, 2020.

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

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

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

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

The proposed development features a mix of residential typologies and will provide convenient access to proposed secondary schools, elementary schools and a community park. The applications will improve social equity and the quality of life of future residents by integrating pedestrian connectivity through the use of public trails. The residential uses provide varying unit and lot sizes to accommodate a range of people at different stages of life. Further, the proposed development, through layout and built form, considers the impacts to climate change.

The Hewitt's Secondary Plan was designed to achieve the above noted planning objectives and the proposed site plan 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 development proposes a range of single detached dwelling lot sizes, street townhouses and medium density blocks which will diversify 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 site plan 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 development proposes three medium density blocks which will be subject to a future Site Plan approval process.

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 site plan has been deemed to generally conform to the Secondary Plan. The development is proposed at densities supportive of helping establish complete communities and will promote active transportation.

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

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

In accordance with the Growth Plan, the proposed subdivision would achieve a density of 80 people and jobs per hectare (1,309 people & jobs/16.25 ha.) based on the following:

- 466 units generate a total of 1,240 people living on these lands (assuming 2.66 persons per unit).
- I estimate that approximately 69 jobs would be generated from home-based businesses (assuming 5.5% of population).
- The people and jobs are calculated over the total area of the property (19.03 hectares) minus the environmental protection lands (2.78 hectares) which equals 16.25 hectares.

4.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.1: Integrated Planning

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

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

2) Policy 3.2.2: Transportation – General

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

The City prepared a series of Master Plans concurrent with the development of the Hewitt's Secondary Plan, which have since been updated. Included in those plans was the Multi-Modal Active Transportation Master Plan and a Transportation Design Manual. New development must conform to these 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 been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*

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

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

5) Policy 3.2.7: Stormwater Management

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

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

The Hewitt's Landowners Group also prepared a Subwatershed Impact Study (SIS) that informs the drainage and stormwater management designs across the Secondary Planning area. The proposed stormwater management design conforms to the SIS.

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

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

6) Policy 3.2.8: Public Service Facilities

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

The Hewitt's Secondary Plan contains policies and land use requirements for public service facilities such as schools, a recreation centre, library and fire station. The subject lands are located east of

existing and planned elementary schools and an existing secondary school.

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

Not applicable to this subdivision.

4.3.3 Protecting What is Valuable

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

1) Policy 4.2.1: Water Resource Systems

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 applications propose to enhance the existing natural heritage features on and adjacent to the subject lands.

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.*

A Stage 1-2 archaeological assessment has been prepared for the property that confirms there are no significant archaeological resources on the property.

4.3.4 Implementation

Section 5 of the Growth Plan contains policies applicable to the proposed applications including: Growth Forecasts (5.2.4).

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 meets this minimum target by proposing a density of 80 people and jobs per hectare. Refer to Section 4.3.1 of this Report for additional details on the calculation.

4.3.5 Simcoe Sub-Area

Section 6 of the Growth Plan contains 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.

- 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 which are reviewed in detail in Section 5.0.

In our opinion, the current Zoning By-law Amendment and Plan of Subdivision applications conform to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

4.4 The Lake Simcoe Protection Plan

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

In fulfillment of the watershed policies of the LSPP the Hewitt's Landowners Group retained a number of consultants to prepare a detailed Subwatershed Impact Study (SIS) that was reviewed and accepted by the Lake Simcoe Conservation Authority and the City of Barrie. The detailed engineering design of the subdivision will be prepared in conformity with the SIS and a design charrette held with the City of Barrie and the Lake Simcoe Region Conservation Authority (LSRCA) in the spring of 2017. 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 Natural Heritage Evaluation and Hydrogeological Assessment have been prepared in support of the applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored.

The LSRCA has also issued a site alteration permit to permit vegetation removal, infilling and grading outside of the LSRCA regulated limits.

In our opinion, the proposed subdivision and Zoning By-law Amendment applications conforms to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

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

4.5.1 Hewitt's Secondary Plan

The subject lands are designated Residential Area, Neighborhood Mixed Use Node and Natural Heritage System according to Schedule 9E– Development Phases of the Hewitt's Secondary Plan (as duplicated from Schedule 9A – Land Use) (**Figure 8**). The subject lands are located in Phase 1 of the Hewitt's Secondary Plan according to Schedule 9E – Development Phases (**Figure 8**). Lastly, the subject lands contain lands identified as High Constrain Stream Corridor Area – Special on Schedule 9B: Natural Heritage System (**Figure 9**)

Figure 8. Hewitt's Secondary Plan Schedule 9E

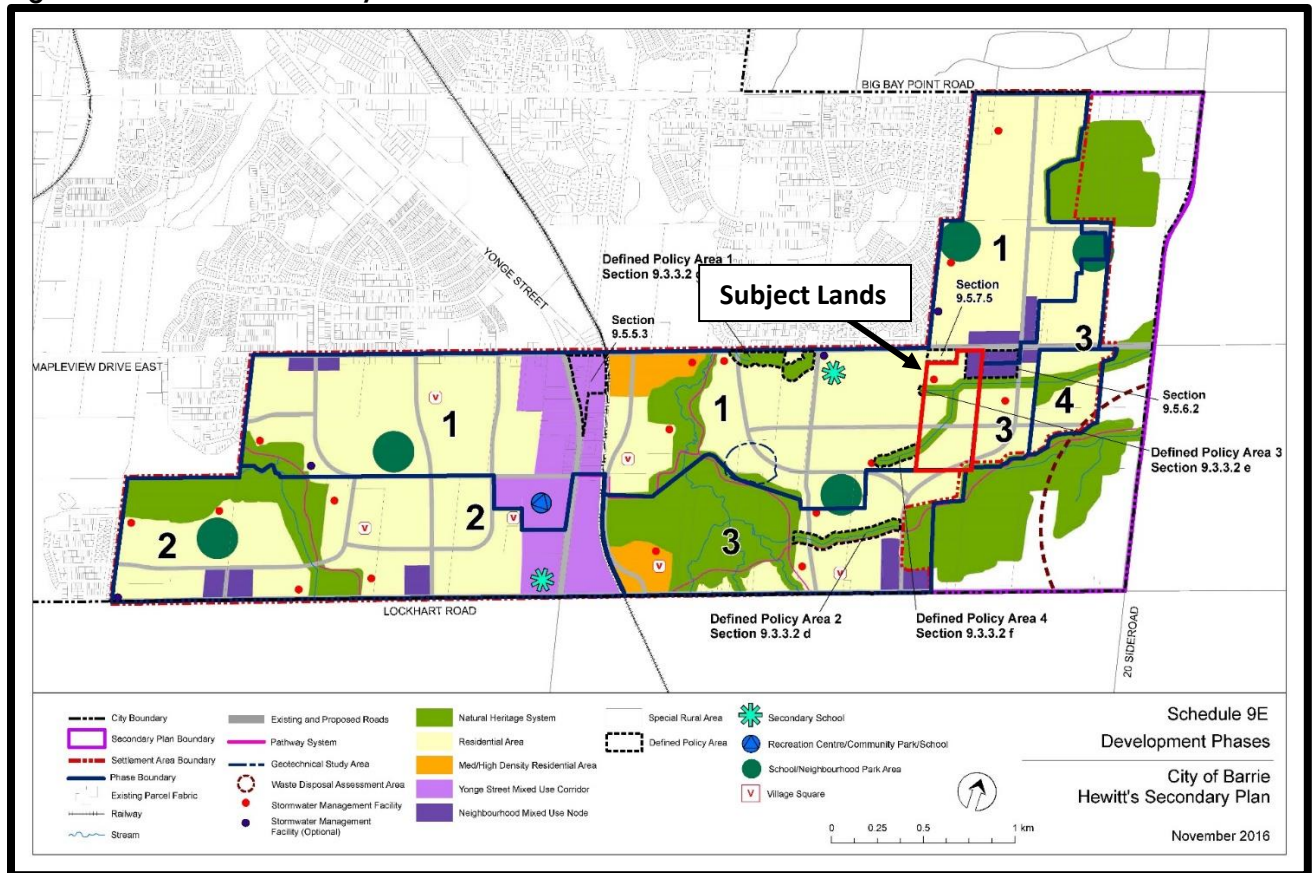
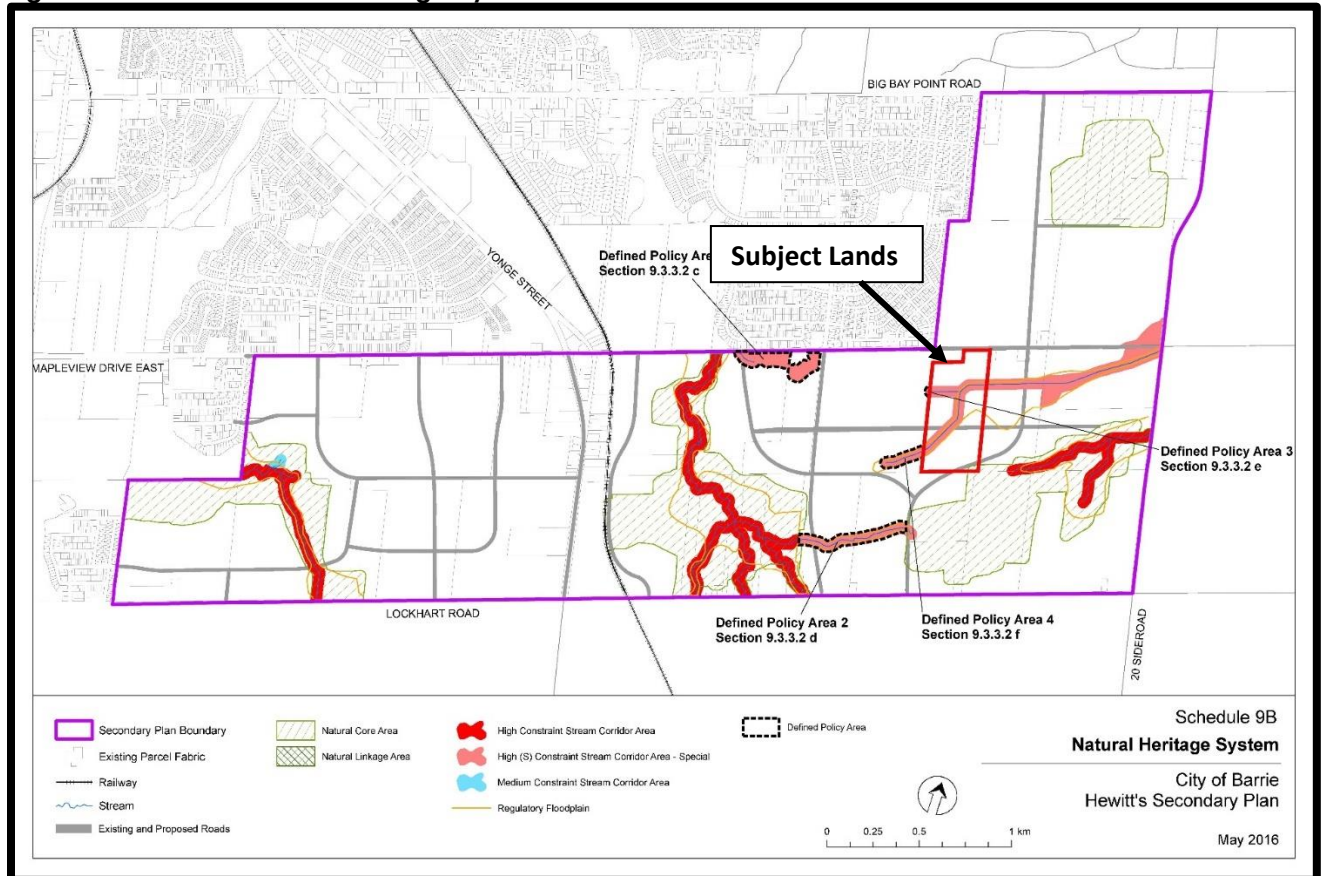


Figure 9. Hewitt's Natural Heritage System Schedule 9B



4.5.1.1 Community Vision and Structure

Section 9.2.3 contains the planning principles that will guide the future development in 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. have, and continue to front end the following:

- 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 principle by identifying the core natural heritage features to be protected and the overall plan design as illustrated in the Master Plan (Appendix 9B). Prior to applications for Plan of Subdivision being accepted, the Secondary Plan requires that an applicant demonstrate a proposed developments conformity with the Master Plan. Conformity for the proposed subdivision was confirmed by the City in April 2019.

- 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 draft plan of subdivision proposes three medium density blocks. The proposed Neighbourhood Multiple Residential (RM3) Zoning will permit a variety of residential uses. Furthermore, there are a series of other neighbourhood mixed use areas in the Secondary Plan area including, but not limited to, the Yonge Street Mixed Use Corridor that provides opportunities for commercial development.

- 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 design of the proposed subdivision is based on a modified grid patterns, which eliminates cul-de-sacs and curvilinear roads, similar to what is shown on the Master Plan (Appendix 9B in the Hewitt's Secondary Plan).

A Pedestrian Circulation Plan has been prepared in support of the subdivision and is consistent with the Conformity Plan that depicts the locations of streets that will have dual sidewalks (**Appendix C**).

The geometric design of the streets is consistent with the City's Transportation Design Manual and an on-street parking plan for the medium density blocks will be prepared prior to final approval.

- 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 a location for a recreation centre, library, elementary schools, secondary schools and a fire station. The proposed subdivision does not propose any of the latter community facilities given the lands were not designated for such, however, the subject lands are east of a public secondary school block and other facilities such as recreation centre and a library.

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

A wide variety of housing types are proposed throughout the Secondary Plan. Specific to the subject lands, at least 5 different housing types are proposed including 9.0 metre, 10.4 metre, 11.5 metre, and 13.7 metre single detached dwellings, 6 metre street townhouses and a future medium density housing type that has not yet been determined.

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

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

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

Accompanying the submission of the Zoning By-law Amendment and Plan of Subdivision applications is a Traffic Impact Study prepared by JD Engineering concluding no traffic hazards will result from the proposed development.

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 dozens of 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 was held on June 25th, 2019 and a statutory Public Meeting will be hosted to collect feedback from the public and stakeholders.

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

The Hewitt's and Salem Secondary Plans are master planned communities 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; whereas, the Salem Secondary Plan contains higher order employment lands. The proposed subdivision will contribute to growth in the Hewitt's Secondary Plan area.

4.5.1.2 Natural Heritage System

In accordance with Section 9.3.2.1 and Schedule 9B of the Hewitt's Secondary Plan, the subject lands contain a Natural Core Area comprised of a watercourse containing the former/now abandoned Redfern Municipal Drain/Sandy Cove Creek. The lands are designated High Constraint Stream Corridor Area - Special.

The limits of the Natural Heritage System identified in Schedule 9B in the Secondary Plan are planned to be realigned in accordance with policy 9.3.2.3 (c), High (S) Constraint Stream Area – Special. This policy notes that the stream corridor may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority Requirements. In addition, the principles of the natural channel design

and bioengineering shall be considered as part of the process. **(Figure 10).** The City of Barrie has decommissioned the Redfern Municipal Drain, and the stream realignment designs have been approved by the City and LSRCA. A permit to construct the realigned channel has been submitted to the LSRCA. The proposed subdivision and rezoning applications will implement the realignment design approved to the satisfaction of the City of Barrie and Lake Simcoe Region Conservation Authority.

In accordance with Section 9.3.8 of the Hewitt's Secondary Plan, the environmental protection lands (Blocks 206, 207, and 208) will be conveyed to the City.

a) Infrastructure

Policy 9.3.5 of the Hewitt's Secondary Plan provides policies for streets and utilities to be located within the natural heritage system subject to a number of criteria such as the use of non-standard cross-sections, minimize grading, be located outside of key natural heritage features, provide for the safe movement of wildlife, and co-locate infrastructure.

The draft plan of subdivision does not propose any streets or utilities within the natural heritage system.

b) Stormwater Management Facilities

Stormwater Management for the proposed subdivision will be accommodated on and off-site.

c) Floodplain Management, Erosion, Hazardous Sites and Fill Control

Section 9.3.9 of the Secondary Plan requires the delineation of the flood and erosion hazard areas and associated setbacks to be established to the satisfaction of the City and Conservation Authority. In fulfillment of this policy we note the following:

- The Sandy Cove Creek watercourse does not pose any hazards related to flooding on the subject lands outside of the proposed realigned 60 metre stream corridor.
- The limits of the Natural Heritage System have been realigned in consultation with the City of Barrie and Lake Simcoe Region Conservation Authority.

d) Surface Water and Ground Water Protection

In accordance with Section 9.3.10 of the Hewitt's Secondary Plan, a condition of final approval of the subdivision will be the preparation of a Hydrogeological Study that confirms there is no adverse impact on the existing area wells and aquifer recharge areas. A site-specific hydrogeological study has been prepared by R.J. Burnside and Associates in support of the proposed subdivision.

4.5.1.3 Community and Sustainable Design

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

a) Community Form

As detailed in Section 3.3 of this Report, a Conformity Plan has been approved by the City in accordance with Section 9.4.2 c) of the Secondary Plan. In the letter dated April 26th, 2019, the Manager of Growth and Development stated that the Conformity Plan prepared for this property has been deemed to "generally conform to the schedules and policies of the Hewitt's Secondary Plan".

b) Urban Design

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

c) *Design and Sustainable Development Policies*

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

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

i) *Community Design*

The Plan was designed to establish a residential neighbourhood with convenient and efficient access to adjacent lands and existing and future planned transit routes. The Plan consists of a range of single detached dwelling lot sizes, street townhouses and three medium density residential blocks that will be developed in the future through Site Plan Control. The Plan is designed to be transit supportive, and pedestrian and transit oriented, with an overall density of 40 units per net hectare (Policy 9.4.4.2 a).

There are several neighbourhood focal points that fall on adjacent lands. To the west, the focal points include a secondary school and fire station, and further west, a community centre with a public library and the Yonge Street Mixed Use Corridor. To the east, the focal point is a future catholic secondary school and elementary school. The proposed subdivision also contains the natural heritage system which includes a pathway to allow people to enjoy the natural features.

The Subdivision was designed to ensure access aligns to the anticipated development of the lands to the west, east and south (Policy 9.4.4.2 d)).

As detailed in Section 4.3.1 of this Report, the proposed subdivision is estimated to generate 80 people and jobs per hectare which is a transit supportive density.

ii) *Cultural Heritage Conservation*

A Stage 1-2 Archaeological Assessment has been prepared for the property that confirms there are no significant archaeological resources on the property.

iii) *Streetscape Design*

The subdivision has been designed using 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 residential lots and units encourage pedestrian activity by way of being in walking distance to various community services and facilities, and the dwellings will comply with the Hewitt's Zoning By-law framework which encourages complete communities by locating dwellings closer to the street (Policy 9.4.4.4)

iv) *Parking*

The proposed subdivision provides for on and off-street parking. The medium density blocks will contain parking areas which will be designed as part of the Site Plan Control process.

v) *Safe Community Design*

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

vi) *Sustainable Development*

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

4.5.1.4 Land Use Strategy

The Hewitt's Secondary Plan land use strategy contains goals and policy associated with the Natural Heritage System, Mixed Use Nodes and Corridors, and the Residential Area.

a) Natural Heritage

Prior to the approval of the Hewitt's Secondary Plan, a Natural Heritage assessment was undertaken to identify the natural heritage system, the hydrogeological system, and the natural hazards in the Salem and Hewitt's Secondary Plan areas. This work formed the basis for the establishment, protection and enhancement of the Natural Heritage System. The limits of the core natural heritage features and their related buffers are identified in the schedules to the Hewitt's Secondary Plan.

Following approval of the Hewitt's Secondary Plan, the limits of the core natural heritage feature (excluding Sandy Cove Creek), and their associated buffers, were reviewed in the field in July 2015. The field walk included the placement of stakes to identify the exact limits of development and the immediate surveying of those stake locations by an Ontario Land Surveyor. The limits of the natural heritage features were then mapped and both the Lake Simcoe Region Conservation Authority and the City of Barrie confirmed their acceptance of the mapping in writing.

The development limits on the draft plan of subdivision implement the proposed realignment of the natural heritage system and a buffer to an adjacent woodland. A total of 2.78 hectares of environmental protection lands are proposed contained conveyed to the City of Barrie at final approval.

In support of the subdivision and rezoning applications, a Natural Heritage Evaluation has been prepared which concludes the following:

- i. The proposed development is consistent with policies of the Provincial Policy Statement, Places to Grow, City of Barrie Official Plan, and the Lake Simcoe Protection Plan.
- ii. The proposed buffers adjacent to the Significant Natural Heritage Features within the Natural Core Area are sufficient to protect the overall form and ecological functions for which the Natural Heritage System has been identified.
- iii. The Proposed development will not result in negative direct or indirect impacts to habitat of Species at Risk.
- iv. The proposed works will not result in negative impacts to the ecological functions of any Significant Woodland, Significant Wetland, or Candidate Significant Wildlife Habitat.
- v. LSRCA approval is required prior to site alteration within regulated lands and an Ecological Offsetting Strategy should be prepared to facilitate removal of the non-significant woodland.

b) Mixed Use Nodes and Corridors

A 1.56-hectare medium density block (Block 194), a 0.74-hectare medium density block (Block 195), and a 0.63-hectare medium density block (Block 196) are proposed towards the northern property limit of the site along Street 'C' and Street 'E'. Blocks of 6.0 metre street townhomes are proposed along Street 'C' adjacent two medium density blocks at the entrance of the site.

Blocks 194, 195 and 196 are proposed to be zoned Neighbourhood Multiple Residential (RM3) as described in Section 4.6. In accordance with policies 9.5.4.3 e) and 9.5.6.1, the planned density of these Blocks will range between 147 units (50 units per hectare) to a maximum of 206 units (70 units per hectare). The final built form and density proposed will be determined as part of the submission of a future Site Plan applications for these Blocks.

c) Residential Area

Policies 9.5.7.3 and 9.4.8.2 provide minimum and maximum densities for low, medium and high 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". Net Developable area is separately defined in Section 9.8.7.4 of the Plan as being all lands available for development including residential, employment uses, open space and infrastructure, but excluding the natural heritage system, infrastructure rights-of-way and existing uses.

the subdivision proposes an overall net density of 40 units per hectare. The densities specific to the low and medium density residential units are in accordance with the Official Plan as outlined below:

- i) **Low Density:** The subdivision proposes approximately 26.8 units per net hectare (187 units divided by 6.96 hectares). The 6.96 hectare area includes the area of all low density lots and future lots (6.48 hectares), plus one half of the local roads upon which the low density lots front (0.48 hectares).
- ii) **Medium Density:** The subdivision proposes approximately 61 units per net hectare (279 units divided by 4.54 hectares). The 4.54 hectare area includes the area of all medium density lots/blocks (4.38 hectares), plus one half of the local roads upon which the low density lots front (0.16 hectares).

Policy 4.2.2.2a) also states that in designated Greenfield areas, which includes the Hewitt's Secondary Plan area, density shall be calculated in accordance with Section 2.2.7.3 of the Growth Plan, which requires 50 people and jobs per hectare, with the only exclusions being provincially significant natural heritage features. The proposed application meets this minimum target by proposing a density of 80 people and jobs per hectare, as detailed in Section 4.3.1 of this Report.

Policy 9.5.7.3 also states the City shall require a variety of residential building types and densities throughout the Residential designation. The target for the Hewitt's Secondary Plan area is 20 percent medium density and 80 percent low density. The proposed development achieves a mix of 60% medium density, and 40% low density.

4.5.1.5 Community Services Strategy

The Community Services Strategy policies relate to matters of transportation, water & wastewater services, stormwater management, and parkland.

a) Transportation

The road network and road geometry within the proposed subdivision conforms to the local road, minor collector road, and arterial road classifications found in policies 9.6.3.1 a) of the Hewitt's Secondary Plan as illustrated below:

- 27 metre right-of-way for Street 'B' which is a Major Collector road.
- 24 metre right-of-way width for Street 'A' which is a Minor Collector road.
- 18 metre right-of-way width for local streets.
- 9 metre road widening along Maplevue Drive East.

The road geometry, intersections, and preliminary driveway locations have been reviewed in conformity with the Transportation Design Manual.

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

The stormwater management for the proposed development conforms to the Drainage and Stormwater Management Master Plan, and the Subwatershed Impact Study for the Hewitt's Secondary Plan area. Low Impact Development facilities will be utilized as determined during the design charrette with the City of Barrie and Lake Simcoe Region Conservation Authority.

d) Parkland

In accordance with Section 9.6.7.3, a Master Parkland Agreement was established with the Hewitt's Creek Landowners Group. Cash-in-lieu was received by the City of Barrie on December 28, 2018 in accordance with the Master Parkland Agreement.

4.5.1.6 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 30, 2017.

The SIS was approved by the City of Barrie and the Lake Simcoe Region Conservation Authority April 5, 2018.
2. **Area Design Plan:** As noted in Section 3.3 of this report, an Area Design Plan is not required because the Conformity Plan for these lands has been deemed to generally conform to the Master Plan in Appendix 9B of the Secondary Plan.
3. **Pedestrian Circulation Plan:** **Appendix C** contains the Pedestrian Circulation Plan.
4. **Delineation of the Regulatory Floodplain:** As proposed, the design drawings have been submitted to the City and LSRCa to realign Sandy Cove Creek. This work will result in a significant reduction in the floodplain limits on lands east of this site (Sandy Creek Estates).
5. **Geotechnical Study:** A Geotechnical Study accompanies the application.
6. **Waste Disposal Impact Assessment:** The subject lands are not within a designated "Waste Disposal Assessment Area".
7. **Long Range Financial Plan (LRFP):** The City has prepared a LRFP and development must be consistent with this document in order to ensure there is 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. 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 14th, 2021. A summary of applicable development fees was provided in conformity review comments, dated April 26, 2019, provided by the City of Barrie Development Charges Administrator.
9. **Master Parkland Agreement:** The City of Barrie and the Hewitt's Creek Landowners Group finalized a Master Parkland Agreement that was executed in 2018. This agreement sets out the land and cash-in-lieu obligations of the Landowners. Parkland dedication and cash-in-lieu has been paid in accordance with the Hewitt's Master Parkland Agreement.
10. **Cost Sharing Agreement:** The Hewitt's Creek Landowners Group cost sharing agreement was executed on January 31, 2018.
11. **Phasing:** The subject lands are contained within Phase 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.
13. **Urban Design and Sustainable Development Guidelines:** The City issued the final version of the Guidelines for the Hewitt's and Salem Secondary Plan areas in April 2017.

4.5.2 Official Plan Policies

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

4.5.2.1 Staging and Phasing of Development

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

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

The Hewitt's Secondary Plan contains phasing policies and a Phasing Schedule. The proposed development is located within Phase 1, and southeast of an existing residential subdivision.

The processing of final subdivision approval and registration will not occur until the City is satisfied that the proposed development conforms with the Long Range Financial Plan.

The proposed subdivision is located south of an existing residential subdivision and lands approved 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 a mix of housing types.

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

The subject lands are located south of an existing residential subdivision and, east, west and north of lands approved or designated for development.

- iii) sequential development of neighbourhood facilities;*

Neighbourhood facilities are planned on lands in close proximity including elementary school, secondary school and high school. The Hewitt's Secondary Plan will also contain a library, recreation centre and numerous community and neighbourhood 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 subdivision.

v) provision of schools and parks;

There is a planned elementary school and existing secondary school to the west of the subject lands. The location, size, and configuration of parks are in accordance with the Hewitt's Master Parkland Agreement.

vi) provision of sidewalks and access to public transit.

Dual sidewalks will be located on Streets 'A', 'B', and Street 'E'. All other streets will contain one sidewalk. A transit stop is expected to be located on Maplevue Drive East within 180 metres of the proposed subdivision.

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

The primary subdivision entrance is located off Maplevue Drive East, identified as Street 'C', which connects to the lands to the west. Street 'A', Street 'B' and Street 'E' also connect the subject lands with the adjacent future subdivisions.

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

The subdivision will rely on the extension of sanitary and water services from the lands to the east and west as outlined in the Functional Servicing and Stormwater Management Report.

ix) adequacy of storm drainage; and,

Stormwater management will occur in on and off-site stormwater ponds that connects to the adjacent lands to the west and east.

x) protection of the environment and significant natural resources.

The subdivision includes 2.78 hectares of environmental protection lands that are proposed to be conveyed to the City. The limits of development proposed by the draft plan of subdivision incorporate the realignment designs of Sandy Cove Creek.

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

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

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

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

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

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

4.5.2.2 Housing

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

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

Refer to Section 4.6 of this Report.

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

The proposed subdivision contains a variety of housing types and styles including four different types of single detached dwellings, street townhouses and an undetermined medium density housing type.

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, medium and mixed use 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.

4.5.2.3 Residential Design Policies

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.

Each single detached dwelling and townhouse lot in the proposed subdivision will provide a minimum of two off-street parking spaces and a rear yard amenity area of a minimum of 5 metres, as per the Zoning By-law.

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 medium density use blocks are located at the northern limits of the site. Townhomes and compact single detached units are proposed south of the medium density blocks with the largest single detached unit type located along the Environmental Protection Blocks and stormwater management block.

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

A Noise Feasibility Letter has been prepared in support of the proposed development which concludes that any concerns related to noise can be mitigated. The noise concerns of the medium density blocks will be reviewed when the blocks are developed through Site Plan Control.

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

The proposed subdivision has been designed to promote multi-modal transportation, 'eyes on the street' and pedestrian activity through the compact urban form, mix of residential typologies, and short block lengths. Landscaping will be determined through detailed design

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

The development of any non-residential uses in the medium density use blocks will be subject to a future development applications.

4.5.2.4 Residential General Policies

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

The Hewitt's Secondary Plan was supported by the preparation of a number of master plans and subsequent updates, 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 subdivision/rezoning 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 applications propose to protect the natural heritage features on the subject lands.

4.5.2.5 Plans of Subdivision

Section 6.2.2 contains policies for plans of subdivision that have been assessed below:

a) New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, sewage disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other community facilities.

The proposed development will be serviced with full municipal water and wastewater services and there is system capacity to service this development. The subject lands are also in close proximity to a public secondary school, elementary school and surrounding parks (Village Squares).

b) New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing complete communities while minimizing impacts on the City's existing property tax base.

The proposed development conforms to the policies of the City of Barrie Official Plan and Hewitt's Secondary Plan. The Secondary Plan policies focus on promoting development that will create complete communities.

c) New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that they do not adversely impact on the transportation system, the natural environment, or adjacent land uses.

The subdivision is proposed at densities that conform to the Growth Plan and Hewitt's Secondary Plan. The form of development is significantly more compact and efficiently uses land and infrastructure.

d) New plans of subdivision must be integrated with adjacent lands, subdivisions, and roads.

The proposed subdivision has been designed with consideration given to abutting subdivision designs and the widening planning for Maplevue Drive East. Further, higher density and compact housing forms are proposed at the entrance of the site with larger unit types located along the environmental protection blocks towards the southern site boundary.

e) The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency (e.g., solar).

The subdivision layout generally conforms to the layout in the Hewitt's Master Plan (Appendix 9B in the Hewitt's Secondary Plan).

4.5.2.6 Urban Design Guidelines

Refer to Section 5 of this Report.

In our opinion, the proposed subdivision and Zoning By-law Amendment conforms to the City of Barrie Official Plan and Hewitt's Secondary Plan.

4.6 City of Barrie Zoning By-law

The purpose of the application for Zoning By-law Amendment is to rezone the lands Neighbourhood Residential (R5), Neighbourhood Residential Special Provision XXX (R5 SP-XXX), Neighbourhood Multiple Residential (RM3), Open Space (OS) and Environmental Protection (EP) (**Figure 10**). The proposed zoning will be implemented by the Draft Plan of Subdivision once approval is received.

The zoning will replace the former Agricultural (AG) 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 uses and densities proposed within the Draft Plan of Subdivision, as follows:

- Neighbourhood Residential (R5) zone will permit the various single detached dwelling lots (Lots 1 - 183) and the street townhouses (Blocks 184-193).
- Neighbourhood Residential Special Provision (R5 SP-XXX) zone will permit stormwater drainage and access/servicing for the adjacent mixed use development at 947 Maplevue Drive East. This block will also provide stormwater drainage to on-site medium density block 194.
- Neighbourhood Multiple Residential (RM3) zone will apply to the three medium density blocks (Blocks 194-196).
- Open Space (OS) zone will permit the stormwater management facilities (Block 211)
- The Environmental Protection (EP) zone will recognize and protect the natural heritage features (Blocks 206-208).

There are no special exceptions requested by the Zoning By-law Amendment application at this time.

Figure 70. Draft Zoning By-law Schedule



5.0 URBAN DESIGN

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

5.1 General Design Guidelines

According to Section 9.4.4.1 of the Hewitt's Secondary Plan, the General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development except for policies 6.5.2.2. c) and d) iii), v) and vi).
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 single detached and street townhouse dwelling units will conform to the City's zoning framework for the Hewitt's and Salem Secondary Plan areas. The development standards in the zoning framework includes provisions to specifically enhance the massing and conceptual design of units such as limiting garage projections, garage door widths, driveway widths and tightening building setbacks.

The design of the medium density use blocks will be considered as part of future site plan applications.

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

The design of the roof screening for buildings within the medium density use blocks will be considered as part of future development applications. Rooftop mechanical is not proposed on the single or townhouse lots.

- 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.*

The Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas contain specific provisions about blank garage walls on corner lots. The design of the corner lots will be determined through detailed design of the subdivision. This guideline will also influence the final built form in the medium density use blocks, which will be subject to future Site Plan applications.

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

A Stage 1-2 Archaeological Assessment was completed on these lands that concludes there is no cultural heritage value or interest.

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

Building entrances will meet the requirements of the Ontario Building Code. The Code contains specific accessible entrance requirements for multi-unit buildings.

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

Dual sidewalks will be located along Street 'A', Street 'B' and Street 'E' which provides access to the adjacent lands to the east and west. The location of pedestrian connections within the medium density blocks will be considered as part of future development 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.*

Corner lots will be subject to enhanced architectural details and implemented as a condition of draft plan approval. The design of the medium density blocks will be reviewed during future site plan applications.

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.*

Dual sidewalks along Streets 'A' and 'E' have been illustrated on the Pedestrian Circulation Plan (Appendix C). The alignment of Street 'B' has been coordinated with adjacent landowners to the east and west.

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

Each single detached dwelling and townhouse unit will meet the City's parking standard of 1.5 parking spaces per unit. The parking for the medium density use blocks will be considered as part of future Site Plan applications.

- 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 guideline would apply to the medium density use blocks, each of which will be considered as part of future Site Plan applications.

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

This guideline would apply to the medium density use blocks, each of which will be considered as part of future Site Plan 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.*

A detailed landscape plan for the boulevards will be prepared and approved by the City during detailed design prior to final approval of the subdivision.

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

This guideline will be implemented during Site Plan approval of the adjacent mixed use site at 947 Mapleview Drive East.

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

The Environmental Protection Areas will not be included in the minimum landscaping standard.

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

A detailed landscape plan for the boulevards will be prepared and approved by the City prior to final approval of the subdivision.

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, and the Sandy Cove Creek watercourse is being realigned to improve the feature and downstream floodplain areas. The realigned natural heritage system will be contained within proposed environmental protection blocks and conveyed to the City of Barrie at the time of final approval.

- 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 limits of the natural heritage system are proposed to be realigned as described in point d) i. above. A tree preservation plan has been prepared for boundary trees.

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

The identification of natural heritage features to be preserved was extensively studied and discussed during the preparation of the Hewitt's Secondary Plan. The Plan was based on a natural heritage system based approach which looked to preserve approximately 30% of the land area in the Hewitt's Secondary Plan. The Secondary Plan analysis concluded that isolated features that were not part of the natural heritage system do not require preservation. Accordingly, the isolated treed areas on this property are proposed to be removed.

- 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 boundary trees that are proposed for retention. In terms of new tree planting, a condition of the draft subdivision approval will be the detailed landscaping design of street tree planting. In addition, restoration plantings will be located within the buffer (in places where no vegetation exists) to the natural heritage system in accordance with the Vegetation Protection Zone requirements of the Lake Simcoe Protection Plan.

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

A Natural Heritage Evaluation has been prepared by Roots Environmental in support of the proposed 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.*

Refer to point iii above.

- 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.

Site Alteration permits have been approved by the City.

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 within the medium density use areas will be considered as part of future development application(s).

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 intention is to co-locate utilities within the proposed road allowances.

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. At this time, a report has not been requested.

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

The existing dwelling will be demolished.

- 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.*

This guideline reasonably encapsulates the general design intention of the Hewitt's Secondary Plan, which the proposed subdivision conforms to.

5.2 Urban Design and Sustainable Development Policies

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

- a) **Planning Principles:** The proposed development conforms to the Planning Principles in the Official Plan, and restated in Section 2.2 of the Urban Design and Sustainable Development Guidelines.
- b) **Master Plan:** The proposed development conforms to the Community Structure and Hewitt's Master Plan as confirmed by the City of Barrie in April 2019.
- c) **Community Sustainability:** The proposed development represents compact and pedestrian and transit-oriented development. The development implements the Natural Heritage System policies in the Official Plan and conforms to the Lake Simcoe Protection Plan.
- d) **Natural Heritage & Parkland System:** The proposed development protects and enhances natural systems by conveying the Natural Core Area and buffer to the City of Barrie. The buffer will be planted as required by the Lake Simcoe Protection Plan and the road designs provide views and access into the natural heritage system and sidewalks which provide connecting links for pedestrians. Parkland cash-in-lieu has also been provided to the City of Barrie in accordance with the Master Parkland Agreement.
- e) **Stormwater Management:** Stormwater management will occur in on and off-site stormwater management ponds. Where feasible, Low Impact Development methods will be incorporated into the detailed engineering design.
- f) **Circulation and Movement:** The roadway designs conform to the Transportation Design Manual which ensures safety and accommodation of transit and active transportation. In addition, street block lengths are less than 250 metres, and dual sidewalks are located on Streets 'A' and 'E' as shown on the Pedestrian Circulation Plan (**refer to Appendix C**).
- g) **Pathways:** Pathways will be incorporated into the natural heritage system, as shown on the Pedestrian Circulation Plan in **Appendix C**.
- h) **Streetscapes:** The streetscape adjacent to the medium density use blocks will be reviewed as part of future development applications associated.
- i) **Boulevards – Residential Areas:** Sidewalks are located on a number of streets as shown on the Pedestrian Circulation Plan (**refer to Appendix C**). Street trees will be located to the satisfaction of City staff.
- j) **Boulevards – Mixed Use Nodes and Corridors:** The streetscape adjacent to the medium density use blocks will be reviewed as part of future development applications.
- k) **Landscaping:** Detailed landscape designs for the boulevard street tree planting and natural heritage system buffer will require approval of City staff.
- l) **Accessibility and Universal Design:** The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. In addition, the subdivision will be reviewed by the City of Barrie Accessibility Coordinator as part of the circulation of the application, and changes can be made to the design, if necessary, following that review.
- m) **Safe Community Design:** The subdivision has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- n) **Gateways:** The Hewitt's Secondary Plan identifies gateway locations, one of which is located to the east of the subject lands at Maplevue Drive and 20th Sideroad.

- o) **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 Landowner Groups to coordinate hydro and utility servicing.
- p) **Street Furniture – Mixed Use Nodes and Corridors:** The streetscape design surrounding the medium density use blocks will occur as part of a future development applications.
- q) **Seating:** The location of seating adjacent to any public right-of-way will be considered as part of the Site Plan review of the medium density blocks.
- r) **Transit Shelters:** The subdivision will be circulated to the City's transit department who will review and identify if transit shelters are required.
- s) **Public Art:** Public art has not been proposed in this subdivision. However, there will be opportunities to consider public art at more prominent locations in the Hewitt's Secondary Plan area (i.e. gateway locations).
- t) **Lighting:** The detailed electrical design will adhere to the requirements of the City of Barrie and InnPower, and will be dark sky compliant.
- u) **Waste Receptacles:** The City will need to decide if, and where, waste receptacles will be placed on public lands.
- v) **Public Signage:** The City will need to decide where location signage should be placed on public lands such as street signs and natural environment trailhead locations.
- w) **Private Signage:** The details regarding private signage in the medium density use areas will be determined as part of the review of future Site Plan applications for those blocks.
- x) **Parking:** An on-street parking plan will be prepared as part of the detailed engineering design. Bicycle and off-street parking will be reviewed as part of future Site Plan applications for the medium density use blocks.
- y) **Building and Site Sustainability:** The plan provides a range of housing types, and the developer intends on using high quality building materials. The plan will incorporate Low Impact Development facilities and the landscape plans will be approved by the City of Barrie.
- z) **Residential Buildings:** Dwellings will be located close to the street and the developer/builder has advised that they intend to provide for architectural variation, particularly along the front façade, which will include verandas, porches or landscaped areas.

6.0 AFFORDABLE HOUSING

Policy 3.3.2.2 of the Official Plan contains affordable housing policies. Policy 3.3.2.2.a) states it is the City's goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing. Affordable housing is encouraged and in fact is a strategic priority of the City.

3.3.2.2 Affordable Housing Policies

- a) *It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
1. *In the case of home ownership, the least expensive of*
 - 1) *housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) *housing for which the purchase price is at least 10 percent 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 – 1,600 units) of all of 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 (i.e. apartments, multi-unit walk-up apartments, back-to-back townhouses) that require less land and encouraging second suites (additional residential units) 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. Lastly, the City has established a Mayor's task force on affordable housing and on Monday September 21, 2021, Barrie Planning Committee considered staff recommendations to revise the Comprehensive Zoning By-law to deal with affordable housing matters.

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.

None of the single detached or townhouse units in the plan are expected to be affordable; however, I expect that some affordable units will be achieved in the medium density blocks. In addition, the introduction of additional units, even if not affordable, that offer second suites, also provide for more mobility of residents in the City which can open up additional units to others.

7.0 CONCLUSION

This report reviewed the land use planning merits of applications for Zoning By-law Amendment and Plan of Subdivision for the lands located at 953 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 proposed development represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development includes a range of residential unit types and sizes and integrates the natural heritage system with the design of the subdivision.

In my professional opinion, the applications for a Zoning By-law Amendment and 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.

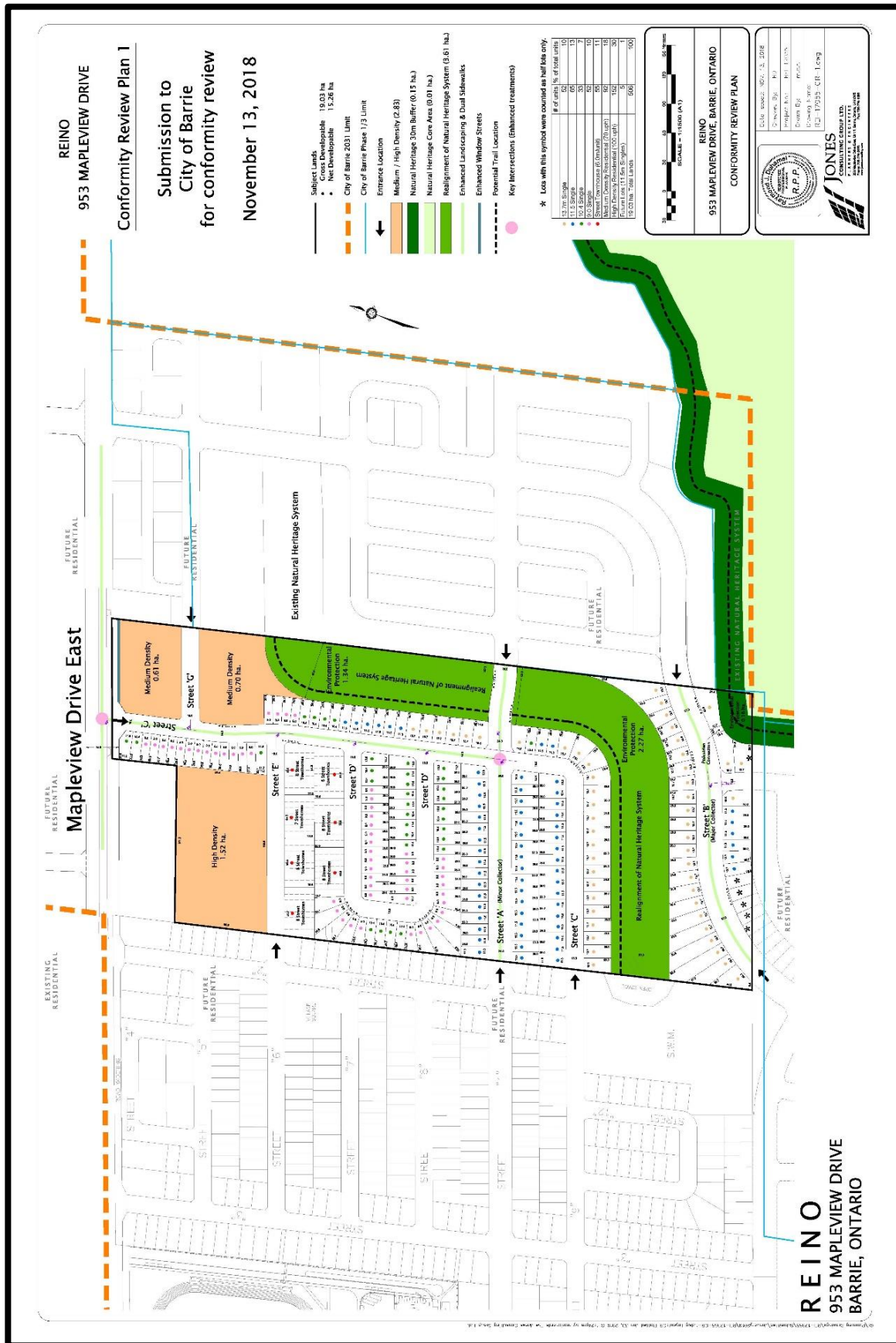
Sincerely,

THE JONES CONSULTING GROUP LTD.



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

Mapleview South (Innisfil) Ltd., Planning Justification Report
The Jones Consulting Group Ltd.



Appendix B: Conformity Letter from the City of Barrie April 26th, 2019



Appendix C: Pedestrian Circulation Plan

