

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT & DRAFT PLAN APPLICATIONS

969, 979 & 989 Mapleview Drive East
City of Barrie

Date:

February 4, 2022

Prepared for:

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1.0

INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Sandy Creek Construction Inc. (“Owner”), to review the merits of Zoning By-law and Plan of Subdivision applications for the subject property known municipally as 969, 979 & 989 Maplevue Drive (the “Site”) and legally described as Part of Lot 19, Concession 11 in the City of Barrie (see **Figure 1**). The proposed Zoning By-law, Draft Plan of Subdivision and Condominium would permit a development of mixed use buildings, various forms of townhouses, an associated stormpond and appropriately zone natural heritage area which contains an on-site creek. In total it is proposed that one-hundred and thirty-three (133) residential units would be developed with thirty (30) commercial units as Phase 1 of a larger residential development project. The majority of the units would be located on a common element condominium (street, open spaces etc.) with an associated standard condominium for the mixed-use units and parcels of tied land (POTLS) for the townhouse units. The draft plan is a block plan which sets the framework for the development proposal.

The subject property is located within the Hewitt’s Secondary Plan area in the south end of the City of Barrie. The property has frontage on Maplevue Drive East and will be divided by an extension of Terry Fox Drive into the lands. A future phase is located south of the creek and is not part of this development application.

2.0

SITE DESCRIPTION AND SURROUNDING LAND USES

As noted, the Site is located in the southern portion of the City of Barrie, within the Hewitt's Secondary Plan area. The property is bound on the north by Maplevue Drive East, with an approved draft plan across Maplevue Drive. There is vacant rural land to the east and west, and preparation of further residential construction on the land to the west (see **Figure 2**). The total land assembly is comprised of three (3) properties totalling approximately 20 hectares (49.4 acres). However, only 6.6 hectares (16.3 acres) are subject to these planning applications (see **Figure 3**). The Site is mainly underdeveloped, with a small residential dwelling existing on the northwest corner of the lands.

The Site is bordered to the south by a watercourse (Sandy Creek) that effectively splits the entire land holding into Phase 1 (which is subject to these applications) and future phases.

3.0

PROPOSED DEVELOPMENT

3.1 Proposed Development Concept

As illustrated on the Concept Site Plan (see **Figure 11**), the proposed development for the Site is for a total of one hundred and sixty-three (163) units, consisting of thirty (30) mixed-use units (consisting of thirty (30) commercial and/or retail and/or office and/or live-work units and sixty (60) residential uses units), thirty-two (32) back-to-back townhouses, twenty-nine (29) street townhouses, twelve (12) rear land townhouses, a stormwater management area and two (2) environmental protection areas (where the creek is located). Each of the mixed-use units will contain two (2) residential units and one (1) commercial unit.

The Site is proposed to be developed with internal condominium roads with the exception of the extension of Terry Fox Drive and one (1) 18 metre ROW (Street A). Street A is proposed to connect Terry Fox Drive to the lands to the east (owned by others).

Details of the four (4) townhouse types proposed in the development are outlined in **Table 1**.

Table 1. Details of Proposed Unit Types

Townhouse Type	Quantity Proposed	Residential Units	Dwelling Unit GFA	Commercial/ Office Units
Mixed-Use Townhouse	30	60	163 m ²	30
			61 m ²	48 m ² /unit
Back-to-back Townhouse	32	32	139 m ²	-
Rear Lane Townhouse	12	12	192 m ²	-
Street Townhouse	29	29	204 m ²	-
TOTAL	103	133	-	30

3.2 Proposed Draft Plan/Condominium Plan

The Proposed Draft Plan consists of a total of eleven (11) blocks and two (2) public Right-of-Ways. The proposed public road network will include one (1) 27 metre Right-of-Way (Extension of Terry Fox Drive) extending south from Mapleview Drive East, and one (1) 18 metre Right-of-Way (Street 'A') which will connect Terry Fox Drive to the lands to the east. A temporary cul-de-sac is proposed at the termination of Street 'A' until such time as development proceeds on the lands to the east (see **Appendix B**).

One (1) stormwater management block is proposed within the western half of site, and two (2) natural heritage blocks are proposed along the southern extent of the site within the location of the Sandy Creek.

Two (2) townhouse blocks are proposed south of Street 'A' and will support development of thirteen (13) street townhouse units. Development of the eastern townhouse block will be restricted until the temporary cul-de-sac in this location (block 9 on the draft plan) is no longer required. Two (2) mixed-use blocks are proposed adjacent to Mapleview Drive East on either side of Terry Fox Drive, and are intended to support residential and commercial development. Two (2) private condominium roads ranging in widths between 6.5 metres to 9.1 metres are proposed within each of these blocks to facilitate development of mixed-use and residential townhouse units. The 9.1 metre width will allow for the provision of on street parking. This condominium road as well as other "common" features will be part of a common element condominium and the residential units on the condo blocks will be developed via POTLS while the mixed-use buildings is intended to be part of a standard condominium application. The proposed condominiums will be subject to future applications under the *Planning Act*.

Overall, the Proposed Draft Plan/Condominium Plan includes the following components:

- Two (2) Mixed-use Blocks
- One (1) Townhouse Block
- One (1) Future Townhouse Block
- One (1) Stormwater Management Block
- Two (2) Natural Heritage Blocks
- One (1) 27 metre Right-of-Way (Extension of Terry Fox Drive)
- One (1) Public 18 metre Right-of-Way (Street 'A')
- One (1) Road Widening Block (befitting Mapleview Drive East)
- One (1) Temporary Cul-de-sac Block
- One (1) Future 27 metre Right-of-Way

3.3 Proposed Zoning By-Law Amendment

The Site is currently zoned Agricultural General (AG), Rural Residential (RR) and Environmental Protection (EP) Zoning By-law 054-04, which is applicable to the former Town of Innisfil lands. A Zoning By-law Amendment (the "Proposed ZBA") is required in order to permit the Proposed Development on the Site.

Overall, the Proposed ZBA seeks to:

- Re-zone the mixed-use blocks and the stormwater management area to a Neighbourhood Mixed Use (NMU (SP-XX)) Zone with special provisions;
- Re-zone the freehold townhouse blocks to the Neighbourhood Residential (R5) Zone; and
- Re-zone the lands associated with the creek on the Site to the Environmental Protection (EP) Zone (see **Figure 13**).

The NMU Zone permits the mixed-use buildings and townhouses proposed in the mixed-use blocks, however various site specific provisions are proposed to facilitate the desired built form. The site specific provisions requested include the following:

- Permission for the development of private roads and a stormwater management pond;
- Clarification around how the front lot line is to be interpreted;
- A reduction in the front yard setback to provide for a more animated frontage along Mapleview Drive East;
- Permission for vehicle and bicycle parking to be provided on separate lots within the same zoning parcel;
- Permission for a minimum setback of 0.0 metres from a daylighting triangle;
- Permission for balconies to be setback a minimum of 1.0 metres from a private road to facilitate development of the rear lane townhouse type; and
- Permission for the minimum commercial floor to ceiling height of 2.3 metres.

The Proposed ZBA is included as **Appendix C** to this Report.

With respect to the requested variances above, many of them are required to provide certainty as to how to define yards on this proposed condo road system whereby several of the units have dual road frontage.

The request for the Mapleview Drive setback reduction is to allow for the commercial units to front closer to the street line than is currently permitted (the by-law only permits a maximum of 50% of the frontage within 5 metres of the road). It is desired to have the commercial units “address” the street and not provide a large, unusable landscape area between the commercial frontage and the ROW. The request for the 0 metre daylighting triangle setback is for the same purpose.

With respect to the request to reduce the commercial ceiling height, the Zoning By-law requires a 4.5 metre minimum commercial street level floor height (table 14.6.2). This height is likely to accommodate two matters:

1. Ensure that there is sufficient HVAC height in the commercial unit to accommodate the required services (the HVAC system is typically in the ceiling); and
2. Ensure that the building has more of a physical presence on the street than what a shorter building might otherwise portray.

The concept plan does provide for a larger commercial building height at the street in that the commercial building height on the Mapleview frontage is a full two stories and the building itself is a full three storeys. The rear of the commercial unit however, is shorter in order to accommodate the HVAC system for the units above. The façade of the building, it is submitted, will not be compromised by this proposal. It is further submitted that should the residential unit holder above want to increase the GFA of their unit, that this can be accommodated as the two storey proposed commercial height at the store front may not be needed for commercial purposes. Similarly if the commercial unit holder wants a two storey commercial unit, they can use the floor space above.

3.4 Conformity Review

The Hewitt's Secondary Plan requires that prior to submission of a rezoning, draft plan and condominium exemption application, that a Conformity Review Plan be submitted in order to verify that the proposed development conforms to the Hewitt's Secondary Plan Master Plan. The City identified on October 29, 2021 that the concept plan prepared for the Conformity exercise for the subject lands "generally conforms to the Hewitt's Secondary Plan" (subject to conditions). This letter is included in **Appendix D**.

4.0

PLANNING ANALYSIS

The following is a review of the land use policy framework related to the subject lands and the potential implications for the subject site.

4.1 The Planning Act

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; details are outlined below:

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

The Site hosts a water course which is being protected within a 60 metre wide natural heritage corridor in conformity with the Secondary Plan Policies.

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

The Site and the surrounding lands are all within the City of Barrie settlement area boundary and are Official Plan approved for urban development and therefore will not affect any agricultural resources.

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

There are no mineral or natural resources located on or near the Site.

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

There are no known or identified cultural or historical resources on the Site and an Archaeological Assessment has been prepared that confirms the Site does not contain any significant archaeological resources.

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

The Site has been efficiently designed to promote the conservation of energy and water. The proposal has been a part of detailed servicing and transportation master plans which holistically looked at development of the Secondary Plan Area. The mixed-use nature of the proposal will efficiently use the land and reduce energy needs and optimize infrastructure needs. An Energy Conservation report has been undertaken which provides recommendations to reduce energy consumption through use of various building materials as well as other means.

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

As identified, the Secondary Plan has been subject to various Master Plans including infrastructure and transportation and the proposal conforms to these plans; design and construction of external infrastructure in accordance with these plans is ongoing.

g) the minimization of waste;

The proposal will adhere to the City's waste management programs and policies.

h) the orderly development of safe and healthy communities;

The proposal provides for mixed-use development thus providing for optimization of the property throughout the day. The proposal further provides for a concentrated development form in an orderly manner. The Site is located in the defined Phase 1 of the Secondary Plan and thus is available for development immediately.

h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

The City has an in-house accessibility coordinator. With respect to this proposal, details respecting accessibility will be reviewed during the future site plan approvals process. Items such as the appropriate location of curb cuts will be undertaken in accordance with Provincial Standards.

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

The Site is located within an approved, Greenfield Secondary Plan. The Hewitt's Secondary Plan been approved for several schools, parks and open spaces, a recreation centre, and a public library. Maple Ridge Secondary School has been constructed west of the Site; the school is within walking distance of the Site.

j) 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 12,000 dwelling units and a population of 26,000. The Secondary Plan requires a full range of housing. The proposal provides for a range of housing on site including thirty (30) 654 square foot residential units, or approximately 23% of the residential units, which provides an opportunity for a more affordable price point. It is suggested that once detailed design is completed that various of the other units may provide the opportunity for affordable or attainable unit prices and several of the units may be suitable for provision of second suites which also provide opportunity for an affordability component.

k) the adequate provision of employment opportunities;

The Hewitt's Secondary Plan has been designed to provide for various forms of employment across the Secondary Plan area. The proposal hosts 30 commercial/retail/office/live-work units which assist the City in providing for employment opportunities directly on the Site. In addition, it is expected that, given the ground oriented nature of many of the unit type(s) that home occupation opportunities will also be available on the Site.

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

The City has prepared Infrastructure Master Plans which addresses, among other items, the optimal design and delivery of water and wastewater servicing City wide, a similar Transportation Master Plan and a Financial Impact Assessment specifically for the Hewitt's (and Salem) Secondary Plan areas. The effect of these, in whole or in part, is to ensure the City's economic well-being is maintained. The Hewitt's Secondary Plan developers front ended environmental assessments, and infrastructure design and construction.

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

The City hosts an approvals process which includes coordinating the activities of public bodies.

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

The City initiated a full public process through the designing and approval of the Hewitt's Secondary Plan. Similarly the City hosts a public process through review of any received application. Comments from the City and the Lake Simcoe Region Conservation Authority (LSRCA) have been received and addressed through the conformity review process. All of these process provide opportunity to resolve any conflicts that may arise.

o) the protection of public health and safety;

The Site has been designed in consideration of Crime Prevention Through Environmental Design (CPTED) principles. The LSRCA will comment on any issues related to the creek flooding hazard and the City emergency services will comment on any matters related to fire and policing.

p) the appropriate location of growth and development;

The Hewitt's Secondary Plan has been designed and planned to accommodate tens of thousands of people and jobs. This has been done via extensive background study, public consultation and various agency and government approvals the appropriate location of growth and development has been appropriately planned for. With respect to this proposal, the City has identified that it generally conforms to the policies and schedules of the Secondary Plan.

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

As part of the Secondary Plan process a Multi-Modal Active Transportation Master Plan was approved that assessed various of the transportation networks including transit and active transportation. The proposal conforms to this Master Plan, provides for transit supportive densities and is located on a future planned transit route.

r) the promotion of built form that,

(i). is well-designed,

(ii). encourages a sense of place, and

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

It is submitted that the proposal is well designed, provides a sense of place via access to commercial, retail and open space uses all of which are of high quality, safe, accessible and attractive. The proposal will also be subject to Urban Design and Architectural controls.

s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Site has been designed to provide opportunity for the surrounding neighbourhood to utilize the commercial and retail uses on the property via use of active transportation networks, the commercial and retail uses are situated on a future transit route, the buildings are compact and will be designed in compliance with the Building Code and an Energy Conservation report has been produced with various recommendations to further reduce the project's environmental impact all of which assist the City in the reduction of greenhouse gas emissions.

It is submitted that, the proposed Zoning By-law Amendment, Draft Plan and Condominium Exemption applications have regard to the matters of Provincial Interest identified in the Planning Act.

With respect to Draft Plans of Subdivision, Section 51 (24) of the *Planning Act* outlines specific criteria to be considered by an approval authority including:

a) *The Effect of the proposal on matters of Provincial Interest*

The proposed Draft Plan will have no detrimental effect on matters of Provincial Interest as outlined in Section 2 of the *Planning Act* and as detailed above.

b) *Whether the subdivision is premature or in the public interest*

The Site has been designated for its intended use though a detailed Secondary Plan process, is defined as being located in phase 1 of the Secondary Plan, will utilized planned for and partially constructed infrastructure, is a continuation of approved or applied for adjacent lands, and has appropriate access. It is submitted that for these reasons, as well as others, the proposal is not premature and it is in the public interest.

c) *Whether the plan conforms to the official plan and adjacent plans of subdivision (if any)*

The Site is designated for urban development within the City's Official Plan and the proposal conforms to these policies. The Site has been designed to accommodate stormwater from the development to the west and provide a road connection to planned future development to the east. The extension of Terry Fox Drive has been designed to align to the draft approved portion of Terry Fox Drive to the north.

d) *The suitability of the land for the purposes for which it is to be subdivided*

The Site is flat and slopes from Maplevue Drive southwards towards Sandy Cove Creek. The proposal has been specifically designed to accommodate this grade change. The onsite stream has been designed to remain in-situ and in accordance with approved design plans from the LSRCA. The Site can properly accommodate the development due to its configuration, topography and access to existing and proposed road connections and infrastructure networks.

d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing*

The Site has the opportunity to provide for affordable housing units and in particular the units which are approximately 654 square feet (61 square metres) in size in the mixed-use buildings. It is submitted that these units are appropriate in size, provide cost effective parking opportunities and provide appropriate and private outdoor amenity space

e) *The number, width, location and proposed grades and elevations of highway, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them*

The existing and proposed road network provides appropriate access to the Site. A Traffic Impact Study has been completed for the property which supports the development of the Site as outlined. This study is reviewed in detail in Section 5.4 of this Report.

f) *The dimensions and shapes of the proposed lots*

The proposed lots and blocks are appropriate in size and shape to accommodate the intended uses.

g) *The restriction on the lands to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land*

There are no known restrictions affecting the lands.

h) *Conservation of natural resources and flood control*

The Site hosts a stream which has been reviewed through various documents. A specific re-design of the creek channel has been undertaken by the City and the LSRCA outside of this development proposal and the proposal respects and incorporates the limits of the creek corridor, topography etc. Upon construction of the creek corridor, there will be no floodplain on the Site.

i) *The adequacy of utilities and municipal services*

The Secondary Plan Area which the Site is situated has been master planned for services, many of these services are currently being installed and the costs have been front ended by the Hewitt's Landowner Group of which the Owner of the Site is a member. The FSR prepared for the Site has confirmed the adequacy of services.

j) *The adequacy of school sites*

The Hewitt's Secondary Plan has been master planned to provide for school sites which are to be built, it is assumed, by the various school boards when required. There is a Secondary School which is within walking distance of the Site which has recently been opened as part of this planned process.

k) *The area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes*

The natural heritage area associated with the creek as well as the stormwater block will be dedicated for public purposes. Parkland dedication is being provided as a proportionate share of the pre-planned parkland area throughout the Secondary Plan process; no parkland is approved for this Site.

- l) *The extent to which the plans' design optimizes the available supply, means of supplying, efficient use and conservation of energy*

The Site provides for an efficient road pattern, is compact, provides for a mix of uses on Site within walking distance of residential uses both on and off the Site and an Energy Conservation report has been produced which provides recommendations for other energy conservation considerations.

- m) *The interrelationship between the design and site plan control matters*

The mixed-use portion of the Site will be subject to a future site plan control application. The subdivision has been designed specifically around the concept plan which is to inform the site plan.

The *Planning Act* also requires that the subdivision have regard for the health, safety, convenience and accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality. It is submitted that all of these matters were properly addressed in the design of the Draft Plan and specifics respecting these matters are outlined throughout this Report.

It is submitted that, the proposed Zoning By-law Amendment, Draft Plan and Condominium Exemption applications have had appropriate regard to the subdivision criteria identified in the Planning Act.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (the "PPS") is the statement of the provincial government's policies on land use planning and is intended to provide policy direction on land use matters which are in the Provincial interest. All land use planning decisions are required to be consistent with the PPS. This application has been reviewed under the PPS, and it is the opinion of the undersigned that the proposal is consistent with the Policy.

The PPS hosts three main policy sections:

1. Building Strong and Healthy Communities
2. Wide Use and Management of Resources
3. Protecting Public Health and Safety

The review below will address each of these sections.

The policies of the PPS, among other matters, identify that healthy, liveable and safe communities are sustained by (paraphrased) promoting efficient development and land use patterns which sustain the financial well being of the Province and municipalities, accommodating an appropriate affordable and market-based range and mix of residential types, employment, park, open space (among other land uses), avoiding development that may cause environmental or public health and safety concerns, promoting land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns while optimizing transit investment and standards to minimize land consumption and

servicing costs, improving accessibility for persons with disabilities and older persons, ensuring that necessary infrastructure and public service facilities are or will be available, promoting development that conserve biodiversity and preparing for impacts of climate change. It is submitted that the proposal is consistent with these policies in that it conforms to the Hewitt's Secondary Plan which is a master planned community that was efficiently designed to address appropriate growth management, provide for transit supportive densities, and addressed master plan level servicing and public service facilities. Specifically this proposal provides for a mix of uses and price points, open space uses and transit supportive densities on the Site.

The PPS directs the focus of growth towards settlement areas. The PPS encourages densities and a mix of land uses which efficiently use land and resources and are appropriate for and efficiently use existing or planned infrastructure, minimize negative impacts to air quality and climate change and promote energy efficiency, support active transportation and are transit-supportive (among other matters). The Hewitt's Secondary Plan was comprehensively master planned and addresses all of these matters. With respect to the Site, the proposal will assist the City in their settlement area planning by providing a mix of uses, an efficient use of the land, transit supportive densities, opportunity for active transportation, and will utilized the planned infrastructure and public service facilities.

The City though its various planning documents and processes have identified appropriate areas for transit supportive housing, intensification, infrastructure, public service facilities, phasing and where planned growth should be located and appropriate development standards. The proposal will assist the City in these matters where applicable.

From an employment perspective, the PPS hosts policies which identify that planning authorities are to promote economic development and competitiveness though (among other matters) providing an appropriate mix and range of employment including a diversified economic base including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities which consideration of the PPS housing policies. The proposal will assist the City in achieving these policies through providing opportunity for 30 employment uses on the Site (not including any home occupations) in a compatible environment with the proposed residential uses on the property. Given the nature of the built form, it is likely that the employment uses will assist the City in diversifying its economic base.

The PPS addresses matters relating to housing. This section encourages a range and mix of housing types and densities to meet projected market-based and affordable housing needs by implementing targets for affordable housing (the City's target is 10% of all new housing per year), permitting and facilitating all housing options and residential intensification, directing development of new housing to locations where appropriate infrastructure and public service facilitates exist, promoting densities that make efficient use of services and land, requiring transit-supportive development and permitting new residential development which minimizes the cost of housing and facilitating compact form while maintaining appropriate levels of public health and safety. The proposal, as discussed, is part of a master planned secondary plan which addresses these matters. Specifically the Site will provide opportunity for a varying price range for the units, provides for various types of units on the Site, utilized planned infrastructure, provides for efficient and transit supportive densities in a compact built form. The site is also on a planned transit route(s).

The PPS provides direction which promotes healthy and active communities through facilitating active transportation, fostering social interaction, providing and planning for an equitable distribution of publically accessible built and natural settings for recreation, among other matters. The proposal will assist the City in addressing these policies through providing a design which incorporates numerous sidewalks, public open space with opportunity for a trail network (around the SWM facility) and the commercial use of the property provides opportunity for social interaction.

The Infrastructure and Public Service Facilities policies of the PPS generally require infrastructure and public service facilities to be provided in a cost-effective manner with the use of existing infrastructure being optimized. Further, the PPS contains policies relating to sewage, water, and stormwater. The PPS identifies municipal sewage services and municipal water services as the preferred method of servicing in settlement areas. The proposed development is to be serviced by full municipal water and wastewater systems and has been designed compliance with the City's servicing master plans and financial plans related to the Hewitt's Secondary Plan. The Owners are active participants in the land owners group who are coordinating, with the City the delivery and payment of these planned services.

From a stormwater perspective, stormwater management planning is to be (paraphrased) integrated with sewage and water services to ensure that the systems are optimized, feasible and financially viable over the long term, and they are to minimize or where possible, prevent increases in contaminate loads, minimize erosion and changes in water balance, mitigate risks to human health, safety, property and the environment, maximize vegetative and pervious services, and promote best management practices. As identified, there is a stormwater facility on the Site. This facility services the Site and the adjoining property and has been designed through the City's Subwatershed Impact Study (SIS). Some modifications to the design have been proposed through this development and accepted by the City (further details will be discussed in **Section 5.1** of this report). One of the main purposes of the stormpond is to mitigate risks due to flooding. A Functional Servicing and Stormwater Management Report has been submitted in support of the Proposed Development, among other matters it includes a water balance and erosion and sediment control plan. Details of the findings of the Functional Servicing and Stormwater Management Report are outlined in **Section 5.1** of this Report.

The transportation policies address the promotion of safe and efficient transportation systems. Efficient use should be made of existing and planned infrastructure where feasible, land use patterns, appropriate densities, and a mix of land uses are encouraged to minimize the length and number of vehicle trips and support transit and active transportation. The Hewitt's Secondary Plan was subject to a Multi-Modal Active Transportation Master Plan which planned for an increase of transit and active transportation. The proposed development fronts onto a proposed transit and bike path route(s), provides for a mix of uses and provides for transit supportive densities as well as a continuous sidewalk route on site and opportunity for a pathway around the stormwater facility.

A Traffic Impact Study has been completed in support of the application and is discussed in **Section 5.4** of this Report. The Study concluded that the Site is supportable from all applicable aspects.

The PPS also hosts a suite of policies related to long-term economic prosperity. It is submitted that the proposal will assist the City through providing opportunities for economic development, by providing commercial/retail/office uses on the Site including viable home occupation opportunities, providing for a range of housing options directly on the site, optimizing the land in which the development is proposed, as well as the planned infrastructure and public service facilities, encouraging a sense of place by providing uses and a well-designed built form, providing

commercial and/or retail uses within walking distance of planned residential and providing transit supportive densities to assist in energy conservation.

With respect to the PPS policies related to energy conservation, air quality and climate change, the proposal will assist the City in that the site provides for a compact form within a node, provides for active transportation opportunities, a mix of uses and transit supportive densities all located on future active transportation and transit corridors. The Energy Conservation report also provides recommendations to further conserve energy on the Site.

Section 2 of the PPS provides policies regarding the wise use and management of the natural environment and resources. This section of the PPS outlines natural heritage features and associated development constraints where development is proposed in or adjacent to identified features. The Natural Heritage evaluation identified the potential for barn swallow and SAR bat species on the Site and concluded that the development will not result in negative direct or indirect impacts to SAR habitat providing the recommended mitigation measures as outlined in the report are followed (see **Section 5.2** of this report).

From a water quality perspective, the property, and the entire Secondary Plan area were the subject of a Subwatershed Impact Study which has been approved by the City. A Functional Servicing report, Stormwater Management Report and Hydrogeological Assessment, (including a well record review completed as part of the Hydrogeological Assessment) have been prepared for the property and the conclusions support the proposal and have identified that there will be no negative impacts to the quality and quantity of water.

The property does not host any known significant built heritage resources or significant cultural heritage landscapes. An archeology assessment has been completed which recommends that no further archaeological assessment of the study area is warranted; that the Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed; and that the proposed undertaking is clear of any archaeological concern.

Section 3 of the PPS speaks to protecting public health and safety. Development is to be directed to areas outside of hazardous lands which may have the potential for flooding or erosion hazards. Any flood hazards will be contained within the re-channelized Sandy Cove Creek in accordance with the work undertaken by the LSRCA.

Based on a comprehensive review of the proposal within the context of the policies of the Provincial Policy Statement, it is the opinion of the undersigned that the Proposed Development and its associated applications for rezoning, condominium, and draft plan is consistent with the policies of the PPS.

4.3 A Place to Grow (2020)

A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (the Growth Plan) was created by the Province to guide the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are intended to guide decisions on how land is developed. These guiding principles include, among other matters, having a sufficient housing supply that reflects market demand, residents having easy access to food, shelter, education, health care, arts, recreation and information technology, and integrated transportation network, a healthy natural environment among other matters. The Growth Plan also

supports the achievement of complete communities, supports a range and mix of housing options, provides flexibility to capitalize on new economic and employment opportunities as they emerge, provide for differing approaches to manage growth that recognize the diversity of communities, as well as other guiding principles.

The proposal provides for differing and diverse housing types all located in a compact form on the Site including innovative employment opportunities. The proposal is within a planned community which offers easy access to many uses and amenities such as schools, the natural environment and is located on a planned active and transit network.

The Growth Plan provides policy direction on where and how to grow with an emphasis on directing growth to settlement areas. The policies speak to directing the vast majority of growth to settlement areas that have a delineated built boundary, have existing or planned municipal water and sanitary systems, and can support the achievement of complete communities such as the City of Barrie.

The policies for where and how to grow also provide direction for the support of achieving complete communities that, among other matters, provide for a diverse mix of land uses including residential and employment, convenient access to local stores, services and public service facilities, accommodate a diverse range a mix of housing options including accommodating the needs of all household sizes and incomes, provide convenient access to a range of transportation options and publicly-accessible open spaces, parks and trails (among other matters), and provide for a compact built form and vibrant public realm including public open spaces. Although these are municipal wide policies, the proposal will assist the City in providing for various forms, sizes, and price points for residential uses, as well as commercial uses, public open space, transit and active transportation on the property's boundary, convenient access to various schools and additional parks and open spaces all in a compact built form.

The Growth Plan hosts various employment policies and includes, but is not limited to, directing retail and office use to locations that support active transportation and have existing or planned transit, and supporting the retail sector by promoting compact built form and intensifications of retail and service uses and encouraging the integration of those uses with other land uses. The proposal provides for retail and office uses opportunities on the Site (including home occupations). The Site is also on a planned transit and active transportation route all integrated within a mixed use building with adjacent and readily accessible residential units. Many of the other employment policies relate to existing employment areas and office parks which is not applicable for this property.

The Growth Plan contains policies that support housing choices across the Province through minimum intensification and density targets, as well as other policies such as encouraging a diverse range and mix of housing options and densities, encouraging second units, and affordable housing opportunities to meet a diverse range of needs. Complete communities are to be supported through planning to accommodate the forecasted growth to the horizon of the Growth Plan, and diversifying the range of mix of housing in terms of overall housing stock. The proposed development introduces a product with a mix of housing options, provides for a higher density than most ground oriented product, provides for a unique ground oriented product(s) and non-ground oriented units with differing unit sizes, and also provides opportunity for a lower price point.

The Site is located in a defined designated Greenfield Area. The Growth Plan policies identify that new development in designated Greenfield Areas will be planned and designed to support the

achievement of complete communities, active transportation and encourages sustained transit services. The policies identify a minimum density target for Barrie of not less than 50 residents and jobs combined per hectare to be measured over the entire designated Greenfield Area (with some exclusions).

It is submitted that the Hewitt's Secondary Plan appropriately addresses these policies. The proposal will assist the City in that there is a planned Greenfield density of 87.6 people and jobs across the entirety of the Site (see calculation below), the mixed-use nature of the proposal supports the development of a complete community and active transportation and transit are planned abutting the Site.

The calculated Greenfield Area people and jobs per hectare is outlined as follows:

- 133 residential units on the Site for a total estimated population of 332.5 people (assumes 2.5 ppu)
- 30 commercial units on the site for a job total of 45 (assumes 1.5 employees/unit as outlined in the market study)
- Estimate of 16 home based businesses (based on 5% of the population)
- Site area of 4.49 hectares (1.48 ha (Block 2) + 0.94 hectares (Block 1) + 0.23 hectares (Blocks 3, 4 and 9) + 0.58 hectares (Extension of Terry Fox Drive and Street A) + 1.26 hectares (Stormpond block).

With respect to the Greenfield calculated density, this was determined as follows:

- $(332.5 \text{ people} + 61 \text{ jobs}) / 4.49 \text{ ha}$ (the area of the Site – the NH areas)
- Total 87.6 people and jobs/ha

Infrastructure to support growth is addressed in the Growth Plan. Infrastructure includes sewage and water systems, communication systems, transit and transportation corridors, among other physical structures that form the foundation for development. The policies in this section prioritize infrastructure planning to support and accommodate growth to the horizon of the Plan, and to support the achievement of complete communities. The City undertook a coordinated Secondary Plan and various Master Plans and studies to inform how development is to proceed. The City has deemed that the proposal conforms to the City policies.

With respect to stormwater, the Hewitt's Landowner Group prepared a Subwatershed Impact Study that identified, in effect, that the Site was to host two stormwater ponds which was to accommodate stormwater from not only the Site but also from the adjacent lands to the west. These ponds were to be located on either side of the proposed Terry Fox Drive extension. Through a detailed review of the Site and via discussions with the City representatives, the proposal has been reconsidered and one stormwater pond can be utilized to carry out the dual pond function. This will achieve a various things including reducing the long term maintenance to the City but also provide an opportunity to provide more density on the various properties than would have otherwise been utilized by the previously proposed stormponds.

From a cultural heritage perspective, an archaeological assessment has been completed for the property and has identified that there are no significant archaeological resources on the site.

The Growth Plan contains specific policies related to Simcoe County (including Barrie). Many of the Simcoe sub-area policies are municipal wide policies. The City of Barrie is identified as a primary

settlement area. Primary settlement areas have a specific, municipal wide policy context. The proposal will assist the City in achieving various of these policies including providing uses which help support a complete community, providing high quality urban form, providing vibrant places that support active transportation and providing for densities that are transit supportive.

Based on a comprehensive review of the proposal within the context of the policies of the Growth Plan, it is the opinion of the undersigned that the Proposed Development and its associated applications for rezoning, condominium and draft plan conforms with the policies of the Growth Plan.

4.4 Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan provides policies and implementation tools that guides efforts to protect and restore the ecological health of the Lake Simcoe Watershed. Through the work related to the Hewitt's Secondary Plan, the Landowners Group prepared a Subwatershed Impact Study (SIS). The SIS was reviewed and accepted by the City as well as the Lake Simcoe Conservation Authority (LSRCA). The proposal will follow the intention of the SIS, including the future detailed engineering design.

The detailed design will also provide for calculations relating to phosphorous loading and the Hydrogeological Assessment prepared for the Site determined that due to the nature of the Site the LSPP water balance offsetting policy is not triggered. The Natural Heritage Evaluation concluded that the proposal is in conformity with the City of Barrie Official Plan and the Lake Simcoe Protection Plan.

As part of the submission process, the LSRCA also participated in a design charrette for the Site and confirmed in correspondence dated January 5, 2022 that, "the charrette completed on January 28, 2019 satisfies the charrette requirement for these lands".

It is submitted that the proposal and applications conform to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

The Site is designated "Residential Area", "Neighbourhood Mixed Use Node" and "Natural Heritage" (see **Figures 4 & 5**). The Natural Heritage designation follows the on site creek and its abutting buffer area. The property is located within the Hewitt's Secondary Plan. Policy 4.2.2.7 b) and d) of the City's Official Plan (OP), in effect, state that development is to proceed in accordance with the Secondary Plan. A review of the proposal in relation to the Hewitt's Secondary Plan policies, as well as other general OP are contained herein. As discussed, a conformity review was undertaken by City staff for the proposal and it was deemed to conform to the City OP policies.

4.5.1 Community Vision and Structure

The vision of the Hewitt's Secondary Plan is to provide a range of employment, housing and a mix of other uses that allow residents to live, work and play in their community with an interconnected natural heritage system, open space network and transportation system that seamlessly incorporates the area to the existing Barrie community and encourages active transportation and

transit. The Hewitt's Secondary Plan (and the other Secondary Plan adopted at the same time – the Salem Secondary Plan) were developed via a master policy and master plan process with various component parts structured to fulfill parts of the vision. Development, it is suggested, is to be widely viewed in the context of this detailed and integrated secondary plan process. Notwithstanding this, the proposal will assist the City in achieving much of this vision directly on the Site by providing:

- A range of employment,
- A range of housing (street townhouses, back to back townhouses, non-ground oriented units, and laneway townhouses all of which provide different unit sizes),
- A trail and open space system associated with the storm pond and natural heritage area and,
- Transit supportive densities on two planned transit routes (Mapleview and Terry Fox).

The planning principles that are intended to guide future development include (paraphrased) that growth plays for growth, municipal services are built in advance of occupancy permits, neighbourhoods be designed to support resource conservation and use best practices in the use of district energy, water conservation and sustainable community planning, new neighbourhoods are to be planned for basic shops and services, new neighbourhoods are to draw on the strength of historic neighbourhoods for example grid street patterns, buildings close to the street, on-street parking, public spaces, pedestrian-friendly street design, hidden parking lots, garages in rear lanes, narrow and slow speed streets, provide a diversity of housing types, support active transportation and accessibility to public transit, that growth does not outpace jobs and minimizes out-commuting (among other matters related to the City providing municipal services to the area, and public consultation).

In response to the above, the City has prepared a long range Financial Plan and an Infrastructure Implementation Plan for the area and the Owner is a member of the Hewitt's Creek Landowner Group that have and continue to contribute to front ending various infrastructure. This is over and above the requirement to pay Development Charges to finance growth. These initiatives are paying for the planned growth which include but are not limited to water, wastewater, parks, fire services, and other public services. As a part of the Secondary Plan process, the core natural heritage features were identified, Secondary Plan wide, and have been preserved as part of the master plan process. The identified stream corridor on the Site is outside of this core natural heritage area and is proposed to be rezoned Environmental Protection through this application and enhanced from its current condition. Opportunities for commercial, retail, office and/or live-work use is being provided on the Site and is proposed on other properties within the Node. The design provides for a modified grid pattern (although the approved master plan does permit consideration of a cul-de-sac on the Site), provides for the units on Mapleview Drive and one internal road to be close to the street, provides for on-street parking, and hidden parking, a pedestrian-friendly street design (narrow streets, sidewalks, some streets which are not through streets), provides for rear lane garages and narrow (condo road) and slow speed streets, a diversity of housing and ready access to planned public transit and active transportation routes. The proposal also provides opportunity for jobs not only in the proposed commercial units but given the ground oriented nature of several of the units, also provides better opportunity for home occupations than would a building(s) without ground floor direct access.

The Secondary Plan hosts policies related to community structure. These include the general arrangement of land use. They include the natural heritage system, Mixed Use Nodes and Corridors, Residential Areas, Special Rural Areas, and the transportation system.

The natural heritage system is a linked system of natural core areas along with buffers, adjacent lands and linkages. The Site is outside of the City's "Natural Core Area" and hosts a "High (S) Constraint Stream Corridor Area – Special" in the form of a stream corridor which will remain in-situ on the Site; this forms the southern boundary of the application and is proposed to be zoned "Environmental Protection". This stream corridor includes all appropriate buffers required.

The majority of the developable portion of the Site is within the Mixed Use Node and Corridor designation. The Community Structure policies of 9.2.4.3 identify that the Nodes and Corridors are to provide for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, businesses, live-work, institutional and cultural uses. Mixed use development is encouraged but development may also occur in single purpose buildings. The policies also identify that the Nodes and Corridors are divided into two forms being the Yonge Street Corridor and the "Neighbourhood" Nodes. The Neighbourhood Mixed Use Nodes are to act as focal points for residential neighbourhoods and they will be predominately medium and high residential in character however, a range of other uses will also be permitted including retail and service commercial use, live-work and institutional. Retail and service commercial uses shall be encouraged on the ground floor of residential, office or institutional buildings.

The portion of the Site within the Node is within one of the "Neighbourhood" Nodes. As discussed, the Site provides for a mix of uses, including medium and high density development (townhouses and non-ground oriented units), and commercial, retail and/or office and/or live-work units. As directed by the policy, the proposal is predominately medium and high density residential in character. As identified, the policy context identifies that the primary focus of the Node and Corridor form of development is to be within the Yonge Street Corridor; the Site is not located within this area but is located near the eastern end of the Secondary Plan area in a Neighbourhood Node.

A portion of the property is within a Residential Area designation. This designation permits a range of low and medium density development as well as other uses such as parks, schools, etc. Street townhouses are proposed on this portion of the property. Although single detached units are permitted, the proposal is for street townhouses which is also a permitted use.

The Hewitt's Secondary Plan Area has a forecasted population of approximately 26,000 people by the year 2031. The forecasted employment for the combined Hewitt's and Salem Secondary Plan Areas is 4,160 with an average density for both Plan Areas of 50 persons and jobs per hectare. It should be noted that the Salem Secondary Plan Area hosts a large Employment Area which is not found in the Hewitt's Plan Area. Notwithstanding this, it is estimated that the proposal will provide for sixty-one (61) jobs. This is a combination of forty-five (45) jobs within the commercial units and sixteen (16) home occupation jobs. The job density is outlined in the urbanMetrics report based on the commercial units (details are in **Section 5.5** of this report) and the home occupation jobs are estimates based on other accepted principles by the City. The proposal further provides for an estimated 323.5 people for a total of 87.6 people and jobs per hectare. The proposal thus assists in contributing to the City's population and employment forecasts.

The combined Hewitt's and Salem Secondary Plan Areas housing mix target is 83 percent low and medium density ground related and 17 percent medium and high density non-ground related. Thirty (30) of the units proposed on Site are non-ground related; these are located within the mixed-use buildings. This represents over 22% of the amount of residential units on the Site and thus contributes to the target of 17% over the Secondary Plan Area.

There are also other proposals which are contributing to the housing mix target. With respect to the non-ground related target of 17%, it is noted that the identified unit total for the Hewitt's and Salem Secondary Plan Areas is 15,700 units. The Hewitt's Secondary Plan Area makes up approximately 64% of the total population of the combined Secondary Plan Areas so by extension approximately 64% of the unit count or approximately 9985 units. If 17% of these units are non-ground oriented, that is approximately 1698 units. It is suggested that the planned function of 17% non-ground oriented units will be achieved, and potentially exceeded based on the proposals that have been put forth. For example, the 989 Yonge Street proposal provides for 1158 units (plus townhouses) or approximately 68% of the total non-ground oriented units. This site is only a portion of the total Yonge Street Mixed Use Corridor Area. Similarly, the Hewitt's Secondary Plan hosts two large Medium/High Density Residential areas the first of which is in phase 1 of the Secondary Plan Area. It can be assumed that this project will also contribute to the non-ground oriented supply. It is understood that the City is currently processing additional applications with non-ground oriented units which will future contribute to the supply.

The housing goals of the Official Plan generally seek to provide an appropriate range of housing types, sizes, affordability and tenure at various densities and scales, efficiently use land infrastructure, public services and support safe vibrant, pedestrian and cyclist friendly streetscapes, and direct new housing to locations with appropriate infrastructure and public service facilities. The Hewitt's Secondary Plan Area addresses these goals and specifically the proposal provides for a mix of housing types, sizes and tenures, utilizes planned and financed infrastructure and public service facilities (some of which is being constructed now) and the land is being efficiently utilized.

Specific housing policies include but are not limited to providing reasonable housing costs by encouraging a varied section of housing sizes, density and tenures, allowing for innovative housing, providing for a wide range of housing opportunities including rental housing, directing that residential development be at densities that are consistent with the OP and encourage the creation of complete, mixed use communities that integrate the use of transit and active transportation. Although these are City wide policies, the proposal provides for a variety of housing sizes and tenures, provides for innovative housing through providing four district types of medium density and high density housing types that efficiently use land, planned infrastructure and service facilities and are transit and active transportation supportive and provides for opportunity for several of the built forms to be rented for example the smaller units in the mixed-use buildings.

4.5.2 Affordable Housing

The housing policies of the Secondary Plan identify that the City will support the development of affordable housing in conformity with the Housing policies of Section 3.3 of the OP.

An Affordable Housing Report has been prepared by urbanMetrics Inc. in support of the proposal. The report concludes that the concept is supportive of the underlying intent and directions of the PPS, the Growth Plan, the City Official Plan and the policies of the Hewitt's Secondary Plan particularly as they relate to housing. Moreover, the report concluded that the size and diversity of the residential units being proposed represents an opportunity to increase the stock of affordable housing units in the City. Details of the urbanMetrics report can be found in **Section 5.6** of this report.

As identified the units are located in close proximity to commercial, transit, and the Site is located on an existing Arterial road and a planned Collector road as per OP policy 3.3.2.2 c.

4.5.3 Natural Heritage System

The Site hosts a watercourse which is part of the Secondary Plan's natural heritage system. The watercourse (Sandy Cove Creek) is identified as a "High Constraint Stream Corridor Area – Special" (see **Figure 7**). The stream will essentially remain in-situ but is subject to a realignment process off site which may have some effect of reconstruction of the stream corridor on Site. The stream realignment designs have been approved by the City and the LSRCA and, as discussed, the LSRCA has completed the required design charrette for the Site which included the stream works. The stream corridor lands will be conveyed to the City and are proposed to be zoned Environmental Protection (EP).

4.5.4 Stormwater Facilities

The stormwater facilities throughout the Secondary Plan have been designed to be done on a master plan/consolidated basis. The City has also approved a Subwatershed Impact Study (SIS) which provided a more detailed review of the proposed Secondary Plan drainage and stormwater system. Official Plan policy 9.3.6.1 identifies that the number, size and configuration of stormwater facilities shall be determined through the SIS and Functional Servicing Studies. The stormwater system for the Site is to provide a stormwater function for not only the Site but also a portion of the lands to the east. The OP master plan identified that one pond servicing the Site was to be located off the Site; and a second pond was to be located on the Site. The SIS determined that two ponds would be located on the Site which, in part, would replace the off site pond (located at 953 Mapleview Drive East). The location of these ponds were to have been north of the stream corridor and on either side of Terry Fox Drive. Through detailed review, and as accepted through the conformity process, it was determined that one stormpond would be appropriate. This approach has been accepted by the City's peer review consultant in a letter dated November 10, 2020.

The net effect of the stormwater pond consolidation is that the City will have less ongoing maintenance with one pond than two, and additional land is available for development thus providing more efficient use of land.

Stormwater management policies for the Hewitt's Secondary Plan are also contained in in the Community Services Strategy portion of the OP and specifically policy 9.6.5. The proposed development conforms to the City's Water Storage and Distribution Master Plan Update and the Subwatershed Management Study (SIS) as modified by the City's acceptance of the consolidation of the stormponds on Site. Policy 9.6.5 a) identifies that no amendments are required to the Secondary Plan for changes to the number or location of stormwater management facilities.

4.5.5 Floodplain Management and Surface and Ground Water Protection

The Secondary Plan policies require that the precise boundaries of flood and erosion hazard areas and associated setbacks shall be established to the satisfaction of the City in consultation with the LSRCA. The limits of the stream corridor and associated natural heritage system have been reviewed in consultation with the LSRCA; there are no hazards, outside of the stream corridor related to flooding.

With respect to ground water protection, a Natural Heritage Evaluation and Hydrogeological Assessment has been undertaken which demonstrate that there are no anticipated adverse impacts to existing wells in the area and aquifer recharge areas. Details of these reports are found in **Sections 5.2** and **5.8** of this report respectively.

4.5.6 Community and Sustainable Design

The basic purpose of the Hewitt's Secondary Plan is the creation of a complete community providing a range of employment, housing and a mix of other uses that allow residents to live, work and play in their community. This policy is Secondary Plan wide however, many of these principles are being provided for on the Site including providing employment, housing, a mix of uses, and a trail system.

Policy 9.4.2 c) requires a conformity exercise to be undertaken; this has been completed (see the conformity letter issued by the City dated October 29, 2021 and attached as **Appendix D**) and generally conformity has been provided by the City subject to conditions (paraphrased):

1. Addressing any technical comments provided through the Conformity Review process
2. Provision of a concept plan that includes building footprints, parking areas, access locations
3. Provision of a Market Analysis that demonstrates that the proposed mixed-use units can accommodate a viable commercial development
4. Provision of a Planning Justification Report that addresses the applicable Mixed-Use Node Policies of the Hewitt's Secondary Plan and demonstrates how the project relates to the full build-out of the surrounding neighbourhood(s)
5. Undertake a Design Charrette with the LSRCA prior to application.

All of these conditions have addressed herein via the following:

1. The technical comments are addressed throughout this report as well as other reports including a comment matrix,
2. A concept plan is included as **Figure 11**
3. A Market Analysis has been completed which identified that the commercial proposal is viable; details are in **Section 5.5** of this report
4. This report forms the Planning Justification Report and a context plan has been provided as **Figure 10**
5. A design charrette with the LSRCA has been completed for the lands as confirmed by LSRCA in correspondence dated January 5, 2022.

Urban Design and Sustainability Development Guidelines have been prepared by the City. These are reviewed in detail in **Section 5.3** of this report.

The City contains both general design Guidelines (OP section 6.5.2.2) and Hewitt's specific design guidelines (entitled "Urban Design and Sustainable development Guidelines Salem and Hewitt's Secondary Plans"). Both of these have been reviewed by the Urban Design team, details are contained in **Section 5.3** of this report. The report concludes that the proposal adheres to the vision and design direction as set out in the Guidelines and OP and addresses Crime Prevention Through Environmental Design (among other matters).

From a community design perspective the Hewitt's Secondary Plan has been master planned to address all of the community design principals identified in the policy context of section 9.4.4.2 of the Official Plan with specific locations for schools, parks, natural areas etc. With respect to this specific proposal, the Site provides a compact built form, has transit oriented densities that exceed the minimum densities provided for in the Neighbourhood Node policies and the Residential policies, a characteristic that is primarily residential but includes a range of uses, a range of lot sizes, building types and opportunity for a range of price levels, a variety of open spaces (the stormpond

area and the natural heritage area) with commercial uses which can provide the opportunity for meeting places for residents.

The community design policies recognize that the Hewitt's Secondary Plan Area has a number of barriers to connectivity and accessibility including railway, limited street connections to surrounding areas, the width of arterial streets and in particular with the subject lands, the Natural Heritage System. A modified grid system as generally identified in the Official Plan's Transportation schedule has been provided by locating the proposed Terry Fox Drive in a location to be consistent with the Transportation schedule and to specifically align with the location of Terry Fox Drive on the draft approved subdivision to the north of Mapleview Drive. Similarly, Terry Fox Drive is proposed to cross the NH System in the location shown in the Transportation schedule. The proposal has been designed to align with the developments to the north, west and east (the owner of the lands owns the lands to the south which will be subject to a future application as this portion of the property is in a future phase).

With respect to the streetscape design policies of 9.4.4.4, the Site's streets have been designed to respect the function of Mapleview Drive (an arterial) and Terry Fox Drive (a collector) wherein no direct vehicle access is provided to these streets. Sidewalks have been provided for on both sides of the local street within the proposal, along a majority of the condo roads, between the mixed use buildings, as well as on Mapleview Drive and Terry Fox Drive (see **Figure 12**). The pedestrian circulation plan has been agreed to by the City through the conformity process. The street pattern provides for Terry Fox Drive to continue south for a connection to the lands to the south and beyond, for condo roads on both the east and west side of Terry Fox with a public road connection on the east side to accommodate traffic from the development lands further east (not owned by the applicant). There is no public road connection to the west as, it is understood, this was not proposed within the draft plan to the west. It is understood that a pathway system cannot be accommodated within the NH system however, a pathway has also been provided for within the stormwater system.

From a street frontage perspective, the Site does not host any reverse lotting, there are no garages provided for on Mapleview Drive nor Terry Fox Drive, the buildings have been designed to "address" these major roads.

Parking has been accommodated on the Site within the individual buildings and associated driveways and on-street. With respect to the mixed-use buildings, the project has been designed to provide for below grade parking, in that is the parking is below the first floor Mapleview frontage. There are also is little to no parking that can be seen from the Mapleview Drive or Terry Fox Drive frontages thus providing for a seamless building façade along those two road frontages.

From a cultural heritage perspective, an archeology report has been prepared with details located in **Section 5.7** of this report. There are no known cultural heritage resources on the property; the Site is primarily vacant with one (1) newer rural residential dwelling located at 969 Mapleview Drive East.

With respect to the Sustainable Development policies of section 9.4.4.8, Low Impact Development techniques and green building practices are proposed to be provided through the development. Details are out lined in the Stormwater Section (**Section 5.1**) and the Energy Conservation Section (**Section 5.11**) of this report.

From an accessibility and visibility perspective, details will be provided during the site plan stage and all on Site access points including depressed sidewalks at roadway intersections will be undertaken.

4.5.7 Land Use Strategy

The Hewitt's Secondary Plan policies contain a Land Use strategy in section 9.5 that policies related to the Natural Heritage System, Mixed Use Nodes and Corridors and the Residential Area; all of these land use types are located on the Site.

The policies host a list of uses which are permitted in all of the land use designations. This includes stormwater management facilities. As discussed, a stormwater management pond is proposed for the property. Home occupations are also permitted as of right and although not specifically targeted, much of the built form lends itself to accommodating home occupations due to the easy accessibility of any one utilizing a home occupation having direct access to many of the units; it is submitted that this would be more difficult in a mid or high rise building where access to the building is typically controlled.

With respect to the Natural Heritage System Land Use Strategy, the natural heritage system identified within the Secondary Plan was based on a natural heritage assessment which identified the natural heritage system, natural hazards and the hydrogeological system. The natural heritage system identified in the Secondary Plan mapping is to remain in situ and recanalization details have been approved by the City and the LSRCA which were independent of this application.

A Natural Heritage Evaluation and Species at Risk Assessment were undertaken for the Site and are included with this application. The report concluded that the proposed development is consistent with the policies of the Provincial Policy Statement, *Endangered Species Act*, City of Barrie Official Plan, Lake Simcoe Protection Plan and the LSRCA regulated areas and that the proposed development will not result in negative direct or indirect impacts to habitat of Species at Risk provided the recommended mitigation measures are implemented.. Details can be found in **Section 5.2** of this report.

4.5.8 Mixed Use Nodes and Corridors

The Mixed Use Nodes and Corridors Land Use Strategy identifies two goals:

1. to create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity and,
2. to create a meeting place for residents which is designed to be pedestrian friendly and maximize use of public transit.

The Site is located on a portion of two of the four corners of the Neighbourhood Node. To the north of Maplevue Drive, the Ontario Municipal Board approved two commercial buildings and townhouses on one corner of the Node and on the other corner, a four storey residential building and townhouses were approved as part of the conformity exercise. The portion of the Node south of Maplevue Drive includes the Site and an approximately 1.5 hectare block of land to the west of the Site is also contained within the Node (953 Maplevue Drive South, blocks 195, 196 and 209). It is understood that blocks 195 and 196 are proposed for medium density residential uses and block 209 is a drainage block to be used to access the stormpond on the Site.

The Node portion of the Site provides for one hundred and forty-eight (148) units of commercial, medium density residential and high density residential product (a portion of the Site is within the Residential Area designation and hosts thirteen (13) residential units for a Site total of one hundred and sixty-one (161) units). The mix of uses on the Site, including the inclusion of the stormpond, associated trail and natural heritage system provides for a focus for community and neighbourhood activity and is proposed at transit supportive densities and uses.

The permitted use policies of 9.5.4.2 allow for medium density residential uses such as back to back townhouses, and street townhouses and high density uses such as stacked townhouses and apartments, as well as live-work developments, office uses, retail and service commercial uses (which, the policies state are to primarily located on the ground floor of mixed-use buildings but may also be located in standalone buildings), automotive uses (in certain circumstances), senior citizen housing, and special needs housing. As discussed, the four corners of the Node provides for (or is proposed for) apartments, medium density housing, and standalone commercial, and on the Site itself, medium and high density residential, and opportunity for live-work, office, retail and/or service commercial within the mixed-use buildings.

The land use policies of section 9.5.4.3 identify that the design of development in the Mixed Use Nodes and Corridors shall be guided by, among other matters, that land assemblies are encouraged to facilitate viable holdings; a variety of building heights is encouraged with the highest buildings being oriented to the major intersections, a minimum height of 3 stories, a minimum FSI of 0.5, buildings should be located at the street line and massed at intersections, provision shall be made in the design to encourage pedestrian traffic generating activities, wherever feasible, particularly at grade commercial with residential or office on upper stories particularly at key intersections of arterial roads and other arterial streets and collector streets and surface parking should be minimized and located away from the street frontage and not generally permitted in front of buildings. The minimum residential density for this Node is 40 units per net hectare as per policy 9.5.6.1 b.

It is submitted that these policies are to be read across the entirety of the Mixed Use Node and Corridor designation and not on a site by site basis. They are also “guiding” policies. The design of the Site was guided by these policies in that:

- A land assembly was undertaken (3 lots),
- A residential density is 51.5 UPH is achieved on the west side of Terry Fox and 47.0 UPH on the east side of Terry Fox (within the area to be zoned NMU) with density based on the entire area of the block. If density was determined using only the area of the future POTLs, density would be higher.

The Site hosts 4 storey buildings along Maplevue Drive (3 stories on the Maplevue Drive frontage and 4 stories on the internal road frontage) with the balance of the buildings being 3 stories,

- The FSI west of Terry Fox is 0.72 and east of Terry Fox in the Node portion is 0.80 using the respective total areas of the mixed use blocks. If one was to consider only the area of the future POTLs, FSI would be much higher.
- The buildings are massed along the entire Maplevue Drive and Terry Fox Drive street line with only interruptions provided for pedestrian use
- The majority of the Maplevue Drive East developable frontage (approximately 258 metres) provides for commercial use with residential above
- There is no parking located on the Maplevue Drive and Terry Fox Drive frontages

More specifically, it is submitted that the built form provides for a unique approach to commercial and mixed-use development that was recommended through the City's recent Land Needs assessment. It is submitted that this built form has more ability to provide for pedestrian generating activities than other potential traditional forms of commercial development while maintaining a residential character which is a policy thrust of the Neighbourhood Nodes.

From a density perspective, the City requested that we evaluate the amount of units that would have otherwise been provided on the Node had the stormpond not been located on the Site. As identified in this report, the stormpond was moved to this Site through the work of the City and completion of the SIS and the City agreed with the consolidation of the two (2) on-site ponds from the SIS into one. Besides the engineering and ongoing maintenance benefits of having two stormponds consolidated into one, there is a net gain in developable land area and units based on the known proposals.

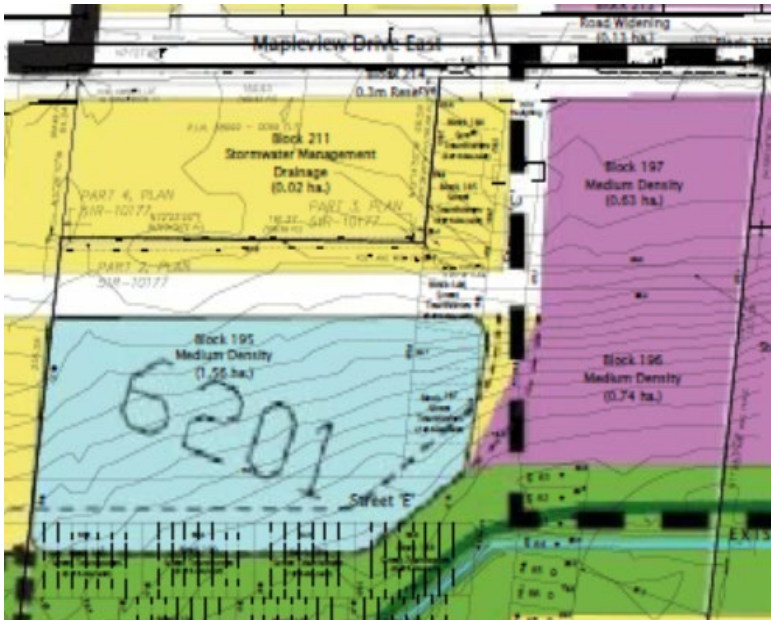
To undertake this exercise, an evaluation has been made of the amount of units that are being proposed both with the proposed stormpond and with the two alternative stormponds that were identified in the Hewitt's Master Plan (Appendix 9B of the OP).

The Master Plan identified two stormponds, one on Site (east of Terry Fox Drive) and one off Site (pond 6201). These two ponds are now being consolidated into one stormpond as proposed. (see Master Plan excerpt below for original proposed stormpond locations):



It is calculated that 19 units are now located on the lands which identified the stormpond on the Site east of Terry Fox Drive (the freehold townhouses plus a portion of the Node units).

The property which hosts the pond identified as 6201 from the Hewitt's Master Plan is the subject of an application for draft plan approval (953 Mapleview Drive East. An overlay of the Master Plan location of the stormpond on the proposed 953 Mapleview Drive property is depicted below.

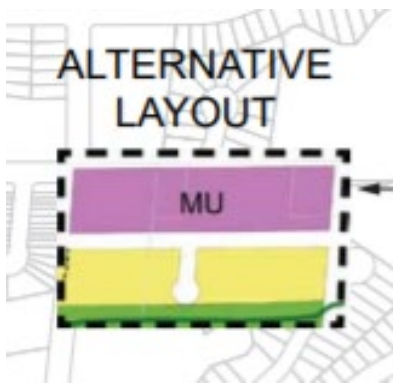


It is calculated that approximately 119 units are now being realized on 953 Mapleview Drive East where the stormpond would have otherwise been constructed (block 194 resulting in 109 units and 2 townhouse blocks being blocks 185 and part of block 186 - 10 townhouse units). For the purpose of this calculation, it was assumed that the stormpond block would move slightly north from its Master Plan location and include all of block 194 and 185 from the draft plan and the northern 4 lots of block 186; this assumption would then provide for road frontage for proposed blocks 187 to 190 (which are depicted as being in the stormpond overlay above and not used for this calculation).

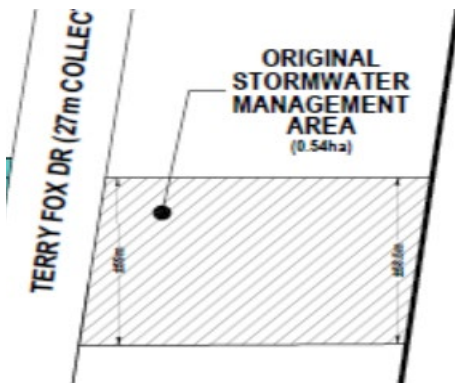
The total estimated unit count being realized on the two properties that are no longer being used for stormponds is 138 (119 + 19).

The area of the on-site stormpond block is approximately 1.26 hectares. At a minimum permitted density of 40 uph, the stormpond block would host approximately 50 units. At the same density as proposed on the plan on 953 Mapleview Drive East (maximum 70 uph), the density would be approximately 88 units. It is submitted that consolidating two (2) stormponds into one (1) on the Site is yielding more units overall than would have been realized if the stormpond block was located off site (138 units vs. 50/88).

As the City is also aware, the Master Plan also provides for an alternative layout on the southern portion of the Node (see excerpt below). The Residential Area (depicted in the yellow colour) is the general area where the stormpond is proposed. Thus the realized density could have been lower than what has been calculated above.



In other words, 1.26 ha of permitted Residential Area land (the stormpond area) is being removed and approximately 2.27 ha of Residential Area land is being provided for in its place (1.73 ha being block 194, 185 and 4 units on block 186 of the adjacent lands plus 0.54 ha estimated stormpond area on the site east of Terry Fox (see depiction below)).



4.5.9 Defined Policy Area 1

A portion of the Site, as well as a portion of the property to the west, is subject to the site specific Neighbourhood Mixed Use Node policies of section 9.5.6.2 (see **Figure 5**). These policies, in effect, identify that for the portion of the Node west of Terry Fox Drive (including the Site and the lands further west) a minimum density requirement for commercial development shall be 0.27 FSI for a depth of approximately 70 metres.

The Neighbourhood Node commercial policies also identify that retail and commercial uses shall generally not exceed a combined total GFA of 3,000 m². The proposed 30 units of commercial on Site provides for 1,440 m² of commercial GFA or approximately half of the maximum. On the commercial lands to the north, 1,675 m² GFA of commercial is provided for based on the conformity plan on the northern portion of the Node, north of Mapleview Drive. Although the maximum commercial GFA is exceeded with 2 of the projects (1,440 m² + 1,675 m² = 3,115 m²), the OP policies identify that a market study is required if the GFA is exceeded by 25% or, in effect, by 750 m².

As the City is aware, the City's recent Land Needs Assessment identified a number of challenges with the City's 'nodes and corridors' structure, among other matters, including:

- Lower overall demand for commercial retail spaces has left some developments with empty storefronts. The City may need to consider alternative ways to animate community streetscapes and public spaces;
- Mixed-use buildings tend to treat retail with one-size fits all spaces, whereas dynamic and rapidly changing retail markets require flexibility for unique locations and layouts; and,
- Physical and market conditions along intensifications corridors vary widely, and may not always be conducive to the envisioned uses or built form at specific locations.

The development approach for this portion of the Node therefore was to provide for neighbourhood level commercial/retail/office uses in a unique layout with the commercial uses taking up a substantial portion of the developable frontage along Mapleview Drive East (258 metres). It is submitted that the same commercial GFA in a traditional plaza or ground floor of a multi-story building would produce less commercial frontage along Mapleview, would potentially provide for surface parking along Mapleview, and would potentially provide for less than the 30 businesses which can be accommodated on this project.

It is understood that the genesis of this defined policy area was, at the time of crafting of the Secondary Plans, that the then owner of the lands had a commercial proposal on the property that provided for an FSI of 0.27 and a lesser FSI for that development was requested; the policy then manifested itself into a minimum *commercial* FSI policy; as discussed, the FSI on the Site for all of the buildings combined is between the minimum and maximum FSI as identified in policy 9.5.4.3 of between 0.5 and 2.5 (the site hosts 0.72 and 0.80 on each side of the Node).

While the proposed commercial Floor Space Index does not meet the 0.27 minimum identified in Policy, as discussed the retail and commercial uses for the Neighbourhood Nodes shall generally not exceed a combined total gross floor area of 3,000 square metres for the lands in the entirety of all of the Neighbourhood Mixed Use Node on the four corners of Mapleview Drive and Terry Fox in the designated area. In order to meet the 0.27 minimum Floor Space Index, to a depth of approximately 70 metres 3,340 m² of commercial GFA would be required on the portion of the Node on the Site subject to this policy. This would exceed the maximum 3,000 m² of retail/commercial permitted across the entirety of four corners of Neighbourhood Node lands. It is suggested that the commercial uses within the Node are best distributed throughout the Node and, as discussed, 1,675 m² of commercial GFA has been provided for in the approved conformity plan on the north side of Mapleview. On balance, providing over 3,340 m² of commercial solely on one corner of the Node, with perhaps one use in a single storey building, for example, is less desirable than the proposal for 30 different units (and thus 30 different businesses) on two of the southern corners of the Node..

4.5.10 Residential Area

As identified, a portion of the property east of Terry Fox Drive and north of the Natural Heritage Area is designated "Residential Area". With respect to the permitted use policies for the Residential Areas designation, low and medium density development is permitted, among other uses, with a minimum density of 30 units per net hectare and maximum 70 units per net hectare for medium density development (the low density development policies are less). Generally there are 13 street townhouses in this designation for a net density of 41.9 UPH. The calculation includes all of the immediately proposed lots plus the future lots which are to be located within the temporary cul-de-sac as well as half of Street A. This portion of the Site will assist the City in achieving its planned

function of a target for the Secondary Plan Area of 20 percent medium density and 80 percent low density development.

4.5.11 Community Services Strategy

The Community Services Strategy provides for policies related to transportation, water and wastewater services, stormwater management, utilities, parkland and recreation facilities, and public service facilities. The stormwater management policies of this section were reviewed earlier in this report. The Community Services Strategy is in line with the general Servicing and Transportation policies of Section 5.0 of the Official Plan and, in some cases, provides for enhanced policies and/or a requirement for implementation documents all of which have been produced by the City or approved by the City.

From a transportation perspective, the road network conforms to the Major Collector and local road policies (see **Figure 8**). Specific details include:

- an 8.95 metre road widening has been provided along the entirety of the Mapleview Drive frontage as requested by the City's consultant engineer in correspondence dated May 3, 2021,
- The Terry Fox Drive extension through the Site has a ROW width of 27.0 metres,
- No direct vehicle access is provided to Mapleview Drive or Terry Fox Drive,
- The local street (Street A) has a ROW width of 18 metres,
- The condominium road has a travelled portion of 6.4 metres and a ROW width of 9.1 metres where parallel parking has been provided (as requested by City Transportation through the conformity review) and,
- Sufficient vehicle parking and bicycle parking has been provided on the Site.

With respect to water and wastewater, the identified master plans in the policy have been completed by the City. The Site will be fully serviced with municipal services and the project is identified as being in Phase 1 from a development/servicing perspective.

As is standard, the Owners will work with the required Utilities as per the policy framework in 9.6.6 to ensure that there are sufficient and available utilities available to the site when required.

The Hewitt's Secondary Plan hosts a detailed parkland and recreational facilities set of policies. All of the parkland/facilities were pre-planned through the Secondary Plan Process including development and approval of a Master Parkland Agreement. There is no parkland proposed for the site. The Owner is a member of good standing with the Hewitt's Creek Landowners Group and, as such, has met their parkland obligations.

4.5.12 Development Review and Growth Management

The policies host various development application submission requirements in section 9.7.2. This policy context has been addressed as follows:

- (a) The Subwatershed Impact Study (SIS) has been completed and approved by the City.
- (b) An area design plan was originally requested but this request from the City has been qualified that they require a review of the Mixed Use Node provisions and associated

transition/integration with the surrounding developments. The review of the policy context is contained herein and a context plan has been provided as **Figure 10**.

- (c) A pedestrian circulation plan is provided for as **Figure 12**.
- (d) As discussed, the design of the Sandy Cove Creek NHS area have been approved the LSRCA which provide for the limits of the regulatory flood plain; the proposal is outside of the floodplain.
- (e) A geotechnical study forms part of this application.
- (f) The Site is not within a “Waste Disposal Assessment Area” and thus an impact report has not been provided or required by the City.

The City has also provided a list of studies which are required as part of a complete application. These have been included within this submission

The City hosts a suite of policies respecting requirements prior to development. This is based on the principle of financial sustainability and that growth pays for growth to the greatest extent possible within the law. In respect of this, the Hewitt’s Creek Landowner Group is working with the City to front end certain costs to development; it is understood that the Landowner Group has entered into a cost sharing agreement with the City and that in some cases, front ending has already occurred. Further, as part of the conformity exercise, the City provided a detailed breakdown of the required Development Charges which reflects the area specific charges for the Hewitt’s Secondary Plan Area. As per additional requirements, the Landowner Group has also entered into a Master Parkland Agreement.

The phasing policies of the Secondary Plan identify that the Plan shall provide in four phases. The portion of the lands subject to this application are identified in phase 3 however, policy 9.7.3.2 (e) identifies that the Site can be considered to be in Phase 1 provided it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with the City’s design standards. As outlined in the Functional Servicing Report which accompanies this application (and as further outlined in **Section 5.1** of this report), a pumping station is not required to appropriately service these lands.

The policies identify that, in effect, a Hewitt’s specific zoning by-law will be established; this has been completed including the establishment of the NMU zone which is subject to a portion of this proposal.

4.5.13 General Official Plan Policies

Various other Official Plan policies, outside of the Secondary Plan, have been also been reviewed.

With respect to the general growth management policies of section 3.0 of the Official Plan many are echoed within the Secondary Plan. The policies generally seek to accommodate projected need for residential, employment and other uses to achieve a complete community with an appropriate mix of jobs, servicing, housing, open space, schools and recreational opportunities. The Secondary Plan specifically addresses these policies in a coordinated fashion across both the Hewitt’s and Salem Secondary Plan areas including but not limited to planning for a complete community, guiding the rate of growth through use of phasing policies, providing a plan to ensure infrastructure is properly

planned and paid for among other matters. The Site specifically will assist the City by providing for employment, housing and open space uses. The proposal will also assist the City in diversifying its economic base through the proposed built form.

The OP hosts general staging and phasing policies. The approach taken in the Hewitt's Secondary Plan is aligned with this policy framework in that the Secondary Plan identified phasing and how and when each successive phase could be released. The Site is defined as being in phase one. The proposal is south of a draft approved plan and is adjacent to a plan which is currently in the approvals process.

With respect to the general policies related to approval of developments the site provides for a mix and form of housing with many of the units with the ability to support affordable and/or attainable housing, as stated, the Site is following in the sequence of development with the surrounding development and is defined as being in phase one of the Hewitt's Secondary Plan, the Secondary Plan has also sequenced the development of neighbourhood facilities and is in close proximity to a newly constructed Secondary School and planned elementary schools, there are planned and financed external services which are in the process of being constructed, sidewalks are planned in the development and the pedestrian circulation plan has been accepted by the City, there is access to planned public transit on both Mapleview Drive and Terry Fox Drive, the Site fronts onto an arterial road and a component of the plan is to extend Terry Fox Drive, a collector road, the Site hosts a stormpond which provides a stormwater facility for both on and off site properties and the Site protects and will properly zone the creek corridor which is identified as part of the Secondary Plan's NHS system.

The City has additional staging and phasing policies that draft approval requires necessary infrastructure to be approved and that a financial impact analysis may be required. The City has prepared both an Infrastructure Implementation Plan and a Long-Range Financial Plan for the Secondary Plan area and the proposal shall be consistent with these plans.

The City has general housing policies in section 3.3. The goals include (paraphrased) providing for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales, to promote densities that efficiently use land and infrastructure, develop complete communities with a range and mix of employment and housing types, high quality public open space and easy access to local stores and services, to encourage all forms of housing for various groups, to direct housing where appropriate infrastructure and public services are or are planned for. It is submitted that the proposal assists the City in meeting these goals in that the project provides for a range of housing types and unit sizes (sizes include 654, 1,500, 1,755, 2,070 and 2,200 square feet), the differing housing types provide for differing price points, there are both freehold and condominium units, the densities efficiently utilize the planned infrastructure, the proposal also assists in the development of a complete community through the provision of homes, commercial/retail and/or office or live-work units, open space and easy access to local services both on and off Site.

Many of the housing general policies are directed at City programs and initiatives or do not specifically apply to the property such as the City encouraging intensification through the built up area. In review of these policies the proposal provides for a variety of housing sizes and types, and provides for densities that are consistent with the Secondary Plan and contributes to the development of a complete used-use community. With respect to affordable housing, this was reviewed in Section 4.5.2 of this report.

The City hosts OP policies respecting Energy Conservation and Renewal Energy systems in section 3.7. The applicable policies relate to supporting development patterns that support energy efficiency and improve air quality, to encourage conservation efforts that support energy conservation and the reduction of emissions. With respect to energy conservation, a compact urban form is being provided which supports active transportation, transit use, and trip reduction, and the draft landscape plan provides for vegetation to be planted on the property. An Energy Conservation Report has been produced for the Site which recommends various energy efficient building designs, alternative energy systems such as an air source heat pump and rough ins for electric vehicles. Details of the report can be found in **Section 5.11** of this report.

A plan of subdivision (block plan) is being proposed on the Site. The OP Implementation policies related to development of plans of subdivision include (paraphrased) the requirement for adequate services including public services and infrastructure, the subdivision is to conform with the OP, an objective of developing complete communities, minimize operating costs, new plans are to be integrated with adjacent lands, subdivisions and roads, and new plans are encouraged to orient lots to maximize energy efficiency.

As discussed, the Site has been part of the master planned Hewitt's Secondary Plan and, as such, there are plans in place and, in some cases execution has occurred, to ensure that the area is supplied with appropriate infrastructure and public service facilities. As stated, the project is defined as being in phase one of the Secondary Plan. Specifically, the Site is to be serviced by full municipal sewage and water, there is a Secondary School to the west and planned elementary schools in the area. The subdivision conforms to the policies of the OP. The proposal also assists the City in the development of a complete community and minimizes costs but providing for an efficient development pattern on condominium roads thus removing the requirement for City maintenance of the road. The subdivision has been designed to integrate into the planned and approved surrounding road network and adjacent land uses and the development pattern provides for numerous south facing units.

The urban design policies of the Official Plan are reviewed in the Urban Design Report which is generally described in **Section 5.3** of this report.

5.0 TECHNICAL REPORTS

As discussed throughout this report, various technical or supporting reports and studies have been undertaken with respect to the proposal. Various details are outlined below.

5.1 Functional Servicing and Stormwater Management Report

Tatham Engineering completed a Functional Servicing and Stormwater Management report dated February 4, 2022 in support of the proposal.

The report identified that there is sufficient capacity in the City's Surface Water Treatment Plant and Waste Water Treatment facility to accommodate the proposed development and further that the conveyance system has sufficient pressures, capacity and storage volume to provide service to the Site.

With respect to the associated Sandy Cove Creek channel realignment, the report outlined that the existing Sandy Cove Creek channel is used as a "municipal drain" and that the realignment and naturalization is proposed to better suit the developments within the Secondary Plan Area. As indicated, this work is occurring independently from the development proposal subject to these applications. The report noted that the design has been agreed upon by the befitting landowner group, and has been approved by the City and the LSRCA.

From a stormwater perspective, the report stated that the Site is within the LSRCA regulated area, is partially located within a Significant Groundwater Recharge Area, and hosts a branch of Sandy Cove Creek and its associated floodplain. Based on various approved City reports (the SIS and a previous Stormwater Management Master Plan) water quality and water quantity controls for the catchment area which the Site is located, will be provided by an end of pipe stormwater management facility as is proposed on Site.

The report also identified the following:

- The report has been prepared in conformity with the City approved Hewitt's Secondary Plan Area Subwatershed Impact Study (SIS),
- A pumping station is not required to service the lands,
- The on-site stormpond has been sized to accommodate the overland spillway from the lands to the west,
- The City has installed a new sanitary sewer across Mapleview Drive which accommodates the proposal and future developments
- The detailed design will ensure that the water system and sanitary system will be designed to the required criteria
- LID's are recommended to be implemented where feasible to mitigate changes in runoff volumes, water balance and phosphorous loadings to the maximum extent possible
- The proposal is expected to be subject to the Lake Simcoe Phosphorous Offsetting Policy
- The streets will be designed in accordance with City standards

- Road grading has been developed to ensure stormwater runoff is conveyed to the storm sewer system
- All erosion control measures will be designed in accordance with relevant City, LSRCA and OPSD standards and
- Utilities are expected to be available to service the Site and utility coordinate will be undertaken during the detailed design stage.

5.2 Natural Heritage Evaluation

A Natural Heritage Evaluation dated February 4, 2022 was prepared by Azimuth Environmental Consulting Inc. to provide the City of Barrie and other review agencies with an understanding of natural environmental conditions and potential for impacts related to the proposed development on significant natural heritage features and functions of the property and adjacent lands. As part of this review, the potential for Species at Risk and their habitats was evaluated within the property and adjacent lands.

Overall, the Natural Heritage Evaluation concluded that the environmental conditions are not limiting to the proposed development provided the recommended mitigation measures as described in the report are implemented.

The findings as summarized in the Natural Heritage Evaluation include:

- The proposed development is consistent with the policies of the Provincial Policy Statement, ESA, City of Barrie Official Plan, LSPP, and LSRCA O. Reg. 179/06.
- The impact assessment has given full consideration to the habitat requirements of all SAR assumed and documented to occur in the area and results indicate the proposed site development will not result in negative direct or indirect impacts to habitat of SAR providing conformance is demonstrated to mitigation measures described in the Natural Heritage Evaluation.
- The proposed development will result in the loss of wetland (unevaluated, non-provincially significant) in the amount of 0.15ha. Ecological offsetting may be required.
- The proposed works are not expected to negatively impact the ecological functions of the associated with the potential and confirmed Significant Wildlife Habitat functions if the appropriate mitigation measures are followed.
- The development does not propose alteration to fish habitat, the watercourse, or works within the associated 60m riparian corridor. Compliance with the MOECC and LSRCA stormwater management criteria, in addition to the use of appropriate mitigation measures described in Section 8 with focus on sediment and erosion controls and protection of water quality and quantity, are expected avoid impacts to fish and fish habitat.

5.3 Urban Design Report

MHBC prepared an Urban Design Report dated February 2022 in respect of the Site. The report was prepared to respond to the Official Plan policies and the applicable Urban Design Guidelines for the Site.

The report identified that the development adheres to the vision and design direction set out in the City of Barrie Urban Design and Sustainable Development Guidelines Salem and Hewitt's Secondary Plan Areas, and the City of Barrie Urban Design Manual, and overall, the proposal represents good design and an appropriate implementation of the Hewitt's Secondary Plan.

The report identified that the principles of Crime Prevention Through Environmental Design (CPTED) are being followed and other CPTED principles will be implanted during the detailed design stages. The report also identifies that the development represents intensification within the Neighbourhood Node and the building typologies achieve a unique architectural treatment creating a vibrant neighbourhood community and add character. The report notes that the community is designed to give greater emphasis to pedestrian movement through the mix of uses on the Site, the inclusion of the stormpond and associated trail and the natural heritage system all provide a focal point and an opportunity for recreation and respite for the community and the commercial frontage along Maplevue Drive will animate the Maplevue/Terry Fox intersection.

The commercial component of the proposal has its primary entrance as street related, publicly accessible and with active frontages along Maplevue Drive and the commercial units will employ the use of transparent glazing which is encouraged in the Hewitt's Urban Design Guidelines for mixed-use buildings. Detailed design will address other urban design matters such as signage and awnings.

With respect to transportation routes, the narrower, more intimate condominium roads, it was stated, will provide speed-reducing measures and enhanced streetscape materials to promote a safe, pedestrian-friendly neighbourhood. Also, the report identified that the streetscape has been designed to respect the function of Maplevue Drive as an arterial road and Terry Fox Drive as a collector road in that no direct vehicle access is provided to these street and the frontage will allow for a more urban streetscape that meets the City of Barrie streetscape design standards. It was noted that the pedestrian pathways will enhance connection to the City's transit system.

From a parking perspective, the report identifies that careful consideration in the design was undertaken to not include driveways and parking bays along Maplevue Drive and Terry Fox Drive providing for a seamless building façade along the public road frontages, significantly mitigating the view of surface parking and giving emphasis to the pedestrian realm. The report further noted the inclusion of at grade bicycle parking areas.

The report also stated that the development is designed for users of all ages and abilities including at grade commercial, provision of accessible parking spots in a convenient location and on-site approaches such as drop curbs.

5.4 Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Tatham Engineering in respect of the Site dated February 4, 2022. The TIS reviewed the operations of the road system through the study area prior

to the development, the growth in traffic volumes not otherwise attributed to the development, the number of new trips the proposed development is likely to generate, the operations of the study area road system upon completion of the development, the resulting impacts and need for mitigation (if any) required to ensure acceptable overall road operations, and the traffic details internal to the site, among other matters.

The report was assessed to the 2036 time horizon. The Master Transportation Plan for the Hewitt's Secondary Plan Area was used as the basis for the TIS. Some adjustments were made for the purpose of this TIS including removal of the traffic volumes associated with the proposal as they will be updated in this TIS and utilize the updated traffic projects continued in a recent TIS submitted for the lands north of Mapleview Drive. The report also identified that the City's conformity review verified that the proposed development conforms to the City's Transportation Design Manual and where required, the Transportation Association of Canada Geometric Design Guide for Canadian Roads.

The report identified, among other matters, the following:

- The approved Mapleview Drive East road improvements will provide for a 3.0 metre multi-use trail on the north side of the road
- Terry Fox Drive will provide for a buffered bicycle lands and sidewalks on both sides of the road
- The intersection of Mapleview Drive East and the Terry Fox Drive extension will provide a good level of service through the 2036 horizon year and intersection improvements are not required.
- The new intersections of Terry Fox Drive with the proposed condo road and proposed municipal road will provide excellent operations through the 2036 horizon and turn lanes right turn lanes are not required to access the development blocks on either side of Terry Fox Drive (there is to be a continuous left turn lane on Terry Fox Drive at this location as per the Master Transportation Plan).
- The Site's internal road design will accommodate the maneuvering requirements of a typical fire truck. and the layout is sufficient for the circulation of site generated traffic.

5.5 Market Feasibility Study

A Commercial Market Study has been prepared by urbanMetrics Inc. dated February 3, 2022. The purpose of the study was to demonstrate the demand for the proposed commercial development and evaluate its potential impact on other existing and/or planned commercial areas. The study determined, among other matters, that:

- the smaller size and quality of the commercial units proposed on site offer a unique opportunity to capture a diversity of uses that can support future residents by providing a range of local-servicing goods and services,
- the size and scale of uses being contemplated appeal to the potential reduced space needs of various retail and service tenants while offering flexibility in the form and function of how the space is used, the format also responds to existing and likely future market dynamic,
- the type of commercial space is consistent with the findings and recommendations of the City's MCR Land Needs Study particularly providing creative and contemporary solutions

- to addressing challenges related to traditional retail formats and available market opportunities,
- the units have the potential to provide an affordable or relatively cost-effective alternative to traditional commercial uses available to lease
 - the format is estimated to provide for more jobs in comparison to traditional commercial (45 full time equivalent employees vs 38), when comparing the same GFA,
 - there is sufficient market opportunity in the trade area to support new retail/service commercial space being contemplated on the site,
 - the introduction of a number of smaller storefronts at grade will help animate the street while providing for a diversity of uses that can evolve over time and/or to the changing needs of the area, and,
 - the introduction of this new space will not have any impact on existing retailers or services.

5.6 Affordable Housing Report

urbanMetrics completed an Affordable Housing Report dated February 4, 2022. The report identified that although the ultimate sales price for the varying units have not been determined and will depend on market demand and local housing conditions when the units are made available the composition, diversity and range of units being contemplated represent a potential opportunity to increase the stock of new affordable housing units in the City.

The report also identified that the City's recent Land Needs Assessment through their MCR process identified that similar sized ground oriented units are likely to be priced at a lower price point than the same units in a mid or high rise building due to several factors including the cost of provision of structured parking and the cost of building materials.

The report concluded that the concept is supportive of the underlying intent and directions of the PPS, the Growth Plan, the City Official Plan and the Hewitt's Secondary Plan as they relate to housing. They also identified that the size and diversity of the residential units represents an opportunity to increase the stock of affordable housing units in the City (the proposal is for 5 differing unit sizes being 654 square feet, 1500 square feet, 1755 square feet, 2070 square feet and 2200 square feet) and appeals to a range of current and prospective future residents.

5.7 Archaeological Assessment

A Stage 1-2 Archaeological Assessment has been completed by AMICK Consultants Limited, dated June 28, 2021. The entirety of the Site was subject to study consisting of property inspection and photographic documentation. High intensity test pit methodology was also deployed at a five-metre interval between individual test pits, by test pit survey at a ten-metre interval, and by high intensity pedestrian survey at an interval of five metres between individual transects.

Overall, no archaeological resources were encountered during the fieldwork and as such, the recommendations outlined in the Report are as follows:

- No further archaeological assessment of the study area is warranted;
- The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;
- The proposed undertaking is clear of any archaeological concerns.

The Stage 1-2 Archaeological Assessment has been filed with the Ministry of Heritage, Sport, Tourism, and Culture Industries and entered into the Ontario Public Register of Archaeological Reports.

5.8 Hydrogeological Assessment

Azimuth Environmental Consulting prepared a Hydrogeological Assessment for the property dated February 2022. This report reviewed various matters including but not limited to environmental setting, source water protection, monitoring, water balance, and dewatering.

The report concluded that there is not expected to be any meaningful impact to area wells, that the development is not anticipated to create adverse impacts to the aquifer recharge area, the general soil composition is a mixture of ice-stratified sand and gravel in addition to sandy silt to silty sand till, that the Lake Simcoe Protection Plan Water Balance Offsetting Policy is not triggered as a result of the development and that any water deficit to Sandy Cove Creek is overcome by an increase in surface runoff, among other matters.

5.9 Geotechnical Report

Soil Engineers Ltd. Undertook a Soil Investigation for a previous landowner of the site in 2006. The 2006 report investigated the entire land holding. In January of 2022 that report was reviewed in the context of the updated development proposal and a Letter of Opinion was provided. Both the original investigation and Letter of Opinion accompany this application. The purpose of the investigation was to reveal the subsurface conditions and to determine the engineering properties of the disclosed soils for the design and construction of the project. Various recommendations were made respecting building and road construction, pavement design, underground service construction and specifications for engineered fill, if required. There were no identified limitations to appropriate construction.

The updated Letter of Opinion identified that it is the author's opinion that the content of the original Soil Investigation is still applicable for the proposed development. It noted that two boreholes are in the vicinity of the proposed stormwater management facility and near the natural heritage system and that when the SWM design and detailed engineering design drawings when available that Soil Engineers Ltd. be provided with the opportunity to review the design for detailed geotechnical recommendations as, it is understood, is standard practice. The update also identified that since the time of the original investigation, that the Ontario Building Code (OBC) updated its seismic classifications and various appropriate soils be used based on the OBC requirements.

5.10 Noise/Vibration Impact Analysis

HGC Engineering has completed a Noise Feasibility Study for the Site dated 4 February 2022. The purpose of the study was to determine the impact of the future environmental noise from the surrounding roadways on the proposed development and to determine the required acoustic requirements in accordance with the guidelines of the City of Barrie and the Ministry of Environment, Conservation and Parks.

The study identified that the primary noise source is the road traffic on Maplevue Drive East and Terry Fox Drive. The results of the study determined that it is feasible to adhere to the Ministry sound level guidelines at the proposed development. Although the sound level predictions indicate that the dwellings fronting onto Maplevue Drive East will exceed the Ministry guidelines for the dwellings with exposure to both Maplevue Drive and Terry Fox Drive, this can be mitigated through the use of central air condition. Some dwellings with exposure to Maplevue Drive and Terry Fox Drive will require forced air ventilation systems with ductwork sized for future installation of central air condition by the occupant. Noise warning clauses are recommended and sample clauses were provided in the study. The study also identified that in meeting the Ontario Building Code minimum requirements sufficient acoustical insulation for interior spaces and that when detailed floor plans and elevations are available for those dwellings fronting onto Maplevue Drive, a detailed noise study should be performed to specify wall and window requirements with sufficient acoustical insulation.

5.11 Energy Conservation Report

An Energy Conservation report was prepared by A & J Energy Consultants dated January 31, 2022 to review specific opportunities for energy conservation, reduction in greenhouse gas emissions and the use of low carbon solutions for the site. This report was undertaken based on various industry standards as well as a review of the City of Barrie's "Community Energy and Greenhouse Gas Reduction Plan".

The report concluded that when building the proposed development to all of the recommended options, energy intensity is reduced by 22.4%, greenhouse gas intensity is reduced by 36.4%, natural gas consumption is reduced by 44.6% and total water consumption is reduced by 20.4% annually. These reductions were considered significant.

Some of the recommendations included but are not limited to:

- Rough in for electric vehicle charging stations
- Use of Energy Start appliances
- Use of air source heat pumps and
- A solar ready rough in

6.0

DISCUSSION & CONCLUSION

This report reviewed the merits of a proposal for rezoning, plan of subdivision (block plan) and a condominium layout for 133 residential units and 30 commercial units on lands which are designated Residential Area, Neighbourhood Mixed-Use Node and Natural Heritage within the City of Barrie Hewitt's Secondary Plan Area. The Site also hosts a stream corridor which will remain in-situ and a stormpond which services not only the Site but a portion of the lands to the west.

The Mixed Use Nodes and Corridor policy identifies that these areas are the most urban component of the Secondary Plan providing for the most dense development and highest order of activities and mixed-use development is encouraged but development may also occur in single purpose buildings. The Mixed Use Nodes and Corridor policies host a hierarchy of policies and identify that the primary focus of the most dense and highest order of activities is along Yonge Street (thus not the subject property). The Neighbourhood Nodes (such as a portion of the Site) are the "lower order" Mixed-Use areas and are to be a focal point for residential neighbourhoods and will be predominately medium and high density residential in character.

It is my opinion that the proposal conforms to these policies in that the proposal contributes to the function and intended purpose of the Neighbourhood Node by providing for medium and high density residential uses within a residential character, provides for 30 commercial or retail or office or live-work units in a built form that provides for an innovative mixed-use format, and the commercial uses provides an opportunity for the Site to be a focal point for the neighbourhood.

The commercial also provides for a unique form of development and responds to the identification that physical and market conditions vary widely across intensification corridors as was discussed in City background reports. It is submitted that the proposal thus assists the City in addressing the challenges that come with mixed-use development.

It is further submitted that 30 commercial et al units has the opportunity to provide for more jobs that what might otherwise be realized in one or two commercial units of similar size (45 equivalent employees vs 38). The built form also efficiently uses the Site whereas a singular commercial building would be permitted to be comprised of one storey with associated surface parking.

The proposal provides for an efficient use of land and infrastructure, provides for a transit supportive densities, provides for a range of housing types, sizes and tenures, provides for a multitude of non-residential uses on Site and address the vision and intent of the City's applicable Urban Design Guidelines.

In the City's quest to provide affordable and/or attainable units, several of the units provide for a smaller footprint, and the benefit of providing for at grade parking which is a considerably lower price point than providing for structured parking thus setting up the opportunity for a price point

which is lower than a multi-story building with structured parking that host units of the same or similar size.

The portion of the Site designated "Residential Area" provides for street townhouse units thus providing for a higher density built form than is otherwise permitted on this portion of the Site (single detached).

The advent of consolidating two stormponds into one stormpond on the property provides the City an opportunity for less on going maintenance but also provides for more developable area then would have otherwise been realized with the previously proposed multiple stormponds. The stormpond is also to be designed to be sensitive to the adjacent natural heritage area and compliment it though the use of landscaping.

The proposal can be properly serviced with municipal sewage and water, is part of a master planned community, is protecting a stream corridor, provides for needed infrastructure for the Site as well as development off Site (the stormpond and road connection to the lands to the east) and is safe and appropriate from a transportation perspective.

The proposed applications are consistent with the PPS, conform to the Growth Plan and Lake Simcoe Protection Plan, the City of Barrie Official Plan as well as the Hewitt's Secondary Plan.

In my opinion the application for rezoning and plan of subdivision and the subsequent condominium represent good planning.

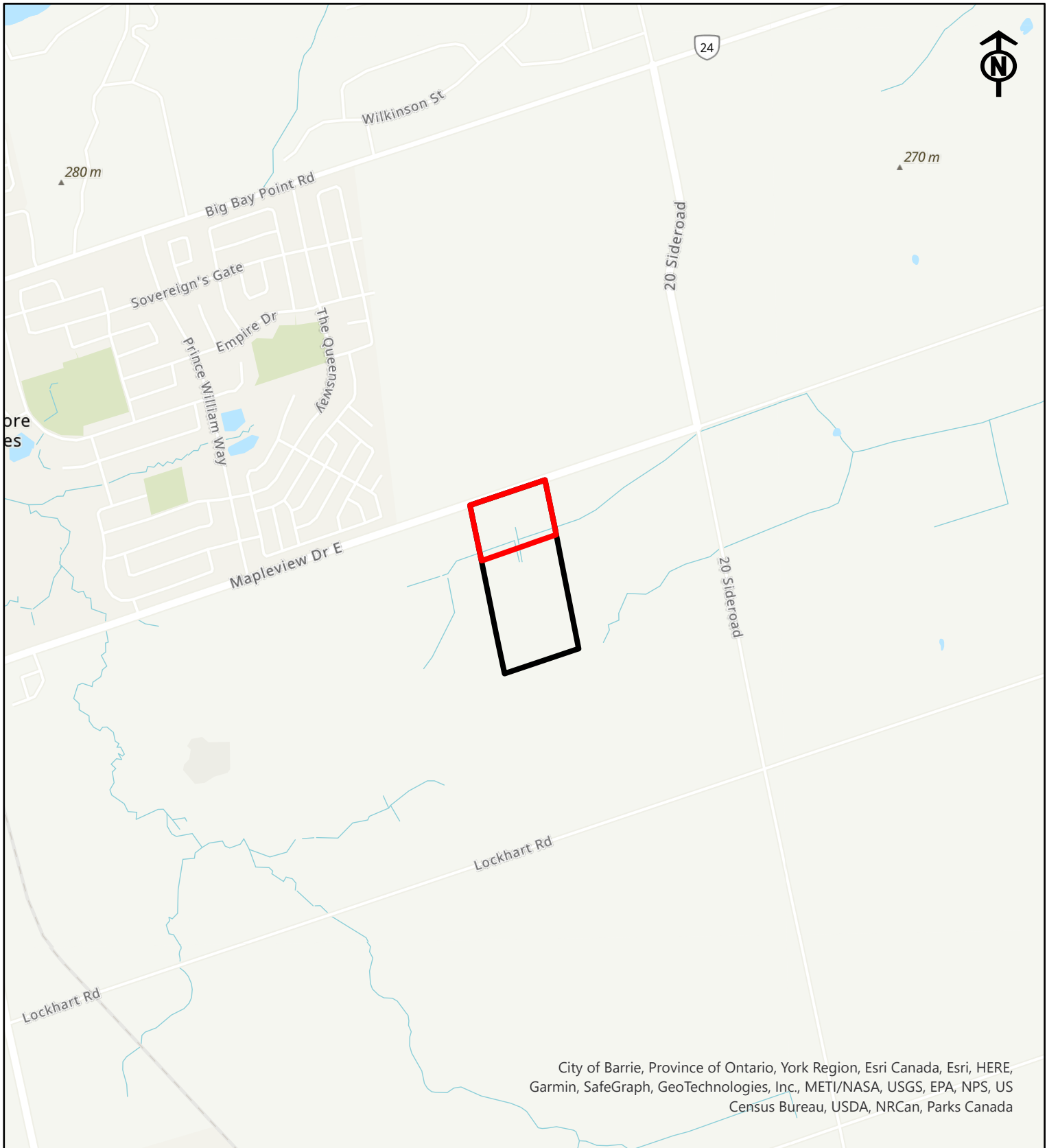
Respectfully submitted,
MHBC



Kris Menzies, BES BEd, MCIP RPP
Partner

Appendices

Appendix **A**



**FIGURE 1
LOCATION**

969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

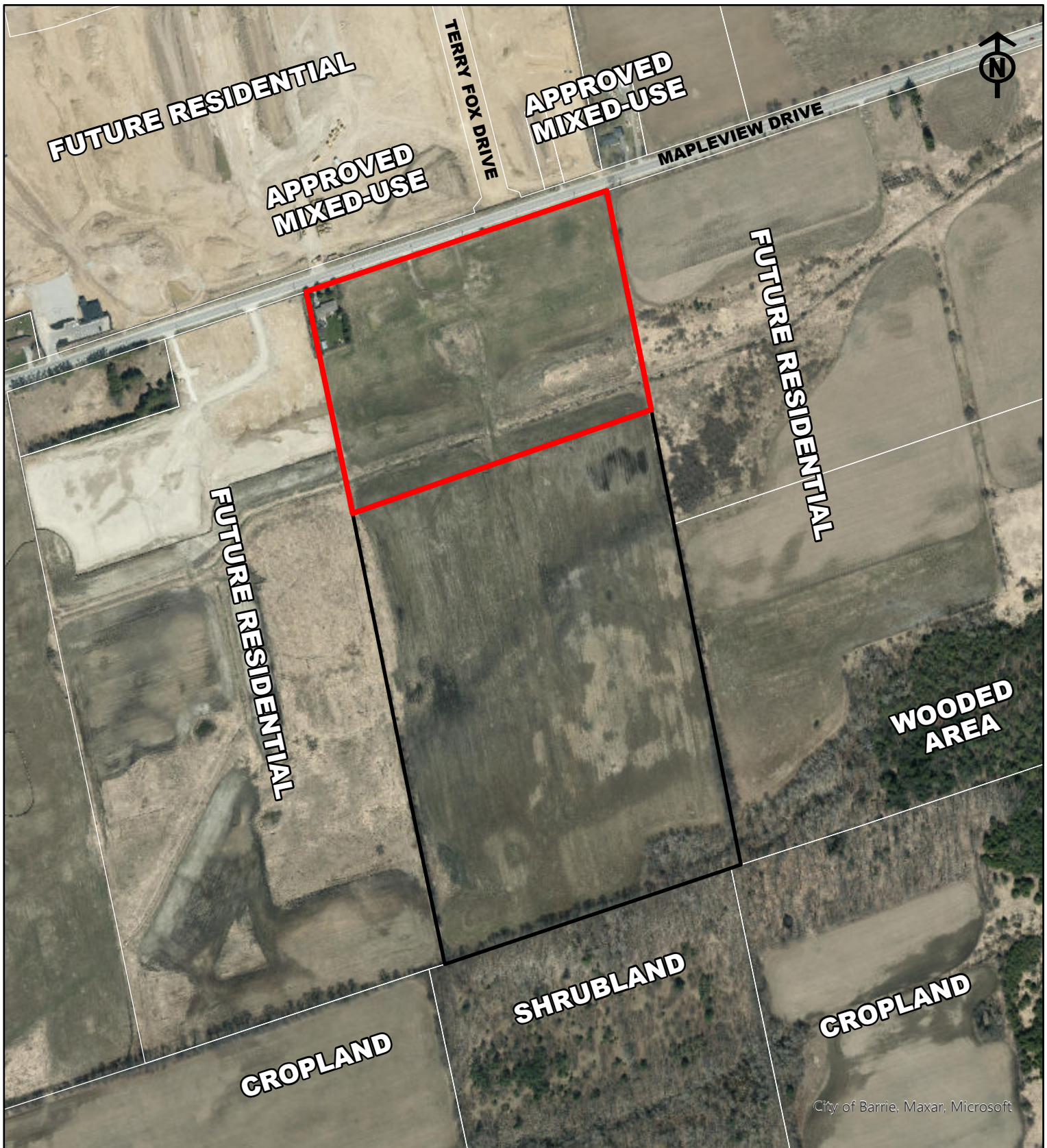
LEGEND

- Subject Site
- Subject Property

DATE	Feb. 4, 2022
SOURCES	ESRI

16191B - Planning Report





City of Barrie, Maxar, Microsoft

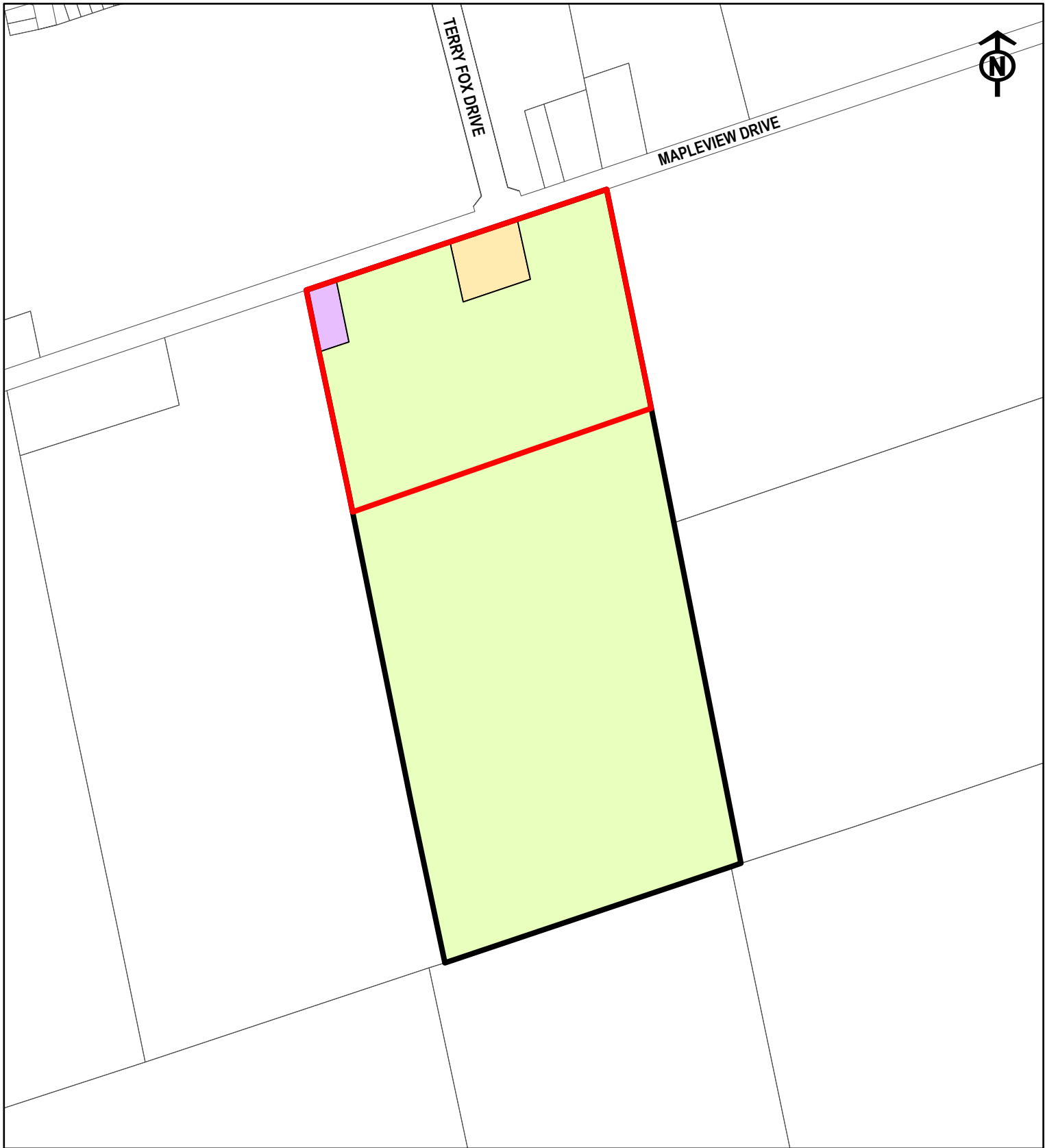
**FIGURE 2
AERIAL CONTEXT**

969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

- LEGEND**
- Subject Site
 - Subject Property

DATE	Feb. 4, 2022
SOURCES	ESRI City of Barrie
<p>0 20 40 80 120 160 200 Meters</p>	

16191B - Planning Report



**FIGURE 3
LAND ASSEMBLY**

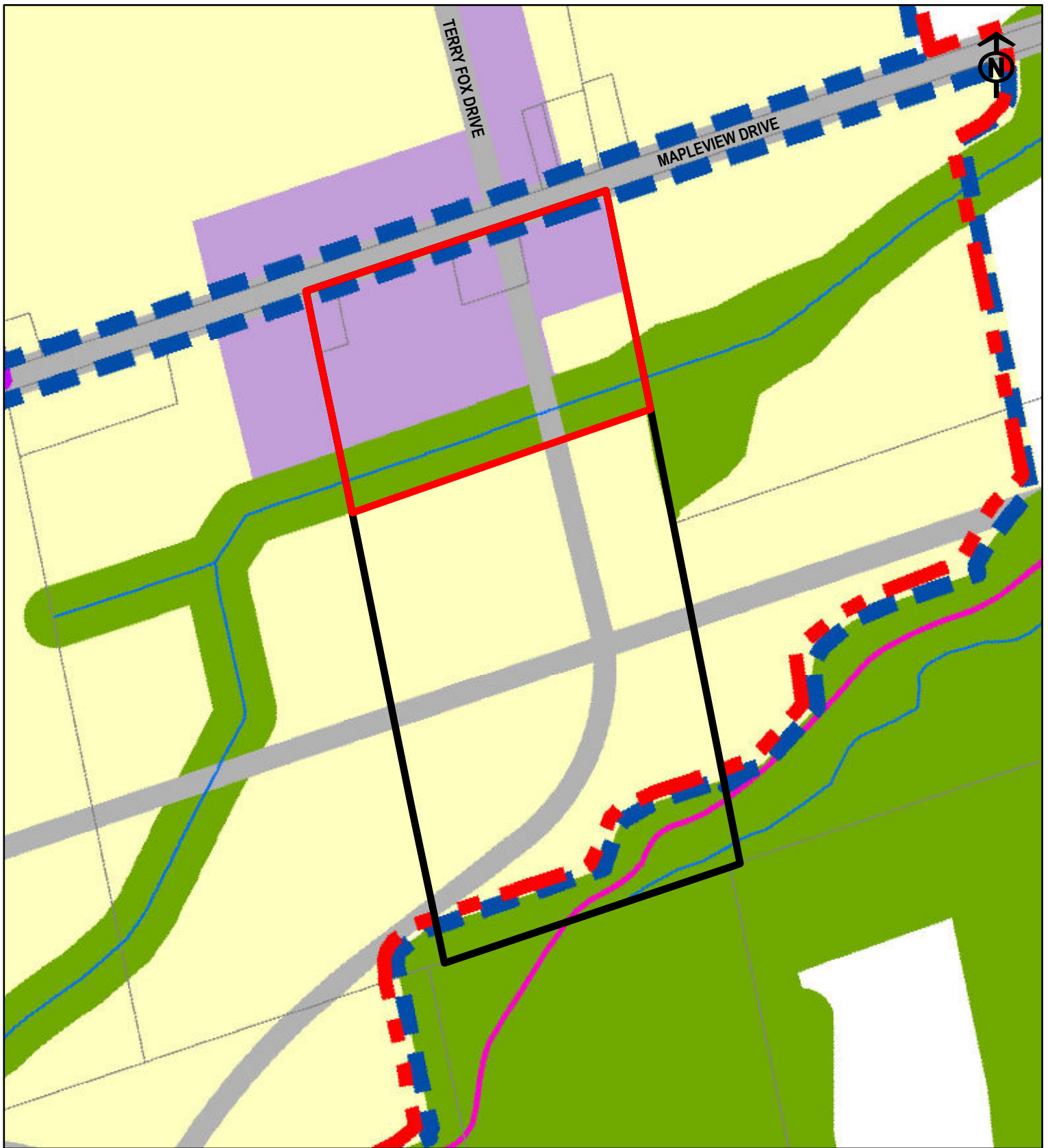
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

- Subject Site
- Subject Property
- 969 Mapleview Drive
- 979 Mapleview Drive
- 989 Mapleview Drive

DATE	Feb. 4, 2022
SOURCES	ESRI City of Barrie

16191B - Planning Report



**FIGURE 4
COMMUNITY
STRUCTURE**
CITY OF BARRIE
HEWITT'S SECONDARY PLAN
SCHEDULE 9A
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

- Subject Site
- Subject Property
- Settlement Area Boundary
- Residential District
- Existing and Proposed Roads
- Pathway System
- Stream
- Residential Area
- Mixed Use Nodes and Corridors
- Natural Heritage System
- Special Rule Area

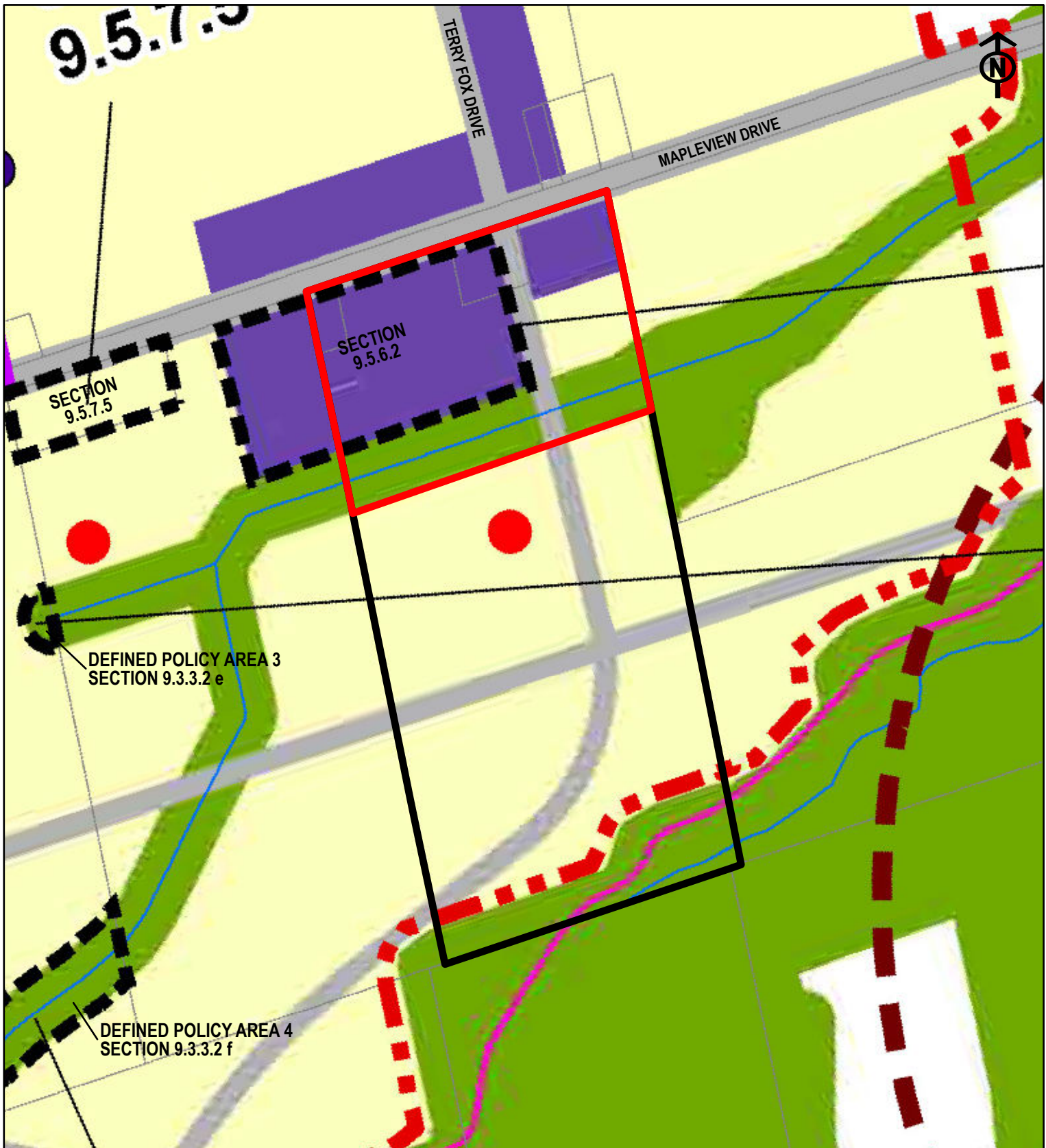
DATE Feb. 7, 2022

SOURCES ESRI
City of Barrie

0 20 40 80 120 160 200
Meters

16191B - Planning Report

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



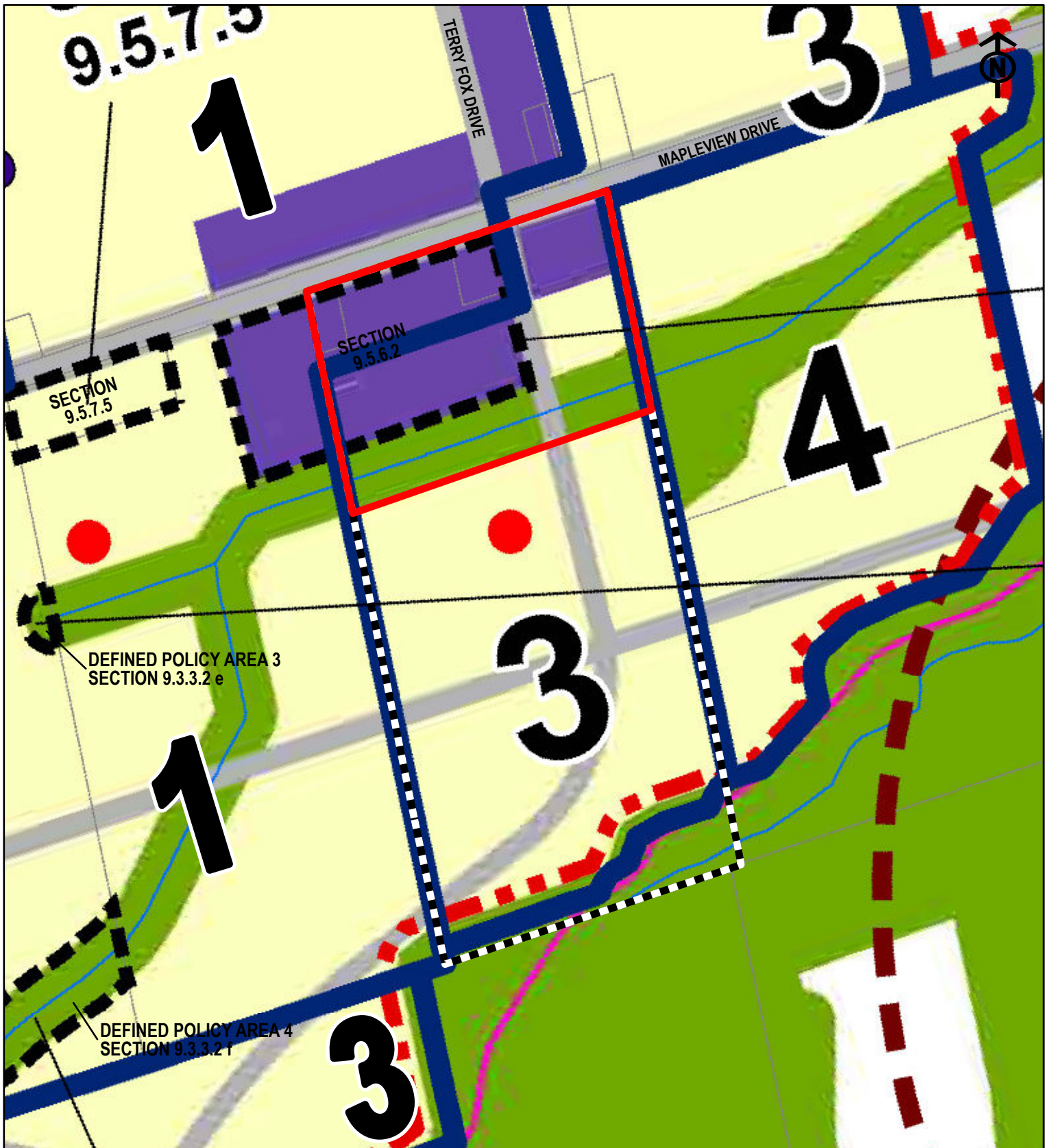
**FIGURE 5
LAND USE**

CITY OF BARRIE
HEWITT'S SECONDARY PLAN
SCHEDULE 9C
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

- Subject Site
- Subject Property
- Settlement Area Boundary
- Waste Disposal Assessment Area
- Existing and Proposed Roads
- Pathway System
- Stream
- Residential Area
- Neighbourhood Mixed Use Node
- Natural Heritage System
- Special Rule Area
- Defined Policy Area
- Stormwater Management Facility

DATE	Feb. 7, 2022
SOURCES	ESRI City of Barrie
	16191B - Planning Report



**FIGURE 6
DEVELOPMENT
PHASES**
CITY OF BARRIE
HEWITT'S SECONDARY PLAN
SCHEDULE 9E
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

Subject Site	Residential Area
Subject Property	Neighbourhood Mixed Use Node
Settlement Area Boundary	Natural Heritage System
Waste Disposal Assessment Area	Special Rule Area
Existing and Proposed Roads	Defined Policy Area
Pathway System	Phase Boundary
Stream	Stormwater Management Facility

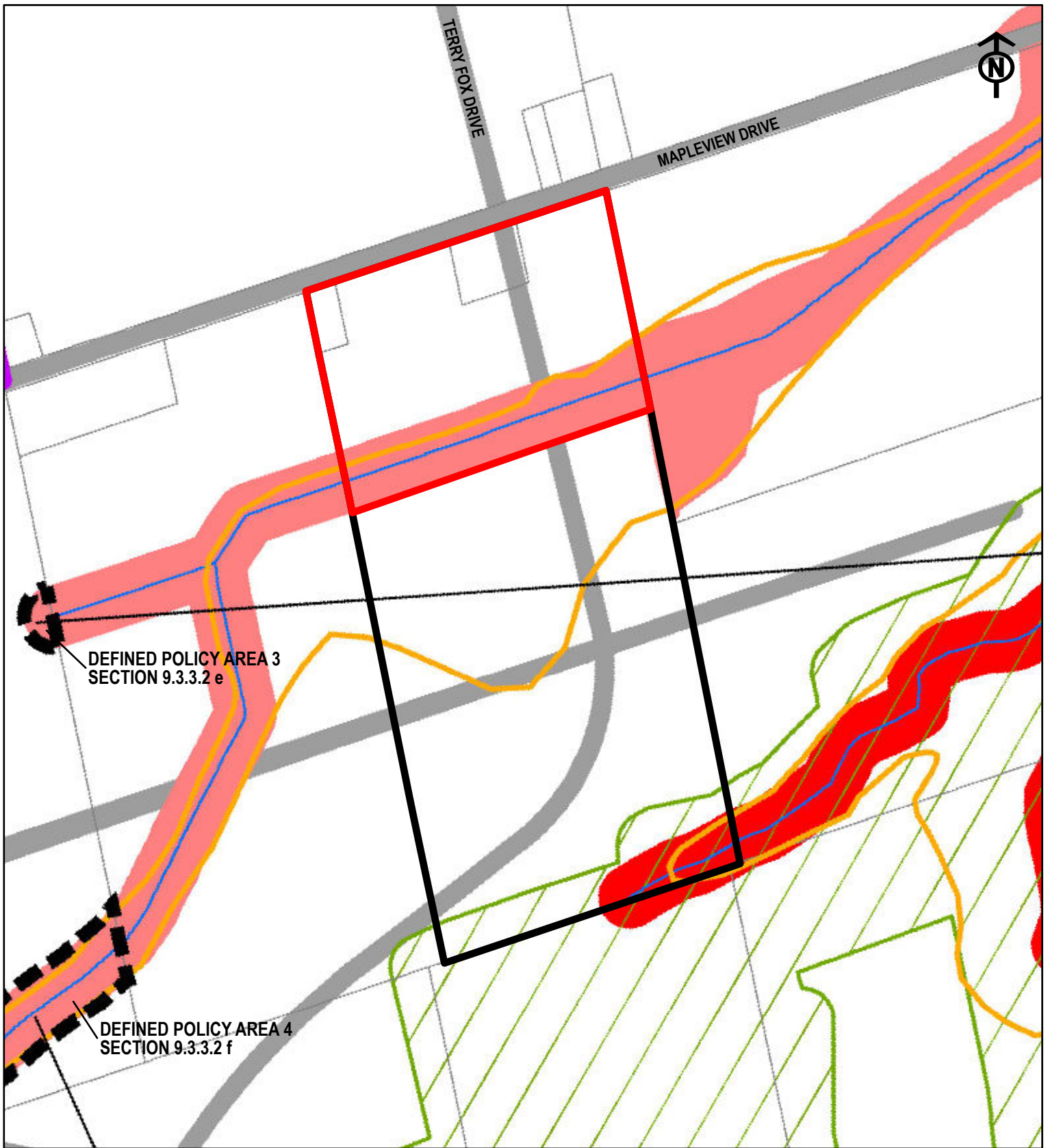
DATE Feb. 7, 2022

SOURCES
ESRI
City of Barrie

0 20 40 80 120 160 200
Meters

16191B - Planning Report










**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**



**FIGURE 7
NHS SYSTEM**

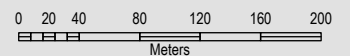
CITY OF BARRIE
HEWITT'S SECONDARY PLAN
SCHEDULE 9B
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

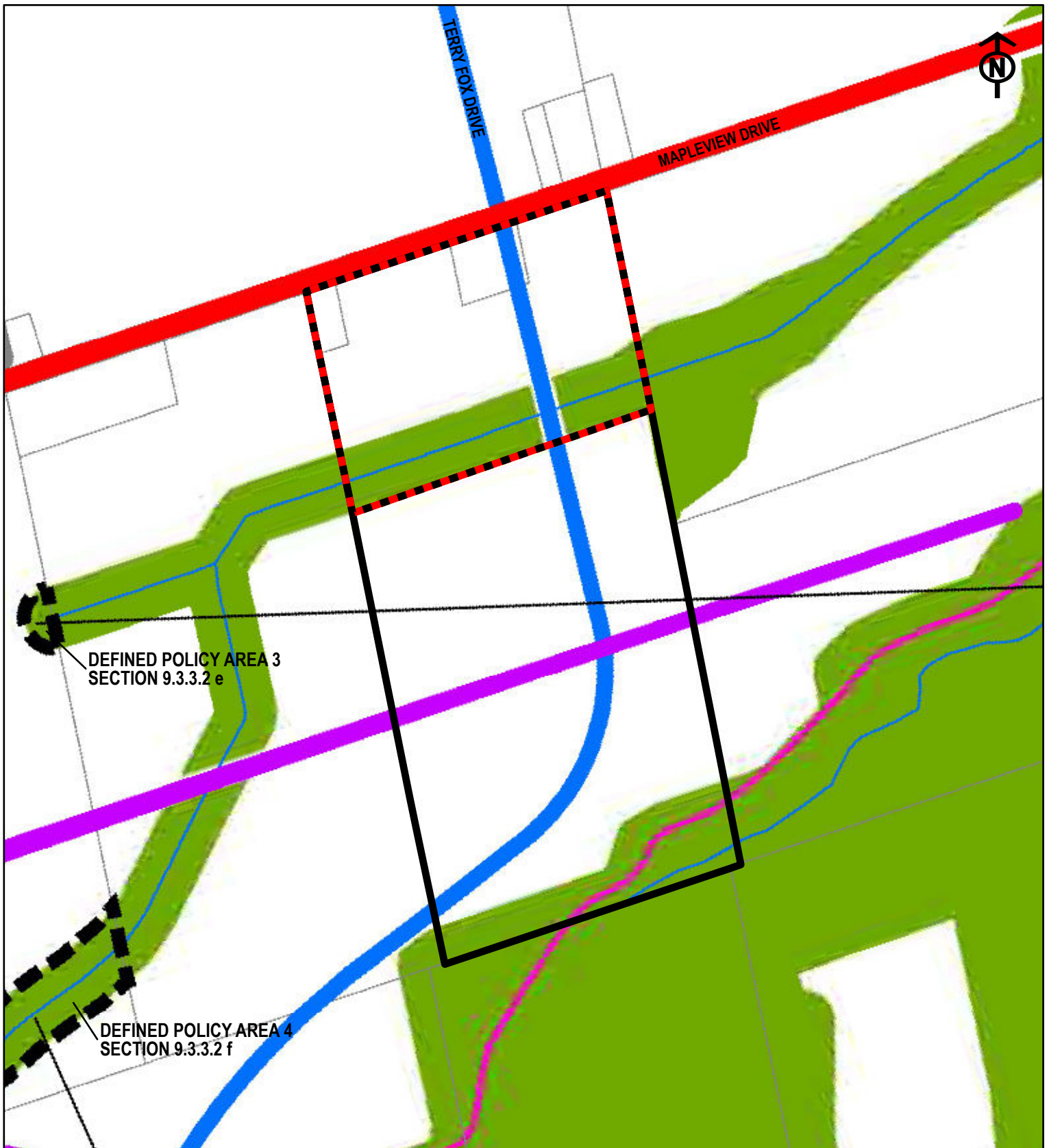
-  Subject Site
-  Subject Property
-  Regulatory Floodplain
-  Stream
-  Defined Policy Area
-  Existing and Proposed Roads
-  High (S) Constraint Stream Corridor Area - Special
-  High Constraint Stream Corridor Area
-  Natural Core Area

DATE Feb. 7, 2022

SOURCES
ESRI
City of Barrie



16191B - Planning Report












**FIGURE 8
STREET WIDENING**

CITY OF BARRIE
HEWITT'S SECONDARY PLAN
SCHEDULE 9D-2

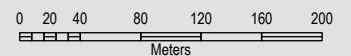
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

-  Subject Site
-  Subject Property
-  Arterial
-  Major Collector
-  Minor Collector
-  Natural Heritage System
-  Pathway System
-  Stream
-  Defined Policy Area

DATE Feb. 7, 2022

SOURCES
ESRI
City of Barrie



16191B - Planning Report



**FIGURE 9
MASTER PLAN**

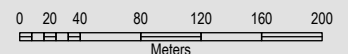
CITY OF BARRIE
HEWITT'S SECONDARY PLAN
APPENDIX 9B
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

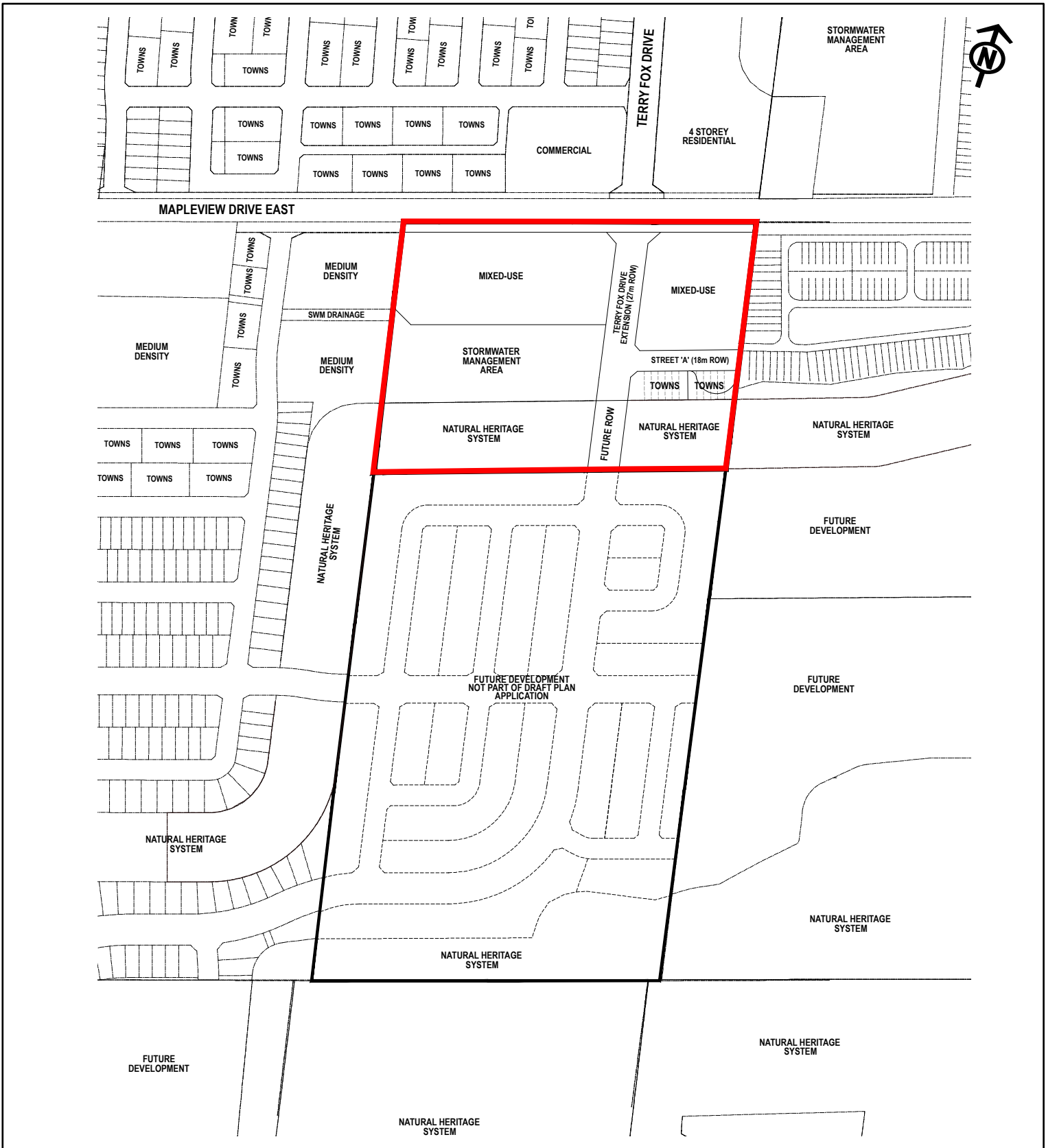
- Subject Site
- Subject Property
- Settlement Area Boundary
- Potential Floodline Boundary
- Stream
- Defined Policy Area
- Residential Area
- Neighbourhood Mixed Use Node
- Natural Heritage System
- Special Rule Area
- Stormwater Management Facility

DATE Feb. 7, 2022

SOURCES
ESRI
City of Barrie



16191B - Planning Report



**FIGURE 10
CONTEXT PLAN**

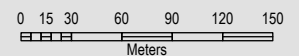
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

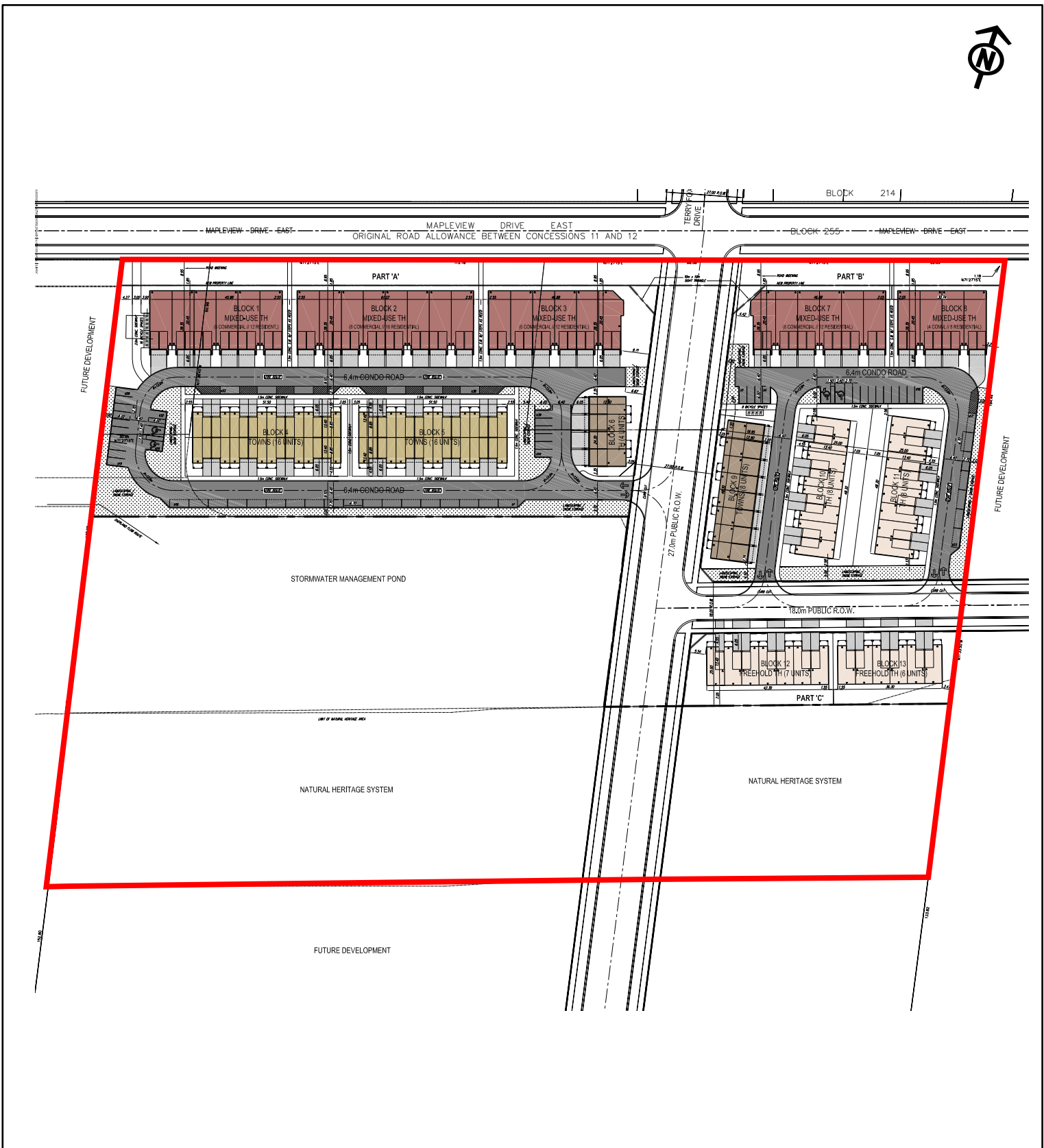
- Subject Site
- Subject Property

DATE Feb. 4, 2022

SOURCES
Jones Consulting Group Ltd. - 970 Mapleview - Draft Plan
Jones Consulting Group Ltd. - 953 Mapleview - Draft Plan




16191B - Planning Report



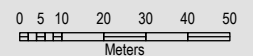
**FIGURE 11
CONCEPT
SITE PLAN**

LEGEND

 Subject Site

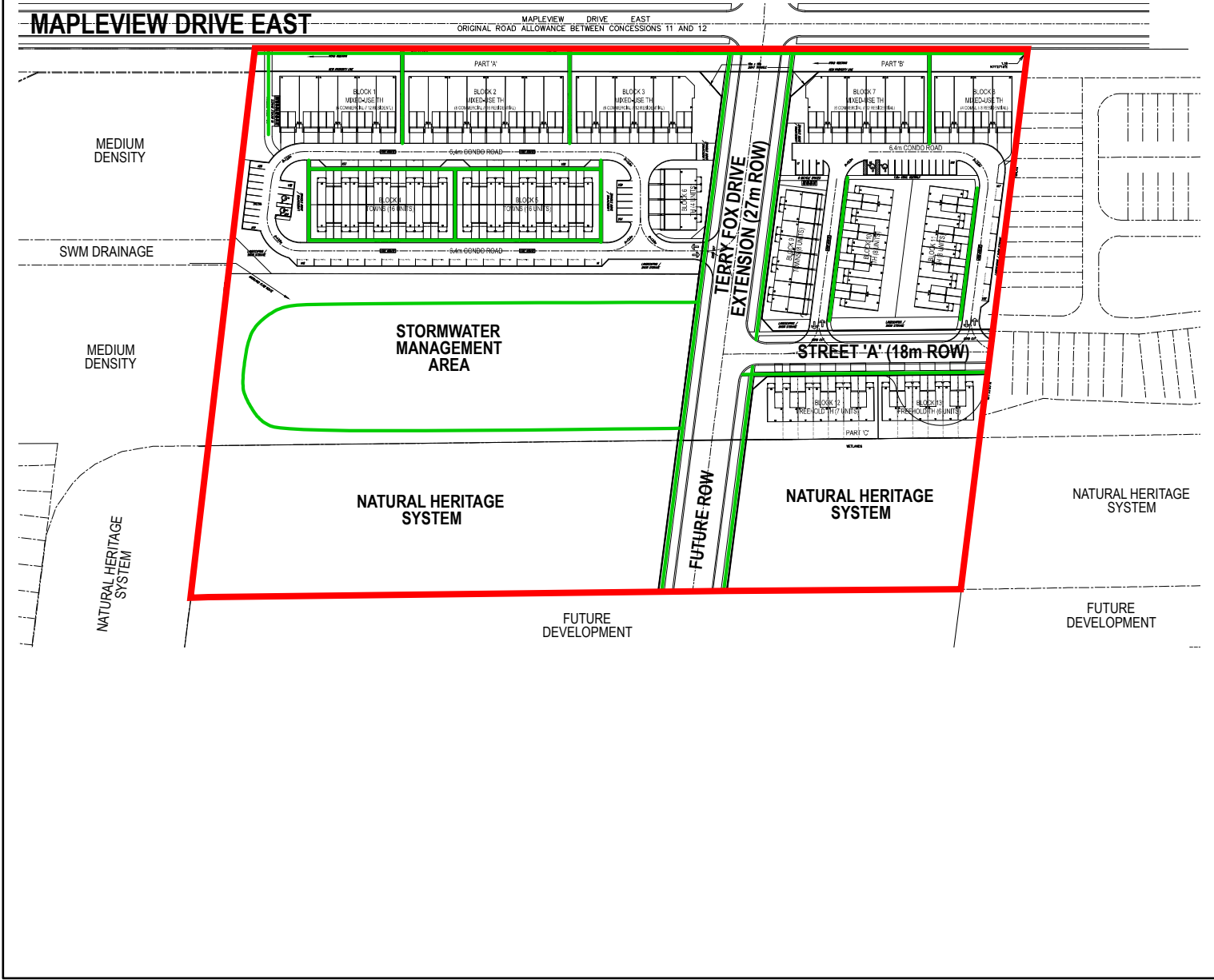
DATE Feb. 4, 2022

SOURCES
Hunt - Conceptual Site Plan - 22-01-13



16191B - Planning Report

969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

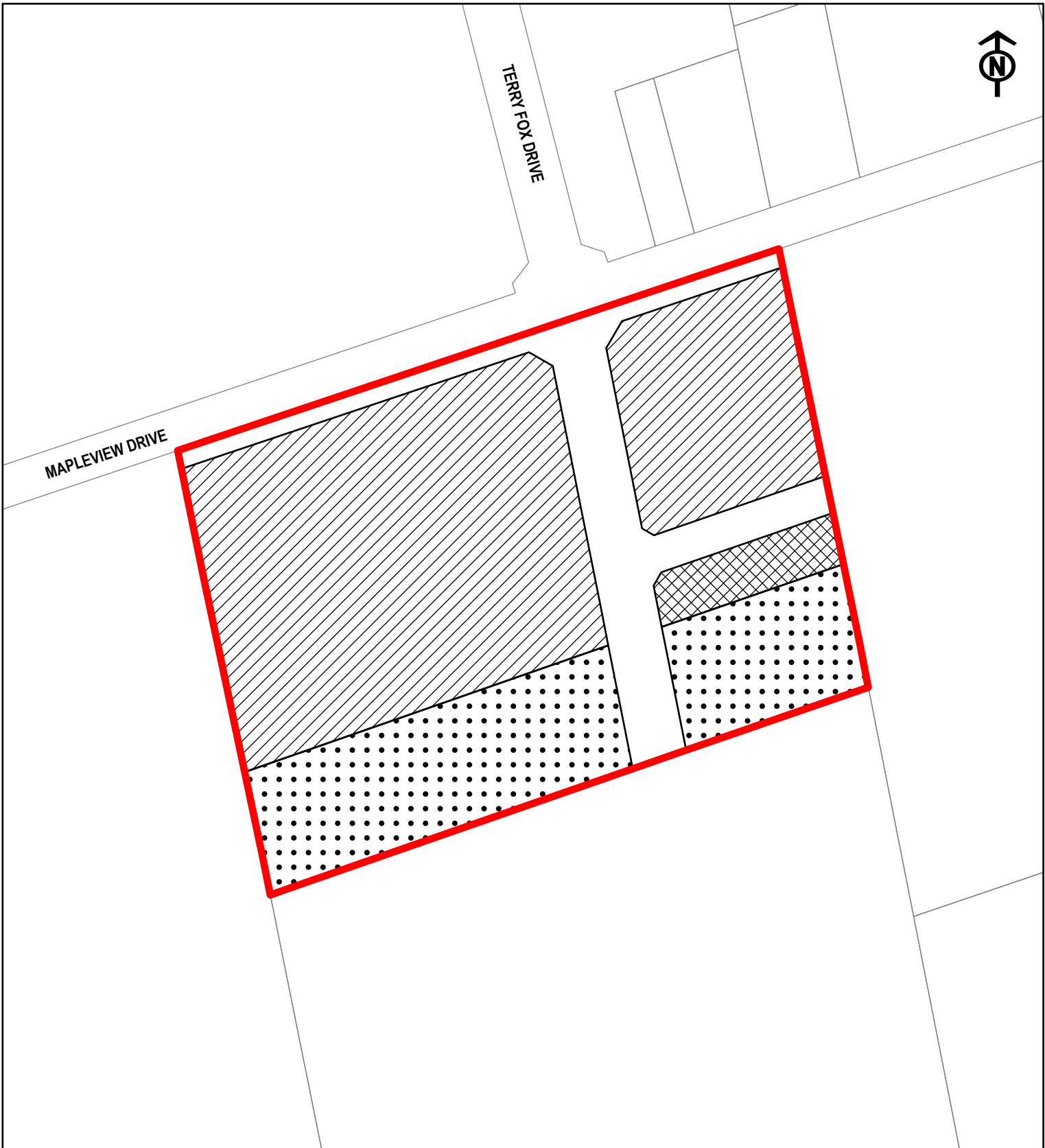


**FIGURE 12
PEDESTRIAN
CIRCULATION PLAN**

969, 979 & 989 Maplevue Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

- LEGEND**
- Subject Site
 - Pedestrian Circulation

DATE	Feb. 4, 2022
SOURCES	Hunt - Conceptual Site Plan - 22-01-13 Jones Consulting Group Ltd. - 970 Maplevue - Draft Plan Jones Consulting Group Ltd. - 953 Maplevue - Draft Plan
<p>0 5 10 20 30 40 50 Meters</p>	



**FIGURE 13
PROPOSED
ZONING**

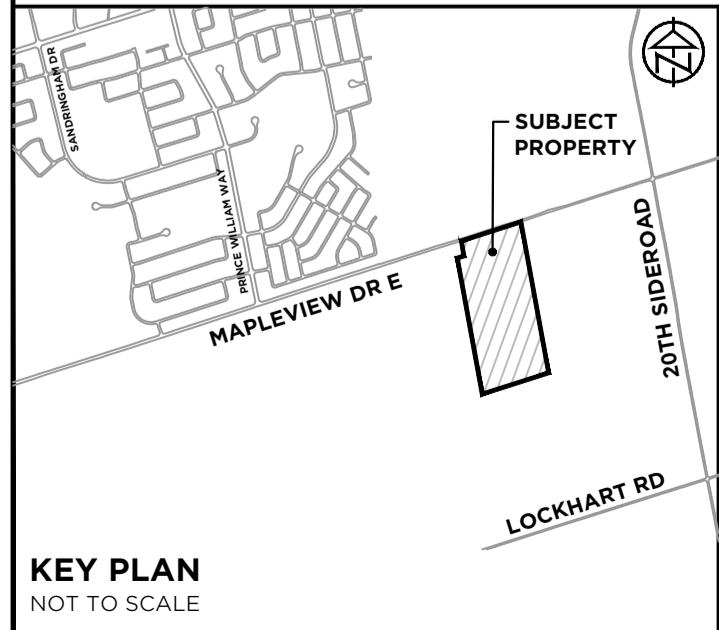
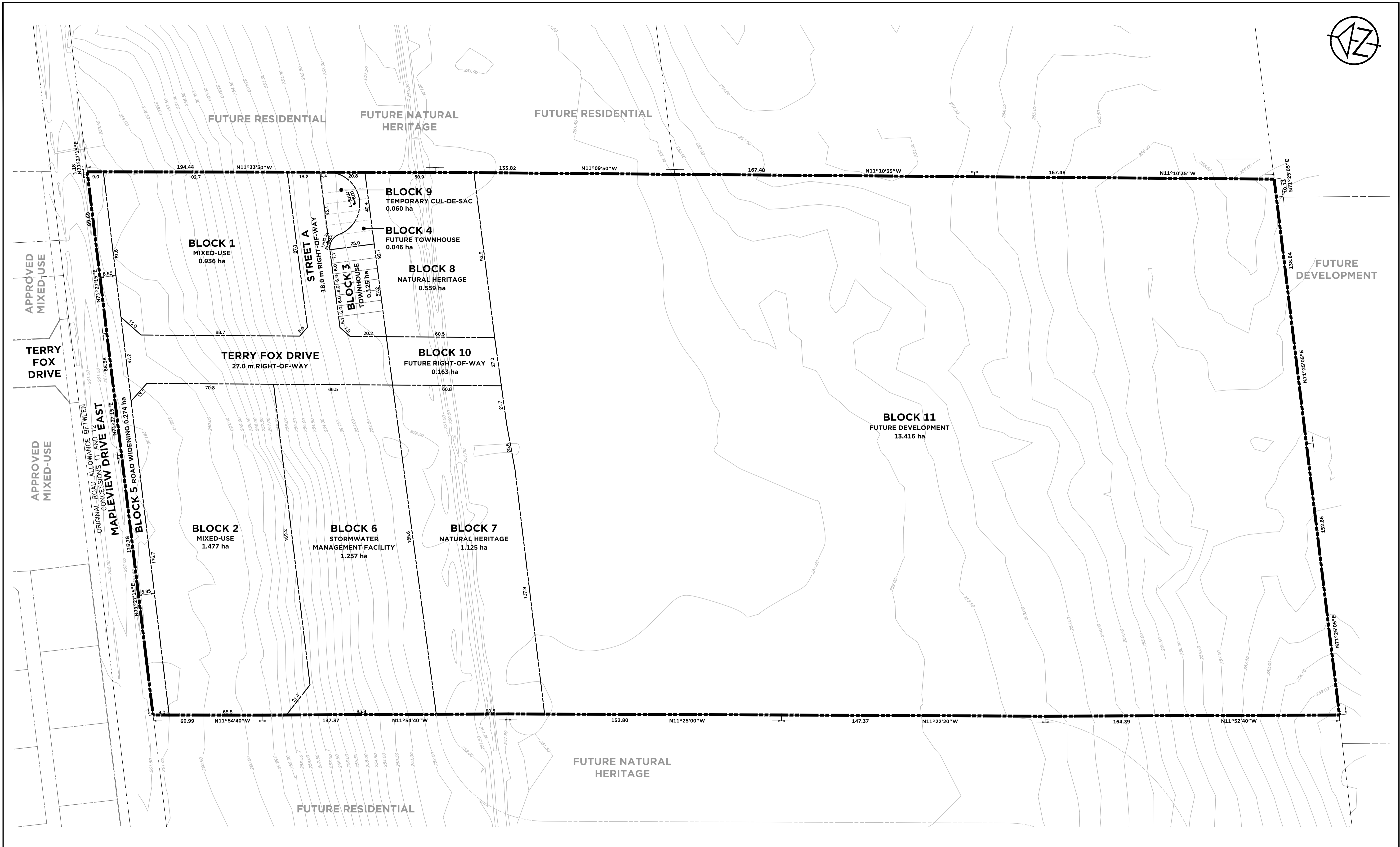
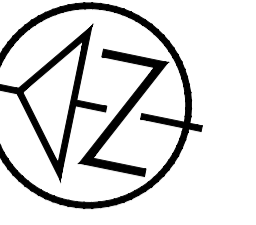
969, 979 & 989 Mapleview Dr.
Part of Lot 19, Concession 11
Now in City of Barrie
County of Simcoe

LEGEND

- Subject Site
- Neighbourhood Mixed Used Special XX (NMU (SP-XX)) Zone
- Neighbourhood Residential (R5 (H-XX)) Zone
- Environmental Protection (EP) Zone

DATE	Feb. 4, 2022
SOURCES	ESRI City of Barrie
16191B - Planning Report	

Appendix **B**



DRAFT PLAN OF SUBDIVISION

PART OF LOT 19
CONCESSION 11
GEOGRAPHIC TOWNSHIP OF INNISFIL
NOW IN THE CITY OF BARRIE
FORMERLY IN THE TOWN OF INNISFIL
COUNTY OF SIMCOE

0 20 40 Meters

OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE TATHAM ENGINEERING LIMITED TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT TO THE CITY OF BARRIE FOR DRAFT PLAN APPROVAL.

KATHY DI SILVESTRO _____ DATE _____
SANDY CREEK ESTATES INC.

SURVEYOR'S CERTIFICATE

I CERTIFY THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

PIER DE ROSA, OLS, OLIP _____ DATE _____
JD BARNES LTD

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED

- a) AS SHOWN
- b) AS SHOWN
- c) AS SHOWN
- d) AS SHOWN
- e) AS SHOWN
- f) AS SHOWN
- g) AS SHOWN
- h) MUNICIPAL WATER & SANITARY SUPPLY
- i) SARGENT SANDY LOAM
- j) AS SHOWN
- k) ALL SERVICES AS REQUIRED (WATER, SANITARY, STORM, HYDRO, CABLE)
- l) AS SHOWN

LAND USE SUMMARY LAND USE	BLOCK	UNITS	AREA (ha)
MIXED-USE	BLOCK 1	10 COMMERCIAL, 44 RESIDENTIAL	0.936
MIXED-USE	BLOCK 2	20 COMMERCIAL, 76 RESIDENTIAL	1.477
RESIDENTIAL	BLOCK 3	7 RESIDENTIAL	0.125
RESIDENTIAL	BLOCK 4	6 RESIDENTIAL	0.046
ROAD WIDENING	BLOCK 5	-	0.274
STORMWATER MANAGEMENT FACILITY	BLOCK 6	-	1.257
NATURAL HERITAGE	BLOCK 7, 8	-	1.684
TEMPORARY CUL-DE-SAC	BLOCK 9	-	0.060
MUNICIPAL RIGHT-OF-WAY	-	-	0.576
MUNICIPAL RIGHT-OF-WAY (FUTURE)	BLOCK 10	-	0.163
TOTAL PHASE 1	-	30 COMMERCIAL, 133 RESIDENTIAL	6.598
FUTURE DEVELOPMENT	BLOCK 11	-	13.416
TOTAL			20.014

TATHAM ENGINEERING

No.	REVISION DESCRIPTION	DATE
1.	ISSUED FOR DRAFT PLAN APPROVAL	FEB. 4/22

DRAWN: LMB	FILE: 420406	DWG: DP
CHECK: NM	DATE: FEBRUARY 2022	

Appendix C

BY-LAW NUMBER 2022-XXX

A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS, the Council of the Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to re-zone the lands being Part of Lot 19, Concession 11 (Geographic Township of Innisfil), being Parts 1 and 2, Plan 51R-35948, and Part 1, Plan 51R-11231, City of Barrie, County of Simcoe and known municipally as 969, 979 and 989 Mapleview Drive East from Agricultural General (AG), Rural Residential (RR) and Environmental Protection (EP) zones to the Neighbourhood Mixed Use (NMU (SP-XX)), Residential Neighbourhood (R5) and Environmental Protection (EP) zones.

NOW THEREFORE the Council of the Corporation of the City of Barrie enacts that Comprehensive Zoning By-law 2009-141 be amended as follows:

1. **THAT** the zoning map is amended to change the zoning of the lands being Part of Lot 19, Concession 11 (Geographic Township of Innisfil), being Parts 1 and 2, Plan 51R-35948, and Part 1, Plan 51R-11231, City of Barrie, County of Simcoe and known municipally as 969, 979 and 989 Mapleview Drive East from Agricultural General (AG), Rural Residential (RR) and Environmental Protection (EP) zones to the Neighbourhood Mixed Use (NMU (SP-XX)), Residential Neighbourhood (R5), and Environmental Protection (EP) zones in accordance with Schedule 'A' attached to this By-law being a portion of the zoning map.
2. **THAT** development of private roads shall be permitted in the Neighbourhood Mixed Use (NMU (SP-XX)) zone.
3. **THAT** and notwithstanding the provisions set out in Section 4.1.4.5 of the By-law 2009-141, where a lot has dual frontage on a private road or right of way and a public street that, "Lot Line, Front" shall be the shortest public street frontage. Vehicle access shall only be permitted from the private road. Where a lot fronts on to Mapleview Drive East, the frontage shall be Mapleview Drive East.
4. **THAT** notwithstanding the provisions set out in Table 14.6.2 of the By-law 2009-141, the minimum front yard setback in the Neighbourhood Mixed Use (NMU (SP-XX)) zone shall be amended from "maximum" to "minimum" and provide clarity that the buildings can be on the lot line such that it reads:

A minimum of 50% of the frontage shall have buildings within 5m of the front lot line except on corner lots this shall be measured along the cumulative lot frontage and exterior lot line. A 0 metre setback is permitted.
5. **THAT** notwithstanding the provisions set out in Section 4.6.2.1 of the By-law 2009-141, vehicle and bicycle parking spaces required for any commercial use within the Neighbourhood Mixed Use (NMU (SP-XX)) zone, may be provided on separate lots within the same subject zoning parcel, should they

be established on the subject lands through the registration of plans of condominium, or consent applications.

6. **THAT** notwithstanding the provisions set out in Section 14.6.3, or anything to the contrary, of the By-law 2009-141 a minimum setback of 0.0 metres shall be permitted from any required daylighting triangle within the Neighbourhood Mixed Use (NMU (SP-XX)) zone.
7. **THAT** notwithstanding the provisions set out in Table 14.6.2, or anything to the contrary, of the By-law 2009-141 balconies may be setback a minimum of 1.0 metre from any private road.
8. **THAT** notwithstanding the provisions set out in in Table 14.6.2 of the By-law 2009-141, the minimum street level floor height for commercial uses shall be permitted to be a minimum of 2.3 metres in any mixed-use building within the Neighbourhood Mixed Use (NMU (SP-XX)) zone.
9. **THAT** a stormwater management pond is permitted within the (NMU (SP-XX)) zone.
10. **THAT** all other provisions of Zoning By-law 2009-141 shall apply.
11. **THAT** this By-law shall coming into force and effect immediately upon the final passing thereof.

READ a first and second time this ___ day of ___, 2022.

READ a third and finally passed this ___ day of ___, 2022.

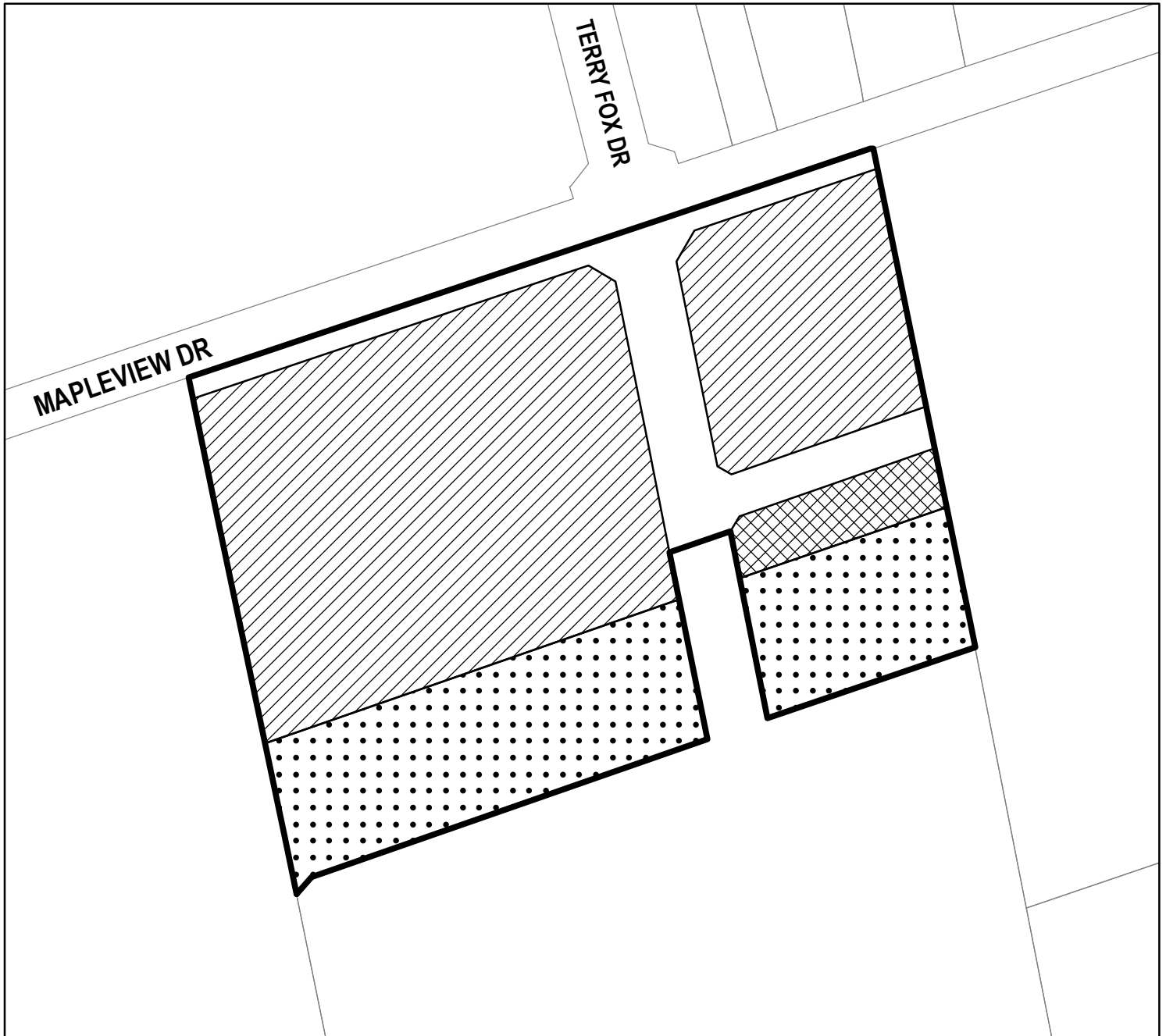
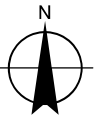
THE CORPORATION OF THE CITY OF BARRIE




MAYOR – J.R LEHMAN

CITY CLERK – WENDY COOKE

Schedule 'A1'

Part of Lot 19, Concession 11
Geographic Township of Innisfil
Now in the City of Barrie
County of Simcoe



-  Lands to be zoned Neighbourhood Mixed Use Special XX (NMU (SP-XX)) Zone
-  Lands to be zoned Neighbourhood Residential (R5) Zone
-  Lands to be zoned Environmental Protection (EP) Zone

This is Schedule 'A1' to Zoning By-law 2009-141
Passed this ___ day of _____, 2022

Mayor

Clerk

Appendix D



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

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

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

October 29, 2021

File: D28-080-2021

Kris Menzies, MCIP, RPP, Partner
MHBC Planning, Urban Design & Landscape Architecture
113 Collier Street
Barrie, ON L4M 1H2
kmenzies@mhbcplan.com

Dear Ms. Menzies,

**RE: CONFORMITY REVIEW – ZONING BY-LAW AMENDMENT
969, 979 & 989 Mapleview Drive East (Sandy Creek Estates Inc.)
Hewitt's Secondary Plan Area, City of Barrie**

Please be advised that in accordance with the Concept Plan submitted by MHBC Planning on behalf of Sandy Creek Estates Inc. dated May 2021 and prepared by Hunt Design Associates Inc. (Appendix 'A'), for lands known municipally as 969, 979 & 989 Mapleview Drive East, Barrie, the proposal is deemed to generally conform to the Hewitt's Secondary Plan, subject to the following conditions:

- 1) The Applicant/Owner shall address any technical review comments provided through the Conformity Review process, as identified in Appendix 'B'.
- 2) The formal Zoning By-law Amendment shall be accompanied by a concept plan that includes the footprints of any proposed buildings, parking areas/spaces, and access locations, as well as a Market Analysis that demonstrates that the proposed mixed use units can accommodate a viable commercial development.
- 3) The Planning Justification Report (PJR) submitted in support of the formal Zoning By-law Amendment application shall outline the Neighbourhood Mixed Use Node Policies of the Hewitt's Secondary Plan and demonstrate how this project relates to the full build-out of the surrounding neighbourhood(s).
- 4) The Applicant/Owner shall participate in a Design Charette with the Lake Simcoe Region Conservation Authority (LSRCA) prior to the submission of a formal *Planning Act* application for the subject lands.

While the plan has been deemed to generally conform to the policies and schedules of the Hewitt's Secondary Plan, formal applications will be reviewed in greater detail and revisions may be required. Further to Condition No. 1 above, please see the technical comments attached as Appendix 'B' to this letter which identify matters that shall be addressed through the formal application submission.

This conformity letter is valid for a period of two (2) years, expiring on **October 29, 2023**. Should the development proposal change or if a formal application is not received by the date noted above, the applicant may be required to submit a new conformity application.

If you have any questions or concerns, please contact the Planning File Manager, Celeste Kitsemetry, at 705-739-4220 ext. 4430 or celeste.kitsemetry@barrie.ca.

Sincerely,

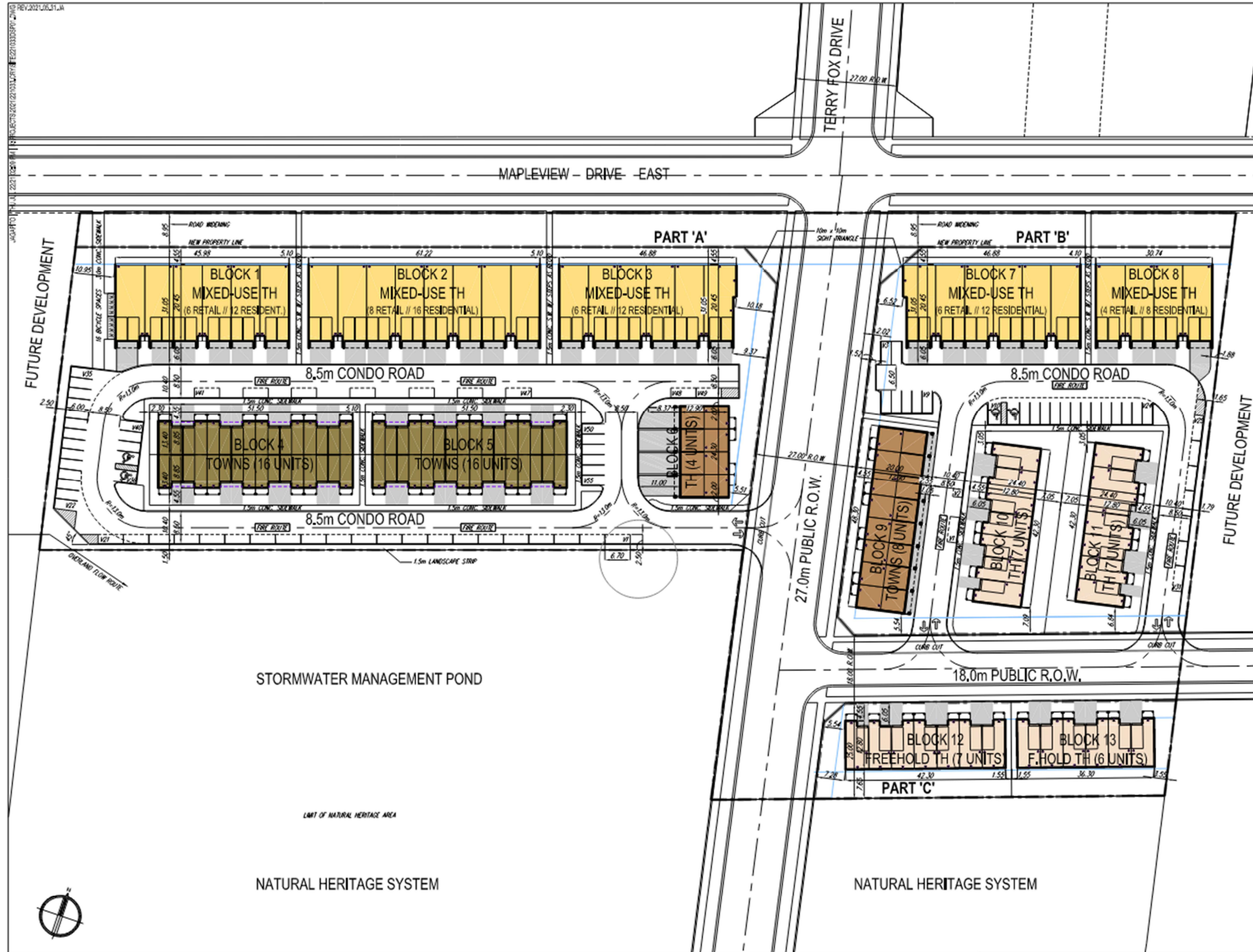
A handwritten signature in blue ink that reads "Michelle Banfield".

Michelle Banfield, RPP
Director of Development Services

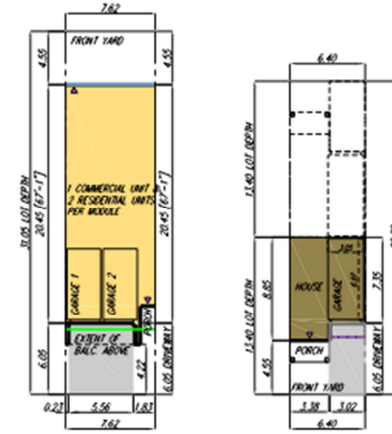
Attach. Appendix 'A' – Concept Plan
Appendix 'B' – Technical Review Comments

cc: Frank Palka, Senior Manager of Development Services
Tiffany Thompson, Manager of Growth and Development
Carlissa McLaren, Manager of Planning (Acting)
Barb Perreault, Manager of Approvals
Kevin Bradley, Manager of Parks Planning
Brett Gratrix, Transportation Planning Lead
Marc Villeneuve, Supervisor of Development Charges
Melinda Bessey, Lake Simcoe Region Conservation Authority

APPENDIX 'A' - CONCEPT PLAN

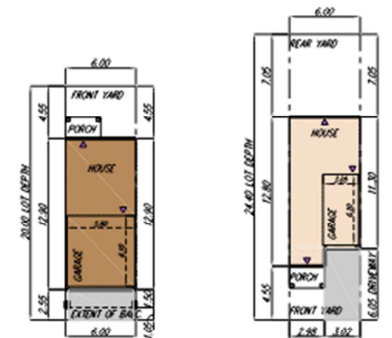


UNIT TYPES
SCALE 1:500



TYPE A
3 STOREY
MIXED-USE TOWNHOUSE
7.62m x 11.30m
COMMERCIAL UNIT MAX 513 SQFT (48 SM)
RESIDENTIAL SUITE 1 +/- 654 SQFT (61 SM)
RESIDENTIAL SUITE 2 +/- 1755 SQFT (163 SM)

TYPE B
3 STOREY
BACK-TO-BACK TOWNHOUSE
6.4m x 13.6m
MAX +/- 1500 SQFT



TYPE C
3 STOREY
REAR-LINE TOWNHOUSE
6.0m x 20.0m
MAX +/- 2070 SQFT

TYPE D
3 STOREY
CONVENTIONAL TOWNHOUSE
6.0m x 24.6m
MAX +/- 2100 SQFT

APPENDIX 'B' – TECHNICAL REVIEW COMMENTS



THE CORPORATION OF THE CITY OF BARRIE
 DEVELOPMENT SERVICES DEPARTMENT

**CONFORMITY REVIEW
 PLANNING COMMENTS**

File: D28-080-2021

To: Kris Menzies, MHBC Planning Ltd. on behalf of Sandy Creek Estates Inc.

From: Celeste Kitsemetry, Senior Planner

Date: September 14, 2021 // **Update October 28, 2021** // November 1, 2021

Subject: Conformity Review (969, 979 & 989 Maplevue Drive East)
 Hewitt's Secondary Plan Area – Phase 1 & 3

**Proposal: 30 ground floor commercial units with 60 residential units on the 2nd and 3rd floors
 32 back-to-back townhouses, 39 street townhouses, stormwater management and
 part of the natural heritage system**

Technical Meeting Date: Thursday, September 16, 2021 @ 1:30pm via Microsoft Teams

The Development Services Department has completed a preliminary review of the policy implications to implement the concept plan submitted in accordance with current policy and planning legislation. The following comments are for consideration only and do not represent a full technical review of a formal application under the *Planning Act*.

Please note that these comments are valid for one year from the date of issuance and Planning staff reserves the opportunity to provide further comments on any revised submissions.

Comments

1.	Official Plan Designation Hewitt's Secondary Plan	Neighbourhood Mixed Use Node, Residential Area, Natural Heritage System
2.	Zoning	Agricultural General (AG) and Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil)
3.	Applications required:	
	OPA	<input type="checkbox"/>
	Zoning	<input checked="" type="checkbox"/> Proposed Neighbourhood Mixed Use (NMU) Environmental Protection (EP)

	Draft Plan of Subdivision	<input checked="" type="checkbox"/> If proposed for condominium tenure, applicant to confirm through their solicitor if a subdivision application is required to create blocks prior to a plan of condominium being registered over the subject lands.
	Site Plan	<input checked="" type="checkbox"/> Should the applicant be successful with the proposed OPA/ZBA application(s), Site Plan Approval will be required prior to the submission of a building permit in accordance with By-Law 99-312. Pre-consultation is required prior to the submission of a formal site plan application.
	Deeming By-law	<input type="checkbox"/>
	Removal of Hold Provision	<input type="checkbox"/>
	Condominium Exemption	<input checked="" type="checkbox"/> Applicant to confirm tenure of the proposed development. If condominium, an Exemption request may be made at the time of Site Plan Control and addressed through the conditions of same.
4.	Official Plan Conformity	<p>Please be sure to review all relevant policies of the City of Barrie Official Plan to ensure they have been fully addressed in the required Planning Justification Report (PJR), including but not limited to:</p> <ul style="list-style-type: none"> 3.1 – Growth Management 3.3 – Housing (including Affordable Housing Policies) 3.5 – Natural Heritage, Natural Hazards and Resources 3.7 – Energy Conservation and Renewable Energy Systems 3.9 – Lake Simcoe Protection Plan 5.0 – Servicing and Transportation <p>Hewitt’s Secondary Plan</p> <ul style="list-style-type: none"> 9.2 – Community Vision and Structure 9.3 – Natural Heritage System 9.4 – Community and Sustainable Design Strategy 9.5 – Land Use Strategy 9.5.4 – Mixed Use Nodes and Corridors 9.5.6 – Neighbourhood Mixed Use Nodes 9.5.7 – Residential Area 9.6 – Community Services Strategy 9.7 Development Review and Growth Management <p>A review of the corresponding policies in the new Draft Official Plan would also be appropriate. The Draft has the subject lands intended for Medium Density development, which encourages mixed use and buildings at a minimum of 6 storeys in height with a density target of 125 – 300 units per hectare.</p>
5.	Affordable Housing	The City’s Official Plan policy 3.3.2.2(a) targets a minimum of 10% of all new housing units to be affordable. The PJR shall include information on how the proposed development addresses the provision for affordable housing.
6.	Hewitt’s Secondary Plan	The Hewitt’s Secondary Plan is based on a conceptual design which inherently maximizes the potential for the

		<p>creation of a complete community and sustainable development through the efficient use of land and infrastructure.</p> <p>Staff consider a mix of land uses to be a key factor in community building. The inclusion of ground floor commercial space meets the general intent of providing a mix of uses as part of this development. The applicant will be required demonstrate that the ground floor commercial space is viable and will contribute to the mix of uses in the Neighbourhood Mixed Use Node.</p> <p>A variety of housing types in medium and high density residential developments is strongly encouraged. Staff recognize the inclusion of both ground related and non-ground related built form in the concept provided for review.</p> <p>All relevant policies of the Hewitt's Secondary Plan shall be addressed in the required PJR. In this regard, particular attention shall be paid to the policies highlighted below.</p>
7.	9.2.3 Planning Principles (d) & (j)	<p><i>d) That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including "corner stores" and/or local commercial areas.</i></p> <p><i>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, repatriate's employment opportunities for residents and minimizes out-commuting.</i></p> <p>Including an active commercial base throughout the community is vital to a complete community. The Neighbourhood Mixed Use Node is intended to provide opportunity for employment, and contribute to local residents having social and active enjoyment of their neighbourhood.</p> <p>Staff acknowledge that the proposed concept includes ground floor commercial uses across the Mapleview Drive East frontage. The PJR shall demonstrate how the proposed commercial units will contribute to the basic commercial and employment targets for a complete community.</p>
8.	9.2.4.3 Mixed Use Notes and Corridors	<p>The subject lands are identified as a Neighbourhood Mixed Use Node in accordance with Schedule 9C of the Hewitt's Secondary Plan. The applicant is to demonstrate how the proposed development will contribute to and/or meet the intent of the policy in the PJR.</p> <p><i>Mixed Use Nodes and Corridors are intended to be the most urban component of the Hewitt's Secondary Plan Area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses</i></p>

		<p><i>These (Mixed Use Nodes) act as focal points for several residential neighbourhoods. They will be predominately medium and high density residential in character, however, a range of other uses will also be permitted including retail and service commercial use, live-work and institutional uses. Provision for retail and service commercial uses shall be encouraged on the ground floor of residential, office or institutional buildings.</i></p>
9.	9.2.7 Employment	<p>The employment growth forecast for Hewitt's Secondary Plan Area is 4,160 by 2031.</p> <p>The applicant is to demonstrate how the proposed mixed use development will contribute to meeting this target in the PJR.</p>
10.	9.2.8 Density	<p>The average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare</p> <p>The applicant is to demonstrate how the proposed development will contribute/meet this target in the PJR.</p> <p>In addition, consideration should be given to the target density of the Medium Density designation in the Draft Official Plan which is proposed to be 125 – 300 units per hectare.</p>
11.	9.2.9.1 Housing Mix Target	<p>The housing mix target for the Hewitt's and Salem Secondary Plan Areas will reflect the housing mix target for both the Plan Areas combined and is:</p> <p>(a) 83 percent low and medium density ground related; and, (b) 17 percent medium and high density non-ground related.</p> <p>The applicant is to demonstrate how the proposed development will meet this target in the PJR, with particular regard for its contribution to a variety of residential housing types.</p>
12.	9.3.3.2 High (S) Constraint, Medium and Low Constraint Stream Corridor Areas	<p>The applicant is to demonstrate how the proposed development will respect and maintain the boundary of the Natural Heritage System. The boundary or the NHS shall be confirmed by LSRCA.</p> <p><i>(b) The location and boundaries of the High (S), Medium and Low Constraint Stream Corridor Area designations outside of Natural Cores on Schedule 9B shall be determined in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority regulations during the preparation of a Subwatershed Impact Study required by Section 9.7.2 of this Plan. In addition, the principles of natural channel design and bioengineering shall be considered as part of the process.</i></p>

13.	9.3.6 Stormwater Management Facilities	The applicant is to demonstrate how the proposed development will incorporate the stormwater management infrastructure proposed as part of this development.
14.	9.4.2 Community Form	<p>An area design plan shall be provided to the satisfaction of the City in accordance with Section 9.4.2 (d)</p> <p>The applicant is to demonstrate how the proposed development will contribute effective and appropriate land uses on the subject lands in accordance with the principle of the Secondary Plan, and the subsequent relationship of the proposed land uses with the surrounding community.</p> <p><i>(v) reconfiguration of land use categories and lot depths provided the overall minimum density of development and population and/or employment forecasts are maintained.</i></p> <p>If any alterations to the existing community form are considered, the PJR must provide confirmation that the proposed development will contribute effective and appropriate land uses on the subject lands including maintaining the overall development density, population, and employment forecasts. Particular regard shall be placed on how jobs will be captured if the Neighbourhood Mixed Use Area is significantly reduced or eliminated by the proposed expanded SWM facility and single use residential development.</p>
15.	9.4.4.2 Community Design	<p><i>(a) All development, particularly in the Mixed Use Mixed Use Nodes and Corridors, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.</i></p> <p>The applicant is to demonstrate how the proposed development will meet this target in the PJR, with particular regard for the contribution of a mix of residential housing type, as well as contributing to the intended mix of land uses in the Neighbourhood Mixed Use designation.</p>
	9.5.4 Mixed Use Nodes and Corridors	<p>In accordance with Section 9.5.4.1, the goals of this designation are:</p> <p><i>(a) To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity.</i></p> <p><i>(b) To create a meeting place for residents; which is designed to be pedestrian friendly and maximize the use of public transit.</i></p> <p>Staff would like to note that the current world situation has highlighted this need for communities to provide access to outdoor public spaces, patios and personal service uses as part of a pedestrian friendly neighbourhood.</p>

		<p><i>9.5.4.2 The Mixed Use Nodes and Corridors designation on Schedule A means that the main uses permitted shall include a variety of residential, institutional and office uses and community facilities in single use and mixed use buildings including single use commercial buildings.</i></p> <p>The applicant is to demonstrate how the proposed development will meet this target in the PJR, with particular regard for the contribution of a mix of residential housing type, as well as contributing to the intended mix of land uses in the Neighbourhood Mixed Use designation.</p>
	<p>9.5.4 3 Land Use Policies</p>	<p><i>The design of development within the Mixed Use Nodes and Corridors shall be guided by the following policies:</i></p> <ul style="list-style-type: none"> <i>a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged.</i> <i>b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;</i> <i>c) Height – minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;</i> <i>d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5</i> <i>e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare;</i> <i>f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;</i> <i>g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;</i> <i>h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged; and,</i>

		<p><i>i) Development shall be designed to facilitate access to public transit.</i></p> <p>The applicant is to demonstrate how the proposed development will meet these provisions in the PJR and/or Urban Design brief, with particular regard for the contribution of a mix of residential housing type, meeting parking and amenity requirements, including a variety of housing types, as well as contributing to the intended mix of land uses in the Neighbourhood Mixed Use designation.</p>
16.	9.5.6 Neighbourhood Mixed Use Node	<p><i>Lands in the Neighbourhood Mixed Use Node designation shall be developed in accordance with the policies of Section 9.5.4, Mixed Use Nodes and Corridors, provided that:</i></p> <p>(a) <i>Retail and commercial uses shall generally not exceed a combined total gross floor area of 3000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent or more; and,</i></p> <p>(b) <i>A minimum residential density of 40 units per net hectare shall be permitted.</i></p> <p>The applicant is to demonstrate how the proposed development will contribute effective and appropriate land uses on the subject lands in accordance with the provisions of providing small scale neighbourhood commercial uses, and the residential density provided as part of the mix of land uses in accordance with the provisions of a Neighbourhood Mixed Use Node.</p>
17.	Section 9.7.3.2 Phasing	<p>In accordance with Schedule 9E of the Hewitt's Secondary Plan, the subject lands are located within Phases 1 & 3. While lands within Phase 3 are not yet permitted to proceed with development, Section 9.7.3.2 of the Hewitt's Secondary Plan identifies the following with respect to the adjustment of the Phase 1 boundary as it relates to the subject lands:</p> <p><i>(e) Notwithstanding the foregoing, the boundary of Phase 1 south of Maplevue Drive East may be adjusted southerly and/or easterly no further than the boundary of the Natural Heritage System on the lands described as Part Lot 19, Concession 11, formerly Town of Innisfil, without an amendment to the Plan. However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.</i></p> <p><i>(f) Notwithstanding the foregoing, the boundary of Phase 1 east of the proposed north/south collector road north of Maplevue Drive East may be adjusted easterly on the lands designated Neighbourhood Mixed Use Node Area, described as Part of the South Half of Lot 19, Concession 12, formerly Town of Innisfil, without an amendment to the Plan.</i></p>

		<p><i>However, such an adjustment will only be permitted provided that it can be demonstrated to the satisfaction of the City that the lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.</i></p> <p>The applicant is to provide confirmation to the satisfaction of the City, that the subject lands can be serviced without the construction of a pumping station and in accordance with City of Barrie Design Standards.</p>
18.	Phase 3 Road Network south of NHS lands	In accordance with Section 9.7.3.2 of the Hewitt's Secondary Plan, staff are not in a position to consider and/or establish the road network for the balance of the Sandy Creek Estates landholdings south of the NHS corridor given that 60 percent of the lands available for development in Phase 2 have not been draft approved.
19.	Policy Conformity	A detailed PJR will be required outlining how this development has regard to matters of provincial interest; is consistent with the Provincial Policy Statement (PPS); and, is consistent all applicable policies within both the City's Official Plan and Hewitt's Secondary Plan.
20.	Zoning Provisions	<p>See attached preliminary Development Services – Zoning comments dated September 16, 2021.</p> <p>Staff are available to discuss and confirm requirements prior to formal submission.</p>
21.	Road Network and Street Names	<p>See attached Transportation Planning comments dated October 13, 2021.</p> <p>Should the proposed ZBA/DPS be approved, Street '1' would be named Terry Fox Drive in accordance with the name previously established for this north-south collector through Council Motion 18-G-118.</p> <p>Applicant shall provide a list of names to be considered for Street '2', or any additional streets, at the time of the full application submission.</p>
22.	Neighbourhood Meeting	<p>Upon review, staff have determined that a Neighbourhood Meeting will not be required prior to a formal application being submitted.</p> <p>The surrounding properties are all party to the future development of the Hewitts Secondary Plan. Staff are confident any public engagement can occur through the standard public planning process, including but not limited to a formal Public Meeting.</p>
23.	Comments/Response Matrix	Subsequent submissions, if required, shall be accompanied by a comment/response matrix which clearly identifies how each City/Agency comment has been addressed. This shall be submitted digitally through the City's APLI system.

Attachments

Comments received from departments:

Department	Date Received
Development Services Zoning Approvals Parks Planning Transportation Planning	September 16, 2021 (M. Kowalchuk) September 8, 2021 (N. Rush) September 14, 2021 (G. Morello) October 13, 2021 (J. MacDonald)
Building	September 13, 2021 (K. Howe)
Fire (BFES)	September 1, 2021 (D. Lalonde)
Finance	September 3, 2021 (N. Meyers)
External Agencies (if applicable) LSRCA SCDSB	Design Charrette to be Scheduled September 10, 2021



Rezoning Application
Zoning Comments
September 16th, 2021

Site: Conformity Review - 969, 979 & 989 Mapleview Drive East

File: D28-080-2021

Zoning:

Present: Residential Zoning Subject to Zoning By-law 054-04

Proposed: Neighbourhood Mixed Use (NMU)

Standards

	Required by By-law 2009-141	Proposed
Lot Area (min.)	-	Part A – To be confirmed Part B – To be confirmed Part C - To be confirmed
Lot Frontage (min.)	-	Part A – 82.3m Part B – 90m Part C – 25m
Front Yard Setback (min.)	0m	Part A – 4.55m Part B – 4.55m Part C - 5.5m
Side Yard Setback (min.) Abutting a Street or Laneway	1.5m	Part A – 5.5m Part B – 4.5m Part C – 4.5m
Side Yard Setback (min.)	5m	Part A – 10.9m Part B – 1.8m Part C – 1.5m
Rear Yard Setback (min.) Abutting a Street or Laneway	1.5m	Part A – n/a Part B – 5.5m Part C – n/a
Rear Yard Setback (min.)	5m	Part A – 10m Part B – n/a Part C – 7.6m
Façade Step-Backs (front, side and rear)	Not required as the buildings area less then 4 storeys	Part A – n/a Part B – n/a Part C – n/a
Minimum Building Height	3 storeys	Part A – Appears to comply Part B – Appears to comply Part C – Appears to comply
Minimum Street Level Floor Height - Commercial	4.5m	Part A – To be confirmed Part B – To be confirmed Part C – n/a
Floor Space Index	Min 0.5 – max 2.5	Part A – To be confirmed Part B – To be confirmed Part C - To be confirmed
Minimum Residential Density	50 uph	Part A – To be confirmed Part B – To be confirmed Part C - To be confirmed To be confirmed based on site

		size after road widenings have been conveyed
Parking	1 space per dwelling unit 1 space per every 24m ² of GFA	Part A – 95 spaces total provided (76 residential required, 40 commercial required) Part B – 65 spaces total provided (42 residential required, 28 commercial required) Part C – 1.5 spaces per unit required 20 spaces required (13 residential spaces provided)
Drive Aisle (min.)	6.4m	8.5m
Amenity Area	12m ² per unit – outdoor	Part A – 912m² required Part B – 504m² required Part C – 156m² required

Comments and Notes

Barrier free parking required in accordance with the AODA.
 Parking need to be paved and painted (Section 4.2.6.2)
 Part A – 76 Residential Units
 Part B – 42 Residential Units
 Part C – 13 Residential Units

Back to Back and street townhouses are subject to RM3 and R5 standards.

The information provided in the chart above in under the assumption that all parts are to be zoned NMU and all buildings are provided on a singular lot. Site specific provisions may be required in order to accurately represent the built form on each part as there are multiple uses in each part that may be subject to additional/other zoning standards as noted in Zoning By-law 2009-141.



MEMORANDUM

TO: Celeste Kitsemetry
Senior Planner

File: D28-080-2021

FROM: Nadine Rush
Senior Development Services Technologist

DATE: September 8, 2021

RE: 969, 979, 989 Mapleview Drive
Conformity Review

Please be advised that the Development Services Department has completed a preliminary review of the concept plan and offers the following comments. Detailed review comments will be provided upon a formal Plan of Subdivision submission.

Approvals Branch

1. The proposed development appears to be in general conformance with the Hewitt's SIS.
2. Servicing to the proposed development (stormwater, water, sanitary) is contingent on the development of the infrastructure in the surrounding area.
3. Verify that clearance from the Ministry of Culture with regards to archeological assessment has been obtained for the lands to be developed.

Prepared by:

A handwritten signature in black ink that reads "Nadine Rush".

Nadine Rush, C.E.T.
Senior Development Services Technologist

NR/mg

MEMORANDUM

TO: Celeste Kitsemetry
Senior Planner, Development Services

FROM: Giampaolo Morello
Landscape Architectural Planner

DATE: September 14, 2021

SUBJECT: **D28-080-2021 – 969 Mapleview Dr. E.**
Pre-Consultation – Parks Planning Comments

FILE: D28-080-2021

Parks Planning has completed a preliminary review of the provided documents for the above-mentioned application and offers the following comments:

1) Landscape Strips & Planting Density Requirements

The Owner is to provide landscape strips and planting densities in accordance with Section 9.1 of the City of Barrie's Urban Design Manual (exclusive City land dedications). Please see summary below:

Abutting Use	Minimum Landscape Strip Width Requirement	Landscape Treatment Guidelines
North Boundary – Mapleview Dr. E. - Arterial	6 m (Excluding road widening)	<ul style="list-style-type: none"> 1.8m high chain link fence Mixed Deciduous and Evergreen trees Berming and shrubs to screen parking lot Foundation planting/Landscape islands
East & West Boundaries – Future Development - Residential	3 m	<ul style="list-style-type: none"> 2m high Evergreen trees - 3m O.C. or 2m high solid fence (with 150mm x 150mm posts) with mixed tree shrub planting
South Boundary – NHS, SWM - Open Space	3 m	<ul style="list-style-type: none"> 1.5m high chain link fencing Mixed Deciduous and Evergreen tree
Internal roads – 27m Public ROW & 18m Public ROW - Local	3 m	<ul style="list-style-type: none"> Mixed Deciduous and Evergreen trees Signage and entry feature shrub bed

Planting Density Formula Guidelines – Commercial Developments (Under 25,000 m²)

Total Site Area (m²) / 300 = # of Deciduous Trees (60mm CAL)
 Total Site Area (m²) / 500 = # of Evergreen Trees (2m HT)
 Total Site Area (m²) / 50 = # of Deciduous Shrubs (0.6-1.2m HT)
 Total Site Area (m²) / 100 = # of Evergreen Shrubs (0.45m SPR/1.2m HT)

2) Amenity Space

The Owner is to provide a consolidated amenity space and details regarding the proposed location, access and programming for each condominium block. Please note that amenity spaces are exclusive of landscape strips.

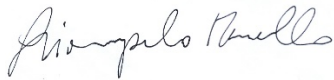
3) Landscape Concept Plan

The Owner shall be required to provide a landscape concept plan, as per Section 4.1.6 of the City of Barrie Site Plan Application Manual. The landscape concept plan is to be developed in accordance with the landscape design guidelines outlined in Section 9.0 of the City of Barrie's Urban Design Manual. The concept plan shall include, but not limited to:

- Existing site conditions
- Proposed landscape areas and treatment (hardscape/softscape)
- Proposed planting (high level)
- Fencing plan
- Site furniture and lighting
- Amenity space details
- Garbage loading areas and associated screening/enclosures
- Snow loading areas
- Pedestrian circulation

Should you have any questions, please feel free to contact me via e-mail at giampaolo.morello@barrie.ca

Sincerely,



Giampaolo Morello
Landscape Architectural Planner
Development Services – Parks Planning

CC: Kevin Bradley, Manager of Parks Planning, Development Services
William McGregor, Landscape Architectural Planner, Development Services



Transportation Planning Pre-Consultation Conformity Review

To: C. Kitsemetry, RPP, Senior Planner

From: J. MacDonald C.E.T., Senior Transportation Operations Technologist (Ext. 5178)

Date: October 13, 2021

Re: D28-008-2020 – 989 Maplevue Drive

Development Stage: Pre-Consultation

Introductory Statement:

Staff reviewed the proposed site plan (D28-080-2020) for 969 and 989 Maplevue Drive submitted to the City as part the pre-consultation process. The purpose of this review is to outline provide high-level comments for the proposal based on the supplied information and identify requirements to support a subsequent site plan application.

The comments are not intended to address granular details as that will be completed as part of the site plan review process. Professionals completing the site design and traffic impact study must adhere to the following City guidelines.

- Urban Design Guideline ([Link](#))
- Transportation Development Manual ([link](#))
- Transportation Association of Canada Geometric Design Guide
- Relevant Ontario Traffic Manuals
- ITE

Property Conveyance / Corridor Protection:

1. In accordance with the Official Plan the ultimate ROW of Maplevue Drive E is 34m west of Terry Fox Road transitioning to a 27m ROW east of Terry Fox Drive; to this regard a 9.0 metres along the entire frontage of Maplevue Drive E.
2. In accordance with City standards and guidelines, the owner shall dedicate the following daylighting triangles at all intersections:
 - a. A 3 m by 3m daylighting triangle at the intersections of all local roadways.
 - b. A 3 m by 5m daylighting triangle at the intersections of all local roadways and minor collector roadways.
 - c. A 5 m by 7 m daylighting triangle at the intersections of all local roadways and major collector roadways or minor collector and major collector.
 - d. A 10 m by 10 m daylighting triangle at the intersections of all major roadways with arterial roadways.
3. Terry Fox Drive is identified as a major collector roadway and shall have a right of way of 27m in accordance with BSD-305.
4. In accordance with Schedule 9B an east/west connection is required from Terry Fox Drive to the lands to the east; to this regard in the east/west portion of Street 'B' shall an 18m right of way (BSD-301). The applicant shall ensure this proposed connection location is corradiated with any

proposed Draft Plan of Subdivisions to the east, in consultation with the Hewitt's Land Owners Group.

5. The previous application for adjacent Draft Plan of Subdivision to the west (953 Mapleview Drive) identified an east/west municipal roadway along the west side of Terry Fox Drive; the current submission does not reflect this connection. The applicant shall provide confirmation from the Hewitt's Land Owners Group that this connection has been omitted.
6. The applicant shall provide a temporary cul-de-sac ([BSD-329](#)) at the terminus of all municipal roadways until the future connections can be provided through the adjacent parcels.
7. Although the extension of Terry Fox Road is not applicable as part of this submission; it should be noted that the future alignment shall be reviewed in entirety to ensure compliance with the Transportation Design Manual and Transportation Association of Canada Geometric Design Guidelines.

Active Transportation – Internal & External:

8. The proposed pedestrian circulation plan is generally supported and provides continuous circulation throughout the proposed Plan of Subdivision and includes connectivity to proposed trail network.
9. The proposed pedestrian circulation plan does not include a connection through the storm management drainage easement to the west to provide a connection to 953 Mapleview Drive E; to this regard the applicant shall coordinate with the adjacent Land Owner to implement this pedestrian connection.

Temporary Improvements within the Municipal ROW:

10. The LEA Functional Design Report from 2017 identified the need for a temporary eastbound left turn lane for Terry Fox Drive. The implementation of this temporary intersection improvement shall also include the incorporation of a westbound left turn lane to achieve proper lane balancing and alignment. The intersection improvements shall be designed and constructed in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 80km/h.

Conformity Review:

11. Staff have reviewed the Phase 1 Draft Plan of Subdivision Conformity Review – Transportation prepared by Tatham Engineering for Sandy Creek Estates Inc. Subdivisions dated July 26, 2021, and do not oppose the findings and conclusions regarding the following elements:
 - a. Intersection radii.
 - b. Angle of Intersection.
 - c. Configuration
 - d. Separation

Condominium Blocks

12. The proposed 8.5 metre condominium roadway within the mixed-use blocks does not conform with the required minimum within Zoning By-law 2009-141; to this regard the roadway platform shall be increased to 9.0 metres to permit a 6.4 metre drive lane and a 2.5 metre parking bay.
13. In accordance with the current zoning by-law tandem parking is not supported within the NMU zone; to this regard the proposed parking supply shall be omit these from provided parking supply.
14. A parking justification report is required to provide support for any deviation from the zoning by-law requirement. The parking justification report shall include a review of a minimum of six (6)

proxy sites; review of weekday (daytime and evening) and weekend peak demand; transportation demand management (such as unbundling parking stalls, access to transit, pre-purchased transit passes, car share, active transportation).

15. In accordance with Section 14.4.2 of Zoning By-law 2009-141 bicycle parking spaces shall be provided in accordance with the following:

- a. A minimum of 0.2 spaces per unit shall be provided in all apartment units including walk-up apartments.
- b. Additional spaces shall be provided for all non-residential uses in the NMU at a rate of one bicycle parking space for every 7% of required non-residential vehicular parking spaces in the Neighbourhood Mixed Use zone.



Justin MacDonald, C.E.T.
Senior Transportation Operations Technologist

Building Services Pre-Consultation Review Comments

To: Celeste Kitsemetry **Date:** Monday, September 13, 2021
From: Krista Howe **Phone:** (705) 739-4220, Ext. 5458
Email: krista.howe@barrie.ca

Project Information: D28-080-2021, 969 Maplevue Drive E

The concept plan for the above development has been reviewed. Please note the following:

1. A building code matrix is required to be provided at Site Plan stage.
2. Average grade calculations must be provided in accordance with the Building Department Average Grade policy at Site Plan stage to determine building height.
3. The buildings and the site features must comply with the regulations of the Ontario Building Code. These will be reviewed in detail when an application and construction drawings has been submitted for a building permit. Once preliminary approval is granted under a formal site plan application, you may apply for building permit.

Comments provided from the Building Department during the Site Plan process do not constitute an approval. The Building Department reserves the right to review all items during the Building Permit process.

Approvals:

Lake Simcoe Regional Conservation Authority approval is required prior to issuance of a Building Permit.

**Krista Howe – Plans Examiner
Building Services Department**



MEMORANDUM

TO: Celeste Kitsemetry
FROM: David Lalonde
DATE: September 1, 2021
FILE: D28-080-2021
SUBJECT: Pre Consultation/Conformity, 969- 989 Mapleview Dr East.

The concept plan to develop mixed use townhouses, back to back townhouses and freehold townhouses was reviewed:

- Build out of the development will be limited to 100 units on the portion of the property served by only one means of access per Table 5.1.4.1 of NFPA 1141.
- A fire break plan will be required.
- The fire route will need to be registered and included in bylaw 89-86.

David Lalonde - Fire Prevention Officer
Barrie Fire & Emergency Service
705 728 3199 ext 3236



To: Celeste Kitsemetry,
Planner

From: Nicole Myers,
Development Charges Administrator

Date: September 3, 2021

Re: D28-080-2021 – 969, 979 & 989 Mapleview Drive East
Hewitt's Secondary Plan Area – Phase 1 & 3

In response to your invitation to provide comments, please be advised of the following from the Development Charges Division of the Finance Department.

It is our understanding that the owner is proposing to construct a mixed use development consisting of 30 stacked townhomes (5 blocks), 32 back to back townhomes (2 blocks), 69 street townhomes (6 blocks), 30 commercial units (5 blocks), Stormwater, natural heritage and open space blocks at 969, 979 and 989 Mapleview Drive East.

Please be advised of the following development fees (amounts are subject to change):

- 1) Current development charge rates are as follows:
- 2) The MOU indicates that all DC's are to be paid at the time of execution of the subdivision agreement for the first 2000 single dwelling equivalent units (SDEs) based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie's Zoning By-law.
- 3) If the subdivision is registered after the first 2000 single dwelling equivalent units; the following DC's (roads, area-specific linear, water, area-specific linear wastewater, water and treatment debt and wastewater and treatment debt) will be payable immediately upon entering into a draft plan of subdivision/consent agreement, based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie's Zoning By-law. All other Development Charges will be payable at building permit issuance.
 - a. Development Charges for a townhouse unit are \$56,260. The Development Charges outlined in By-Law 2019-055, Section 8(d) are \$43,892 (Internally DC1) and all other DC's are \$12,368 per unit (Internally DC 2 & 3).
 - b. The residential component of the live/work units are charged at the "other multiple dwelling units" rate of \$56,260 per dwelling unit.
 - c. The non-residential portion of the live/work units are charged at the non-residential retail rate of \$363.12 per square metre.

- 4) The following applies to complete Site Plan applications and Zoning By-law Amendment applications accepted by the City on/after January 1, 2020. The amount of development charges is determined on:
- a) the day an application for an approval of development in a site plan control area;
 - b) if clause a) does not apply, the day an application for an amendment to the zoning by-law was made.
 - c) If neither clause a) nor clause b) applies, the day before the first building permit is issued.

If a) or b) applies, development charge amounts will remain crystallized for a maximum of two years. The crystallized development charge amount will be indexed and become payable at the time development charges are due. The indexing amount will accrue from the date of complete application.

The indexing rate is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 3.84%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

Development charges that are not crystallized are subject to an annual inflationary adjustment on January 1st of each year.

- 5) Hard services (referred to internally as DC 1) would be paid at the time of execution of the subdivision/site plan agreement.
- 6) As per the Memorandum of Understanding (MOU) with the Secondary Plan Area Owners, soft services (referred to internally as DC 2 and DC 3) are to be paid at the time of execution of the subdivision/site plan agreement for the first 2000 residential units registered within the secondary plan areas.

If registered after the first 2000 residential units have been registered, DC 2 and DC 3 will be payable at building permit issuance.

- 7) Non-residential development charges are payable at building permit issuance.
- 8) As per the MOU, Voluntary Capital Contributions will be payable at the time of building permit. Current rates are \$5,246 per townhouse.

Capital Contributions are subject to an annual inflationary adjustment on January 1st of each year.

- 9) Before DC credits are applied to any development, the applicable trustee shall provide written notice as to the distribution of such DC credits amongst the Owners within their applicable Secondary Plan Area.

- 10) Potential for deferral of development charge payments for any of the following types of development:

Deferral of Development Charge Payments

For Rental Housing that is Not Non-Profit Housing (minimum 4 units - all of which are intended for Rental use): DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5

business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

For Institutional Development: DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

For Non-Profit Housing Development: DCs will be due in 21 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. Interest is waived during the first 5 years of the deferral. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

Please note that Interest is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 3.84%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

The deferral of Development Charge payments does not apply to Education Levies, Cash in Lieu of Parkland, non-residential development charges, or the Finance Administration Fees.

- 11) Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee for non-residential use is \$0.55 per sq. ft., and \$3,559 per residential unit.
- 12) A total of \$233,109 was received on December 20, 2018 in accordance with the Hewitt's Master Parkland Agreement for the total Cash in lieu of Parkland Shortfall for Finger Lakes Estates Inc.
- 13) A Finance Administration fee will be collected at the time of issuance of the building permit at a fee of \$80.00 per dwelling unit and \$160.00 per non-residential building.
- 14) A credit will be provided against development charges owing for properties where there is a redevelopment of the property. The eligibility of the credit is restricted to redevelopments that receive replacement building permits within 60 months of the demolition permit being issued of a qualifying residential or non-residential building.

The onus will be on the applicant to provide proof of the number and types of residential units that are to be demolished to receive the redevelopment credits towards the future residential.

These re-development credits do not apply to or reduce the amount payable of Education Levies, Cash in Lieu of Parkland, or the Finance Administration fee.

While every effort is made to provide accurate information, please be advised that the foregoing is an estimate only based on our understanding of the development, current By-laws, agreements, and rates in effect as of the date of these comments. Development Charges are subject to an annual inflationary adjustment on January 1st of each year.

September 10th, 2021

Celeste Kitsemetry
Senior Planner
City of Barrie
70 Collier Street
P.O. Box 400
Barrie, ON L4M 4T5

FILE NO.: D28-080-2020

Dear Celeste Kitsemetry:

CONFORMITY REVIEW APPLICATION, ZONING BY-LAW
AMENDMENT & DRAFT PLAN OF SUBDIVISION
969, 979 & 989 MAPLEVIEW DRIVE EAST,
HEWITT'S SECONDARY PLAN
CITY OF BARRIE

Thank you for circulating notification with respect to a Conformity Review Application for a pre-consultation technical review meeting scheduled with the applicant on September 16th, 2021. The application includes a Zoning By-law Amendment and Draft Plan of Subdivision for the lands municipally known as 969, 979 & 989 Mapleview Drive East in the Hewitt's Secondary Plan area of the City of Barrie. This application is to permit a mixed-use development consisting of 30 stacked townhomes (5 blocks), 32 back to back townhomes (2 blocks), 69 street townhomes (6 blocks), 30 commercial units (5 blocks), Stormwater, natural heritage and open space blocks.

Simcoe County District School Board (SCDSB) Planning staff have no objection to this development. However, staff are aware that several proposed developments in the Hewitt's Secondary Plan area previously have increased the number of residential units in their proposals when compared to the estimates SCDSB staff had on record. For this reason, we would appreciate receiving further information of any changes to the phasing plans and communication on timelines for occupancy to better assist us with the accommodation of pupils.

SCDSB Planning staff also request that the Simcoe County District School Board's standard conditions, as indicated below, be included moving forward:

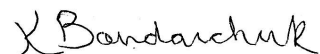
- That the owner(s) agree in to include in all Offers of Purchase and Sale a statement advising prospective purchasers that accommodation within a public school in the community is not guaranteed and students may be accommodated in temporary facilities; including but not limited to accommodation in a portable classroom, a "holding school", or in an alternate school within or outside of the community.
- That the owner(s) agree to include in all Offers of Purchase and Sale a statement advising prospective purchasers that if school buses are required within the Subdivision in

accordance with Board Transportation policies, as may be amended from time to time, school bus pick up points will generally be located on the through street at a location as determined by the Simcoe County Student Transportation Consortium.

- Please provide the Simcoe County District School Board with a copy of the notice of decision.
- Once the Plan has been registered, please provide the Simcoe County District School Board with a copy of the registered plan in electronic format.

Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Kandas Bondarchuk, MCIP, RPP, CAHP
Planner



Technical Meeting Required Reports Checklist
Conformity Review - Zoning By-law Amendment,
Draft Plan of Subdivision and/or Condominium,
Site Plan Control

Meeting Date: September 16, 2021
 File Manager: Celeste Kitsemetry, Senior Planner
 Site Address: 969 & 989 Mapleview Drive East

Application Type: ZBA/SPC
 File Number(s): D28-080-2021

✓ Indicates the noted study/report/plan is required to be submitted at the time of the formal application submission.

Please be advised that it is the applicant's responsibility to review the Technical Review Comments to ensure that all required reports/studies/plans are submitted, including the level of detail required by the City or External Agency.

PLANNING		
	STUDY	NOTES
✓	Planning Justification Report (PJR)	Shall clearly identify how the project conforms to Provincial policy and the City's Official Plan. More specifically the PJR shall include analysis of the proposal in terms of the secondary planning criteria for the Neighbourhood Mixed Use Node in the Hewitt's Secondary Plan Area.
✓	Comment Response Matrix	Shall clearly identify how all City and Agency comment have been addressed.
✓	Affordable Housing Report	
	Aggregate Potential Assessment and/or Aggregate License Compatibility Assessment	
✓	Archaeological Study	
	Heritage Report	
✓	Market Study	Brief to demonstrate the viability of the commercial mix of uses, including proposed area and unit size.
	Shadow Study	
✓	Tall Buildings Submission Requirements <input checked="" type="checkbox"/> Block Plan <input checked="" type="checkbox"/> Context Plan <input type="checkbox"/> Microclimate Impact Report	Required for any structures over 3 storeys in height. The Block and Context Plan will also contribute to the PJR justification for the concept meeting the intent of the Neighbourhood Mixed Use Node.
✓	Urban Design Report	
	Wind Study	
ENGINEERING		
	STUDY	NOTES
✓	Linear Infrastructure Overview Memo	Shall identify the linear km's of all infrastructure in the plan (watermains, sanitary & storm lines, roads, sidewalks, trails etc.)
✓	Functional Servicing Report	
✓	Geotechnical Report	
✓	Hydrogeological Study	
	Illumination Study	
✓	Noise/Vibration Impact Analysis	Mitigation requirements for traffic noise associated with Mapleview Drive East if/as needed.
	Nuisance Impact Analysis	
✓	Stormwater Management Report	
✓	Traffic Impact Study <input checked="" type="checkbox"/> Parking Needs Study	
✓	Tree Preservation Plan/Inventory	
OTHER		
	STUDY	NOTES
	Agricultural Assessment	
	Coastal Engineering Studies along the Lake Simcoe Shoreline	



Technical Meeting Required Reports Checklist
 Conformity Review - Zoning By-law Amendment,
 Draft Plan of Subdivision and/or Condominium,
 Site Plan Control

✓	Energy Conservation Report	
	Environmental Impact Study	
	Fisheries Impact Study	
	Hazards Lands/Slope and Soil Stability Report	
SOURCE WATER PROTECTION QUALITY AND QUANTITY RISKS		
	STUDY	NOTES
✓	Completed Screening form for Source Water Protection for properties within Drinking Water Vulnerable Areas identified on Schedule "G" to the Official Plan (Source Water Information Form)	To be confirmed with Environmental Services Risk Management Official.
ADDITIONAL ITEMS / STUDIES		
	STUDY	NOTES
✓	Topographic Survey of existing conditions	
	Record of Site Condition (RSC)	
	A Site Risk Assessment	
✓	Natural Heritage Evaluation	
✓	Species at Risk Screening	
	Remediation Plan	
✓	Phosphorus Budget & Water Balance	
✓	Erosion & Sediment Control Plan	
✓	Grading & Drainage Plan	
PUBLIC ENGAGEMENT		
	Neighbourhood Meeting	Upon review, staff have determined that a Neighbourhood Meeting will not be required prior to a formal application being submitted.

Notes:

Please refer to the Application Form for the number of required copies. A digital copy of all reports and plans is required.

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, City of Barrie Planning staff will notify you of outstanding material required within the required 30 day period. Mandatory pre-consultation application will not shorten the City's standard processing timelines or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application.

*** This list is valid for one year following the above noted meeting date.**

A pre-consultation meeting will be required prior to the submission of a Site Plan Control application. Terms of Reference for the required reports can be found on the [Development Review Process](#) page under item '3. Complete Application', here:

<https://www.barrie.ca/City%20Hall/Planning-andDevelopment/Pages/Development-Review-Process.aspx>