



JONES
CONSULTING GROUP LTD.
PLANNERS & ENGINEERS



Excellence Reliance Innovation

Planning Justification Report

ASA Development Inc.

989 Yonge Street, City of Barrie

Applications for Zoning By-law Amendment &
Plan of Condominium Exemption

March 2020

The Jones Consulting Group Ltd.
229 Mapleview Drive East, Barrie ON L4N 0W5

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	PROPOSED DEVELOPMENT	8
3.1	Conformity Review	10
3.2	Neighbourhood Meeting.....	10
3.3	LSRCA Design Charette.....	10
3.4	Supporting Technical Reports & Plans	10
4.0	LEGISLATION & POLICY REVIEW	13
4.1	Planning Act (R.S.O. 1990 c. P.13).....	13
4.1.1	Matters of Provincial Interest.....	13
4.2	Provincial Policy Statement (PPS), 2020	16
4.2.1	Building Strong and Healthy Communities.....	16
4.2.2	Wise Use and Management of Resources.....	24
4.2.3	Protecting Public Health and Safety.....	24
4.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019	24
4.3.1	Where and How to Grow.....	25
4.3.2	Infrastructure to Support Growth	26
4.3.3	Protecting What is Valuable	29
4.3.4	Implementation.....	30
4.3.5	Simcoe Sub-Area	30
4.4	The Lake Simcoe Protection Plan	31
4.5	City of Barrie Official Plan	32
4.5.1	Hewitt’s Secondary Plan.....	32
4.5.2	Official Plan Policies.....	38
4.6	City of Barrie Zoning By-law	42
5.0	URBAN DESIGN	44
5.1	General Design Guidelines	44
5.2	Urban Design and Sustainable Development Policies.....	49
6.0	AFFORDABLE HOUSING	51
7.0	CONCLUSION	52

LIST OF FIGURES

- Figure 1: Aerial Photograph of Subject Lands
- Figure 2: Location Plan
- Figure 3: Existing Single Detached Dwelling (971 Yonge Street, Barrie)
- Figure 4: Rainsong Land Development Inc. lands (680 Lockhart Road, Barrie)
- Figure 5: Crown (Barrie) Development Inc. Lands (1012 Yonge Street, Barrie)
- Figure 6: Agricultural Lands within the Town of Innisfil (8093 Yonge Street, Innisfil)
- Figure 7: Ballymore Building (Barrie) Corp. lands (750 Lockhart Road, Barrie)
- Figure 8: Proposed Site Plan
- Figure 9: Hewitt's Secondary Plan Schedule 9E (OPA No. 39)
- Figure 10: Hewitt's Secondary Plan Schedule 9A (OPA No. 39)
- Figure 11: Draft Zoning By-law Amendment Schedule
- Figure 12: Conceptual Rendering #1 – Birds eye view from Southwest corner
- Figure 13: Conceptual Rendering #2 – Corner of Yonge Street and Lockhart Road
- Figure 14: Conceptual Rendering #3 – Townhouse Units

LIST OF APPENDICES

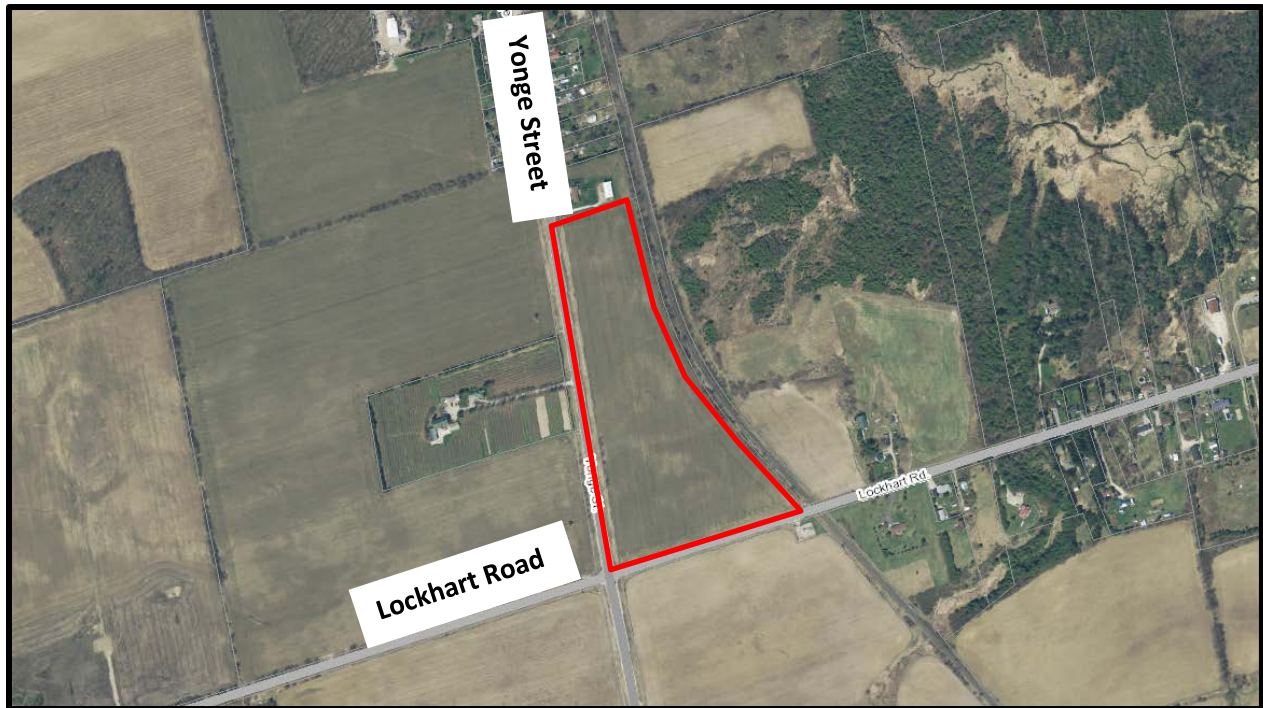
- Appendix A: Conformity Plan
- Appendix B: Conformity Letter from the City of Barrie – September 25, 2019
- Appendix C: Pedestrian Circulation Plan

1.0 INTRODUCTION

On behalf of our client ASA Development Inc., we are pleased to provide this Planning Justification Report in support of applications for Zoning By-law Amendment, Exemption from Plan of Condominium, and Site Plan Approval for lands located at 989 Yonge Street (**Figure 1**). The purpose of the applications are as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the lands from Agricultural General (AG) to Neighbourhood Mixed Use (NMU). The proposed zone is in accordance with the Zoning By-law framework for the Hewitt's and Salem Secondary Plan.
- ii) **Exemption from Plan of Condominium:** This application requests an exemption under Section 9 (6) of the Condominium Act to facilitate the development of approximately 1,218 condominium residential units on the property. The exemption is requested in order to avoid process and approvals duplication associated with the concurrent site specific Zoning By-law Amendment application and a future Site Plan Approval application.
- iii) **Site Plan Control Approval:** A future Site Plan Control application will be submitted to facilitate the development of 60 townhouse units, 4 mixed-use residential and commercial buildings ranging from 3-12 storeys and 5 residential buildings ranging from 3 to 12 storeys. The development will contain a total of approximately 1,218 residential units and 3,000m² of commercial space. The timing of the Site Plan Control application will be determined following circulation and receipt of comments on the rezoning and application.

Figure 1. Aerial Photograph of Subject lands



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

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of Lot 16, Concession 11, former Town of Innisfil, now in the City of Barrie. The lands are known municipally as 989 Yonge Street, and are located east of Yonge Street, on the north side of Lockhart Road. The lands are irregular in shape and comprise 10.15 hectares (25.08 acres) with approximately 309 metres of frontage on Lockhart Road. The subject property is currently vacant (**Figure 2**).

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

Figure 2. Location Plan



The surrounding land uses include the following:

- **North:** Existing residential lots fronting onto Yonge Street (**Figures 2 & 3**).
- **West:** Lands proposed for future development on lands owned by Rainsong Land Development Inc. and Crown (Barrie) Developments Inc. (**Figures 2, 4 & 5**). The draft plan approved portion of the Rainsong lands contains blocks for use as a future recreation centre, library and elementary school, and the Rainsong Phase 2 lands will contain a Catholic High School block.
- **South:** Agricultural lands located outside of the City of Barrie boundary within the Town of Innisfil (**Figures 2 & 6**).
- **East:** Metrolinx rail line, beyond which is a development property owned by Ballymore Building (Barrie) Corp that are primarily located within Phase 3 of the Hewitt's Secondary Plan Area. Applications for plan of subdivision and Zoning By-law Amendment have been submitted to the City for approval (**Figure 7**).
- **North-east:** Smaller development property owned by 2303757 Ontario Inc. and a large development property owned by Crisdawn Construction Inc. and Pratt Development Inc. These lands are located within Phase 1 of the Hewitt's Secondary Plan Area and both received Draft Plan Approval in December 2017 (D12-437 & D12-426) as well as redline revisions in 2019.

Figure 3: Existing Single Detached Dwelling (971 Yonge Street, Barrie)



Figure 4: Rainsong Land Development Inc. lands (680 Lockhart Road, Barrie)



Figure 5: Crown (Barrie) Development Inc. lands (1012 Yonge Street, Barrie)



Figure 6: Agricultural Lands within the Town of Innisfil (8093 Yonge Street, Innisfil)



Figure 7: Ballymore Building (Barrie) Corp. lands (750 Lockhart Road, Barrie)



3.0 PROPOSED DEVELOPMENT

The Owner has submitted applications for Zoning By-law Amendment and Exemption from Plan of Condominium approval, each of which are detailed below.

The purpose of the application for Zoning By-law Amendment is to replace the former Agricultural General (AG) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. The amendment would rezone the lands Neighbourhood Mixed Use (NMU) (**refer to Section 4.6 of this Report**).

The application for Exemption from Plan of Condominium approval requests an exemption under Section 9(6) of the Condominium Act to facilitate the development of approximately 1,218 residential condominium units (120 units per hectare) that will be the subject of future application for Site Plan Approval (**Figure 8**). The unit breakdown is as follows:

- a. 60 cluster townhouse units contained within eight (8) townhouse blocks.
- b. 1,158 apartment units contained within 9 buildings, four of which also contain ground floor commercial, as outlined below:
 - i. Building 1: 220 units and 750m² of commercial space (5, 6, and 12 storeys)
 - ii. Building 2: 120 units and 750m² of commercial space (6, 8 and 9 storeys)
 - iii. Building 3: 85 units and 750m² of commercial space (6, 7 and 8 storeys)
 - iv. Building 4: 85 units and 750m² of commercial space (6, 7 and 8 storeys)
 - v. Building 5: 115 units (3, 6, and 9 storeys)
 - vi. Building 6: 115 units (3, 6 and 9 storeys)
 - vii. Building 7: 150 units (6, 9 and 11 storeys)
 - viii. Building 8: 153 units (10, 11 and 12 storeys)
 - ix. Building 9: 115 units (3, 6 and 9 storeys)

In addition to the building and unit breakdown, a general overview of the proposed Site Plan is outlined below:

- Gross floor area of 180,020m² with a Floor Space Index (FSI) of 1.77.
- Ground floor commercial space of 3,000m² along Yonge Street
- Building heights range of 3-12 storeys. The diversity of building height and use of podiums for all buildings provides appropriate transitions for existing and proposed surrounding uses.
- The site plan proposes two vehicle access points from Yonge Street. The north entrance is located in close proximity to the townhouse units, while the south entrance, which is the primary entrance, is located central to the mixed use and residential buildings. The south entrance has been designed to align with proposed collector road on the Crown Communities property. Given the future rail overpass, access to Lockhart Road has been avoided.
- Underground parking is proposed consisting of approximately 1,167 residential parking stalls and 22 commercial parking stalls. Surface vehicle parking consisting of 60 stalls for townhouse units, 37 apartment residential stalls, and 104 commercial stalls.
- The site has been designed to contain designated amenity areas and an elevated community trail located along the eastern boundary of the subject lands.
- Inclusion of the 14 metre road widening for Lockhart Road and the required 30 metre Metrolinx corridor setback.

3.1 Conformity Review

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Review Plan (**refer to Appendix A**) was prepared and approved on September 25th, 2019, prior to the submission of rezoning and condominium exemption applications for the subject lands. The purpose of the Conformity Application process is for the City to verify that the proposed development conforms to the Hewitt's Secondary Plan Master Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

A letter from the City dated September 25th, 2019 confirms that the Conformity Review Plan is deemed to generally conform to the Hewitt's Secondary Plan, and formal applications for Zoning By-law Amendment and Condominium Exemption can be submitted once a neighbourhood meeting and separate LSRCA design charrette was hosted. Refer to Sections 3.2 and 3.3 of this report for details on these subsequent meetings.

3.2 Neighbourhood Meeting

A neighbourhood meeting was held on October 29th, 2019 at St. Paul's Anglican Church to present the proposed Site Plan to the public and provide them an opportunity to comment. The Neighbourhood Meeting is scheduled prior to submitting development applications to allow the applicant the chance to revise their proposed development based on feedback from the public. The Project Team attended the Neighbourhood Meeting to answer any potential questions and provide feedback regarding the site layout, residential and commercial component, building shape, architectural details, parking, and private amenity area features. There were no members of the public in attendance, therefore, the neighbourhood meeting had no impact on the proposed site plan.

3.3 LSRCA Design Charette

In order to identify the appropriate stormwater management framework for a property, the City requires applicants to host a Design Charrette with the Lake Simcoe Region Conservation Authority (LSRCA). Due to the fact that this property is proposed entirely as a private development (condominium in tenure) and it does not contain a stormwater management pond according to the Subwatershed Impact Study, the LSRCA waived the requirement for a Design Charette, and instead requested that stormwater management pre-consultation occur with LSRCA technical staff. That meeting occurred on December 5, 2020 and the details contained in the Functional Servicing and Stormwater Management Report prepared by SCS Consulting is consistent with the discussions at that meeting.

3.4 Supporting Technical Reports & Plans

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

1. **Planning Justification & Urban Design Report**

This Planning Justification Report and Urban Design Review examines the subject lands, site context, land use polices, and the form of development with specific consideration to urban design and affordable housing. The report concludes that the application represents orderly and proper land use planning that will positively contribute to the future growth and quality of life in the City of Barrie.

2. **Functional Servicing & Stormwater Management Report**

A Functional Servicing and Stormwater Management Report has been prepared by SCS Consulting the following:

- Quantity, quality and erosion control will be provided downstream (east) in stormwater management facility #5 on the Ballmore lands.
- Water Balance and phosphorus budgeting will occur through the use of Low Impact Development measures where feasible.

- Storm and sanitary servicing will occur in sewers constructed in a municipal servicing easement traversing the site. The development will require the extension of a future municipal sanitary sewer along the proposed Kneeshaw Drive to the east.
- Water supply will be provided from the future transmission watermain on Yonge Street.
- The site can be graded in a manner that will meet the City and LSRCA requirements.

3. Noise and Vibration Impact Study

The City has confirmed that the submission of a noise and vibration impact study can be deferred to the Site Plan approval stage when the exact building details have been finalized.

4. Traffic Brief

A Traffic Brief has been prepared by JD Northcote Engineering Inc.. The Traffic Brief reviewed the background vehicle and pedestrian traffic, estimated the volume of traffic generated from the development, conducted an intersection analysis of Yonge Street/Lockhart Road and Yonge Street/Future Street 'A'. The installation of traffic signals is recommended at the south entrance as part of the reconstruction of Yonge Street, which is currently scheduled for 2027 in the City's capital plan.

The Traffic Brief concludes that the entrances will operate efficiently, site distances are met, parking requirements are adhered to and there will be no operational issues, nor will any significant delay or congestion occur to the local road network as a result of the development.

5. Archaeological Reports

A Stage 1 and 2 Archaeological was prepared by AMICK Consultants. Due to the presence of a remnant pioneer settlement on the lands, Stage 3 and 4 reports were subsequently prepared by Earthworks Archaeological Services Inc.

The Stage 4 report resulted in the documentation of a mid-nineteenth Euro-Canadian site on the lands. The report concludes that the artifacts recovered relate to a domestic homestead dating from 1840s to the end of the 19th century. The artifacts have been removed from the site and will be stored by the licensed archaeologist in accordance with Ministry licensing requirements.

6. Geotechnical Report

A Geotechnical Report has been prepared by McClymont & Rak Engineers Inc. The purpose of the report was to determine design data required for foundations, dewatering, shoring/excavation, slab on grade and potential. The report included the findings of ten boreholes drilled on the property ranging in depth from 9.4 to 9.6 metres.

The findings of the Geotechnical Report informed the servicing and stormwater management analysis referenced in Section 3.4.3 above.

7. Hydrogeological Assessment

A Hydrogeological Assessment was prepared by R.J. Burnside & Associates Limited. The purpose of the report was to review published geological and hydrogeological information, background information, and water well records. In addition the report summarizes the installation of a groundwater monitoring network, hydraulic conductivity testing, water quality review and testing, and water balance calculations.

The findings of the Hydrogeological Assessment informed the servicing and stormwater management analysis referenced in Section 3.4.3 above.

8. Existing Conditions & Species at Risk (SAR) Assessment

An Existing Conditions and Species at Risk (SAR) Assessment was prepared by Orion Environmental Consultant. The report summarized background and field investigations. The field investigations included a leaf-off bat habitat assessment, wildlife surveys, and Ecological Land Classification, Flora and SAR Flora survey.

The report concludes that the proposed development will not contravene the Endangered Species Act (2007), and that the development can be accommodated and should be approved.

9. Architectural Package (Site Plan, Underground Parking Plans, Sections, Land Use & Massing)

SRM Architects Inc. have prepared a preliminary architectural package that contains a detailed Site Plan, Underground Parking Plans, Sections, Land Use Diagram and Massing Plan.

The Plans demonstrate the building siting, setbacks, pedestrian and vehicle access, parking, loading and amenities. The Site Plan contains detailed site statistics confirming that the proposed development conforms to the NMU zone standards.

10. Architectural Renderings

SRM Architects Inc. has prepared a package of 10 three-dimensional project renderings that illustrate the built form over the property and the relationship between buildings, amenity areas and the street.

11. Shadow Study

SRM Architects Inc. have prepared Shadow Study Plans that include modeling of shadows at the spring and fall Equinox, and summer and winter Solstice. A review of the shadow plans illustrates that the proposed building will not result in significant shadow impacts on adjacent lands. Late day shadows occur throughout the year; however, that is typical of any higher built form within an urban area.

12. Boundary and Topographic Survey

A boundary and topographic survey has been prepared by Eplett Worobec Raikes Surveying Ltd.

13. Pedestrian Circulation Plan

A Pedestrian Circulation Plan has been prepared by The Jones Consulting Group Ltd. that illustrates pedestrian and vehicle access, trails, roads and sidewalks on the plan.

14. Tree Inventory & Removals Plan

A Tree Inventory and Removals Plan has been prepared by JDB Associates Ltd. The plan illustrates that the only trees on or adjacent to the site are located along the Metrolinx rail boundary. Those trees will be removed to allow for the construction of a rail berm that protects the future development from derailment.

4.0 LEGISLATION & POLICY REVIEW

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

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

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

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Planning Act) and Site Plan Approval (Section 41 of the Planning Act).

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

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

The subject lands do not contain any natural heritage features. An Existing Conditions and Species at Risk Assessment has been prepared that confirms that the development will not impact any surrounding natural heritage features.

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

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

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

No mineral resources have been identified within the Hewitt's Secondary Plan area, and natural heritage resources are not present as outlined in point a) above.

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

There are no buildings on the property, and an Archaeological Assessment has been prepared that confirms that the site does not contain any significant archaeological resources.

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

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

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

The high density and mixed use nature of the proposed development efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

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

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

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

g) the minimization of waste;

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

h) the orderly development of safe and healthy communities;

The proposed development falls within Phase 2 of development according to the Hewitt's Secondary Plan. The site has been designed in consideration of Crime Prevention through Environmental Design principles.

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

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

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

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. Lands to the west have been planned for several parks, an elementary school, library and recreation centre. In addition, a Catholic High School is proposed on lands to the west.

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

The Hewitt's Secondary Plan is a master planned community that will contain approximately 12,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing. The Owner anticipates that 10% or greater of the units developed in this plan will be affordable.

l) the adequate provision of employment opportunities;

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

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

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

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

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

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

Prior to submission of the Zoning By-law Amendment and Condominium Exemption applications, a Neighbourhood Meeting was held on October 29th, 2019. A statutory Public Meeting will provide further opportunity for the public to comment on the proposed applications. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and City Planning Staff to identify whether plan revisions are required. At this time no conflicts between public and private interests have been identified.

p) the protection of public health and safety;

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

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

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

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

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

The development is proposed at transit supportive densities and the site is located along a future planned transit route within a 10-15 minute walk (1.3 kilometres) from a Major Transit Station.

s) *the promotion of built form that,*

a. *is well-designed,*

b. *encourages a sense of place, and*

c. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

d. *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

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

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

4.2 Provincial Policy Statement (PPS), 2020

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

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

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

4.2.1 Building Strong and Healthy Communities

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

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

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

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

The proposed site plan conforms to the Hewitt's Secondary Plan, which is a master planned community in the City, that are gateways to the City of Barrie that provide a range of employment, housing and mix of other uses that allow residents to live, work and play in their community.

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

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

The Hewitt's Secondary Plan provides for a wide variety of housing types and land uses. Specific to the proposed applications, apartment and townhome units are proposed in addition to 3,000 square metres of commercial uses.

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

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

The subject lands do not contain any significant natural heritage features. Specific to public health and safety, a Traffic Impact Study has been prepared that concludes that there are no operational or safety

concerns associated with the development. In addition, Noise Impact and Vibration Impact Studies will be prepared prior to submission of the Site Plan application to ensure there are no associated negative impacts.

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

The approval of the Hewitt's Secondary Plan represented an expansion of the Barrie settlement area boundary. The proposed site plan will not prevent the further expansion of the settlement area boundary because such an expansion, if it were to occur in the vicinity of the subject lands, would need to occur to the south of Lockhart Road.

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

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

In addition, the rezoning application will permit mixed use development at transit supportive densities along a planned future transit route.

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

The proposed site plan will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the site plan can be discussed following that review. In addition, the a wide variety of unit sizes will be provided that will cater to different individual and family needs.

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

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

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

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

No impacts to significant natural heritage features or Species at Risk will occur as a result of this development.

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

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), not requiring any notable tree or vegetation removal, and being mixed use and high density that encourages less dependency on the automobile because it is located along a transit route and in walking distance to a Major Transit Station Area.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

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

- b) *Policy 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) *efficiently use land and resources;*
 - b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) *prepare for the impacts of a changing climate;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) *are freight-supportive.*

The policies of the Hewitt's Secondary Plan direct that growth occurs in a manner that efficiently uses land, resources, infrastructure and public service facilities. The Secondary Plan is supported by master studies, including a Multi-Modal Active Transportation Master Plan that looked to increase the use of public transit and to promote walking and pedestrian movement.

- c) *Policy 1.1.3.2: Land Use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The City has also identified intensification nodes and corridors and the Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria.

The subject lands are located with an area planned for high density and mixed use development in accordance with the Hewitt's Secondary Plan.

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

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

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

The proposed site is located immediately adjacent to planned subdivisions/site plans to the west and east, and sidewalks and roads will connect these lands. The site proposes residential and commercial uses in a compact form that allows for the efficient use of land, infrastructure and public service facilities.

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

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

3) Housing

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

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

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

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

The City of Barrie Official Plan and the Hewitt's Secondary Plan permit all forms of housing within lands with a residential designation. The City has also identified intensification nodes and corridors and their Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria.

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

The Salem and Hewitt's Secondary Plan areas have been identified as appropriate locations for new growth.

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

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

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

The site plan proposes densities that are transit supportive and within walking distance to a Major Transit Station Area.

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

The City has approved a Zoning By-law framework for the Salem and Hewitt's Secondary Plan areas that facilitates a more compact form, while maintaining appropriate levels of public health and safety. The latter is achieved by creating walkable neighbourhoods with planned increase in the active

transportation multi-modal split, while also ensuring that new developments adhere to the principles of Crime Prevention through Environmental Design.

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

Policy 1.5.1 promotes healthy, active communities through the following:

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

The proposed site has been designed to include a sidewalk on the east side of Yonge Street as well as sidewalks along the internal road and a public trail system throughout the development. The site has been designed in accordance with the principles of Crime Prevention through Environmental Design.

The proposed development integrates design attributes that foster social interaction and facilitate active transportation, such as a public trail and sidewalks throughout the development, enhanced landscaping and centrally located community spaces, and increased visibility of commercial units through light fixtures and appropriate signage.

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

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

5) Infrastructure and Public Service Facilities

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

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

Policy 1.6.2 requires Planning Authorities to promote green infrastructure.

The proposed development will incorporate green roof technology, where feasible, and Low Impact Development measures.

6) Sewage, Water and Stormwater

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

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

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized,*

feasible and financially viable over the long term;

The Lake Simcoe Region Conservation Authority and the City of Barrie Engineering Department will review the stormwater management design for this site to ensure their standards are being met. A significant amount of background and foundational work is available in the Subwatershed Impact Study (SIS) to inform the stormwater design. The proposed design conforms to the SIS.

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

The proposed design conforms to the SIS.

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

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

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

The lands are not located within any hazard land and are located outside of any regulated development limits. However, the Lake Simcoe Region Conservation Authority will continue to review and be circulated on the application in accordance with the service agreement with the City of Barrie.

In addition, as the site is located adjacent to a Metrolinx rail line, a derailment berm will be constructed to protect the residents of this development.

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

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

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

The proposed stormwater design is based on these objectives, which were discussed at the site specific stormwater design pre-consultation meeting held with the Lake Simcoe Region Conservation Authority. The stormwater design implements the foundational detail contained in the Subwatershed Impact Study.

7) Transportation Systems

Policy 1.6.7.3 requires connectivity within and amount transportation systems. The principal entrance to this site is design to align with the future collector road located on the west side of Yonge Street on the Crown property.

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

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

Specific to the proposed site, the plan was designed to create a continuous pedestrian and vehicle circulation system. The pedestrian system exists along Yonge Street and a series of internal sidewalks, some of which have intentionally been shifted away from the private roads. In addition, the railway berm has been designed to contain a trail system that links back into the sidewalk system at seven points.

The vehicle system includes a traffic circle, and carefully located garage access points that have been designed in mid-block or end building locations that are intended to minimize conflict with pedestrian traffic.

In addition, a mixture of residential and commercial uses have been proposed, including 3,000 square metres of commercial space and a planned density of 120 units per hectare to support transit, along a future planned transit route.

8) Long-Term Economic Prosperity

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

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

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

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

The proposed development will provide for additional housing options and supply in accordance with the Hewitt's Secondary Plan. The projects location is adjacent to planning community facilities (library, recreation centre, elementary school, high school) along a planned transit route within walking distance of a Major Transit Station Area.

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

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

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

The proposed development will assist in implementing the mixed use corridor planned for Yonge Street and there is no anticipated impact on the downtown.

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

No built or cultural heritage resources will be impacted by the proposed development. The application will facilitate a future development that will be design in accordance with the City's Urban Design Guidelines.

f) *promoting the redevelopment of brownfield sites;*

The property is not a brownfield site.

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

The proposed development conforms to, and will implement, the City's Multi-Modal Active Transportation Master Plan. The proposed development encourages the use of multi-modal transportation by way of its density, mixed use and location along a planned transit route.

h) *providing opportunities for sustainable tourism development;*

Not applicable to the subject applications.

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

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

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

Energy conservation is promoted through the proposed development as it contains compact urban form and a mixture of uses that will efficiently use infrastructure and promote multi-modal transportation.

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

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

- l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

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

9) Energy Conservation, Air Quality and Climate Change

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

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

The development is proposed at transit supportive densities along a mixed use corridor.

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

The proposed mixed use development is located along a planned transit route.

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

The development is proposed at transit supportive densities along a planned transit route.

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

Not applicable.

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

The development is proposed at transit supportive densities along a planned transit route within walking distance to a Major Transit Station Area.

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

The proposed development will conform to the energy efficiency requirements of the Ontario Building Code, the buildings will be design to contain green roofs, where feasible, and the site will contain Low Impact Development measures.

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

The only vegetation on the property is confined to a hedgerow along the rail boundary. Removal of the boundary trees is required to facilitate the construction of a derailment berm.

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term. As outlined in the Existing Conditions and Species at Risk report, there are no natural features on the lands. Furthermore, the development will not impact on any surrounding features or Species at Risk.

2) Water

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

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

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. An archaeological assessment has been completed and it recommends appropriate mitigation measures for the conservation of the found archaeological artefacts.

4.2.3 Protecting Public Health and Safety

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

1) Natural Hazards

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

Development is not proposed within any natural hazards.

2) Human-Made Hazards

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

In our opinion, the current Zoning By-law Amendment and Condominium Exemption applications proposed are consistent with the Provincial Policy Statement, 2020.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

The proposed development features a mix of land uses and will provide convenient access to proposed secondary schools, and a community park. The applications will improve social equity and the quality of life of future residents by providing amenities on site and integrating social connectivity through the use of public trails and a mix of uses. The residential component also provides varying unit sizes to accommodate a range of people. Further, the proposed development, through site layout and built form, considers the impacts to climate change. The site is situated to prioritize pedestrian-oriented activity, and the built form is compact and mixed-use.

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

2) Policy 2.2.6: Housing

2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*

The development proposes the maximum density permitted through the Hewitt's Secondary Plan and will diversify the existing housing stock and contribute to the range of housing options in the City.

The Hewitt's Secondary Plan was planned to achieve these policies, and the proposed site plan has been

deemed to generally conform to the Secondary Plan.

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

The application will facilitate a future development that contains a mix of street townhouses and a variety of apartment condominium unit sizes to meet the needs of a diverse range of household sizes and incomes.

3) Policy 2.2.7: Designated Greenfield Areas

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

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

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

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

In accordance with the Growth Plan, the proposed site plan would achieve a density of 215 people and jobs per hectare (2,183 people & jobs/10.15 ha.) based on the following:

- 1,218 units generate a total of 2,032 people living on these lands (assuming 1.669 persons per unit).
- I estimate that approximately 111 jobs would be generated from home based businesses (assuming 5.5% of population).
- I estimate that approximately 8 jobs would be generated from retail uses (assuming 1,500 square metres of retail space).
- I estimate that approximately 32 jobs would be generated from office uses (assuming 1,500 square metres of office space).
- The people and jobs are calculated over the total area of the property (10.15 hectares). The Lockhart Road Widening comprises 0.43 hectares. The total developable area is then considered to be 9.72 hectares.

4.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.1: Integrated Planning

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

this Plan.

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

2) Policy 3.2.2: Transportation – General

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

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

3) Policy 3.2.3: Moving People

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

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

4) Policy 3.2.6: Water and Wastewater Systems

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

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

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy*

of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2014, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and

- iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

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

5) Policy 3.2.7: Stormwater Management

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

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

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

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

In addition to the Subwatershed Impact Study prepared for the entire Hewitt's Secondary Plan area, a detailed Functional Servicing Report (FSR) has been prepared in support of the proposed zoning and condominium exemption applications. The FSR contains a detailed stormwater management component.

6) Policy 3.2.8: Public Service Facilities

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

The Hewitt's Secondary Plan contains policies and land use requirements for public service facilities such

as schools, a recreation centre, library and fire station. The subject lands are east of a public secondary school block, catholic high school block, library and recreation centre.

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

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

4.3.3 Protecting What is Valuable

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

1) Policy 4.2.1: Water Resource Systems

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

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

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

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

2) Policy 4.2.2: Natural Heritage System

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

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

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

The proposed development will not impact the natural heritage system.

3) Policy 4.2.7: Cultural Heritage Resources

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

An archaeological assessment has been prepared for the property that confirms there are no significant archaeological resources on the property.

4.3.4 Implementation

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

1) Policy 5.2.4: Growth Forecasts

- 3. The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.*

The Hewitt's Secondary Plan is planned to achieve a density of 50 people and jobs per hectare. The proposed application exceeds this minimum target by proposing a density of 215 people and jobs per hectare. Refer to Section 4.2.1.3 of this Report for additional details on the calculation.

4.3.5 Simcoe Sub-Area

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

1) Policy 6.3: Managing Growth

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

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

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

- a) identify primary settlement areas;*

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

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

The City of Barrie has identified and planned for strategic growth areas including the Yonge Street Mixed Use Corridor in the Hewitt's Secondary Plan Area.

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

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

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

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

In our opinion, the current Zoning By-law Amendment and Condominium Exemption applications proposed conform to the Growth Plan.

4.4 The Lake Simcoe Protection Plan

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

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

In accordance with policy 6.40-DP, an Environmental Impact Study and Hydrogeological Assessment have been prepared in support of the applications to assess groundwater on the site and demonstrate how it will be protected, improved, or restored.

In our opinion, the current Zoning By-law Amendment and Condominium Exemption applications proposed conform to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

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

4.5.1 Hewitt's Secondary Plan

The subject lands are designated Yonge Street Mixed Use Corridor according to Schedule 9E– Development Phases of the Hewitt's Secondary Plan (as duplicated from Schedule 9A – Land Use)(Figure 9). Further, on Schedule 9A – Community Structure, the lands are designated Mixed Use Nodes and Corridors and there are identified Gateways located on the subject lands at the intersection of Yonge and Lockhart Road and Yonge and the Metrolinx Railway (Figure 10). Lastly, the subject lands are located in Phase 2 of the Hewitt's Secondary Plan according to Schedule 9E – Development Phases (Figure 9).

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

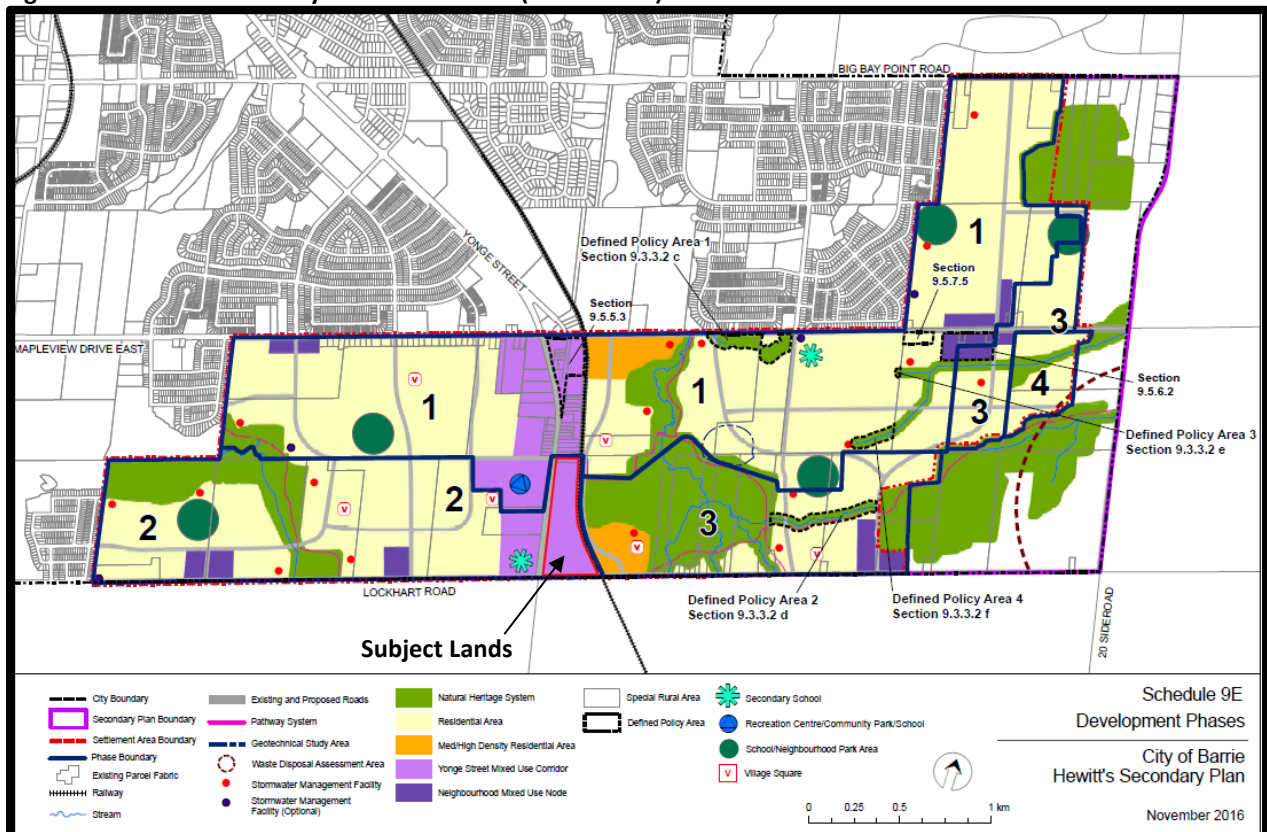
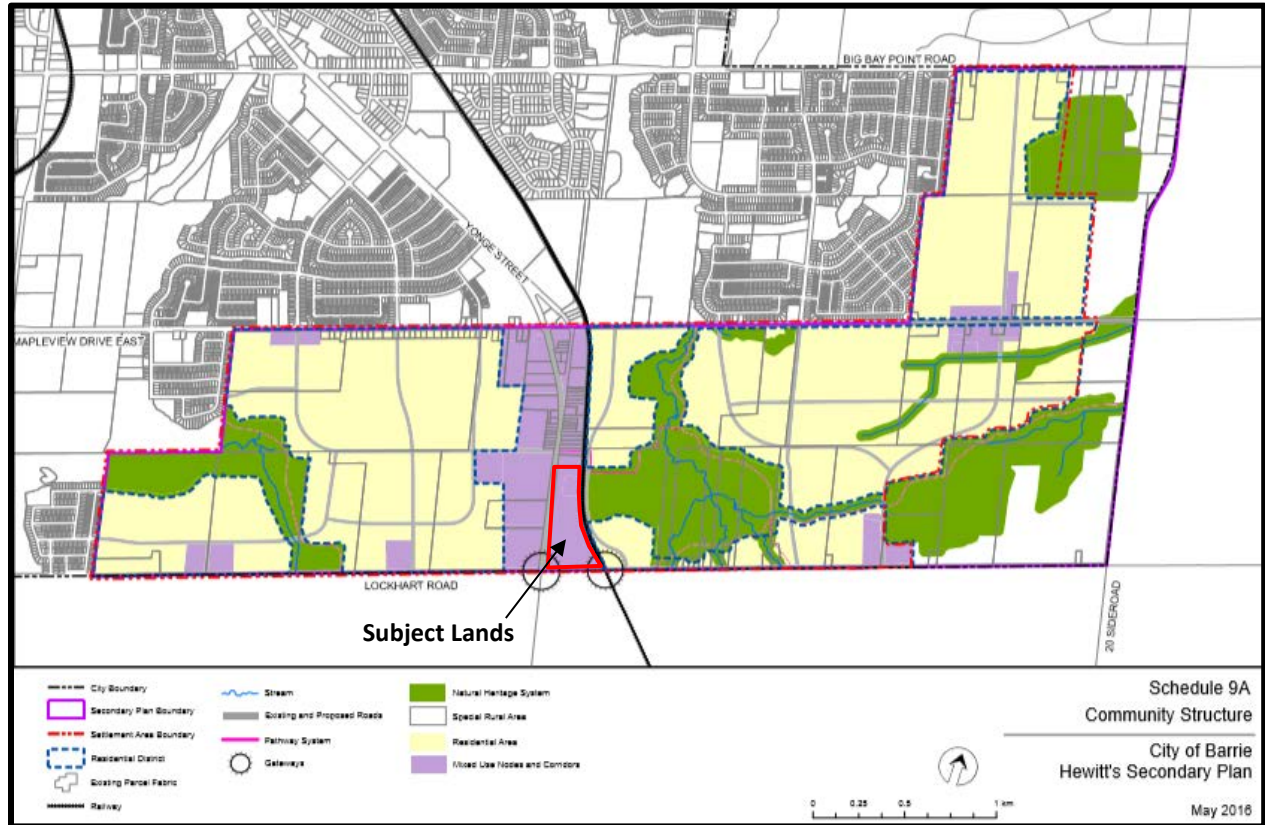


Figure 10. Hewitt's Secondary Plan Schedule 9A (OPA No. 39)



4.5.1.1 Community Vision and Structure

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

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

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

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

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

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

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

The Secondary Plan implemented this principle by identifying the core natural heritage features to be protected and the overall plan design as illustrated in the Master Plan (Appendix 9B). The subject lands do not contain any natural heritage features. Prior to applications being accepted, the Secondary Plan requires that an applicant demonstrate proposed developments conform to the Master Plan. Conformity for the proposed site was confirmed by the City in September 2019.

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

The site plan proposes high-density residential and commercial uses. The proposed Neighbourhood Mixed Use (NMU) Zoning will permit residential and commercial uses. Furthermore, there are other neighbourhood mixed use areas in the plan, in addition to the Yonge Street Mixed Use Corridor that provides opportunities for commercial development.

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

The proposed site plan was designed to create a continuous pedestrian and vehicle circulation system. Buildings have been sited along the frontage of Yonge Street and Lockhart Road and 85% of all parking spaces will be accommodated in underground structures.

A pedestrian circulation plan has been prepared in support of the site plan to demonstrate connections throughout and beyond the site (Appendix C).

The geometric design of the streets is consistent with the City’s Transportation Design Manual.

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

The Hewitt’s Secondary Plan contains locations for a recreation centre, library, elementary schools, secondary schools and a fire station. The proposed site plan does not propose any of the latter community facilities given the lands were not designated for such, however, the subject lands are east of various community sites.

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

A wide variety of housing types are proposed throughout the Secondary Plan. Specific to the subject lands, townhomes and high-density units are proposed.

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

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

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

Accompanying the submission is a Traffic Impact Study and a Pedestrian Circulation plan identifying and assessing the travel opportunities for vehicles and pedestrians.

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

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

Specific to the subject applications a Neighbourhood Meeting was held on October 29th, 2019 and a statutory Public Meeting will be hosted to collect feedback from the public and stakeholders.

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

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

4.5.1.2 Community and Sustainable Design

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

a) *Community Form*

As detailed in Section 3.3 of this Report, a Conformity Plan has been approved by the City in accordance with Section 9.4.2 c) of the Secondary Plan. In the letter dated September 25th, 2019, the Manager of Growth and Development stated that the Conformity Plan prepared for this property has been deemed to "generally conform to the schedules and policies of the Hewitt's Secondary Plan".

b) *Urban Design*

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

c) *Design and Sustainable Development Policies*

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

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

i) *Community Design*

The Plan was designed to establish a Mixed Use neighbourhood with convenient access to public transportation. The Plan consists of 60 townhouse units and nine high density residential buildings ranging in height from 3 to 12 storeys, and containing 1,158 residential units and 3,000 square metres of commercial gross floor area. The Plan is designed to be transit supportive, and pedestrian and transit oriented, with an overall density of 120 units per hectare (Policy 9.4.4.2 a).

There are several neighbourhood focal points that fall on adjacent lands. To the west, the focal points include a future high school and community centre with a public library. To the east, the focal point is a Medium/High Density Residential area. The proposed site, along with the development of lands immediately to the west will form a distinct neighbourhood along the Yonge Street Mixed Use Corridor. The Plan acknowledges the lands are adjacent to the Metrolinx railway corridor, and incorporates a 30 metre building setback and an elevated community deck containing a public trail as well as open spaces centrally located on the site (Policy 9.4.4.2 b and d). The Plan was also designed to ensure access aligns to the anticipated future local road to the west on the Crown Communities lands Policy 9.4.4.2 d).

As detailed in Section 4.2.1.3 of this Report, the proposed site plan is estimated to generate 214 people and jobs per hectare which is a transit supportive density.

ii) Cultural Heritage Conservation

An archaeological assessment has been prepared for the property that confirms there are no significant archaeological resources on the property.

iii) Streetscape Design

The site has been designed for medium/high density blocks along Yonge Street and Lockhart Road to establish a vibrant, pedestrian oriented, and attractive streetscape. A high standard of design will be achieved through landscaping, lighting and signage during the Site Plan approval process.

The proposed buildings provide visual interest by incorporating transitioning heights, and have been sited and massed towards the intersection of Yonge Street and Lockhart Road, as well as Lockhart Road and the railway corridor. In addition, the high-density buildings fronting Yonge Street include ground floor commercial uses (Policy 9.4.4.4).

iv) Parking

The Plan minimizes at grade parking areas by proposing approximately 85% of all required parking in underground parking structures. In addition, buildings along Yonge Street and Lockhart Road have been located at the street line and at grade parking is effectively screened by the proposed buildings (Policy 9.4.4.5).

v) Safe Community Design

The Plan has been designed to support the core principles of Crime Prevention through Environmental Design. The Community Area and Park are centrally located within the site and surrounded by tall residential buildings which provide clear sight lines to the open space areas (Policy 9.4.4.7).

vi) Sustainable Development

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

vii) Gateways

The southern corners of the Concept Plan have been designed in consideration of the Gateways identified in the Hewitt's Secondary Plan at Yonge Street and Lockhart Road, and Lockhart Road and the rail corridor. Design considerations included enhanced building heights and design, landscaping, pedestrian movement and an urban square. In consideration of the railway, an elevated community berm/deck is proposed, which in combination with a 30 metre building setback, will ensure the visual impact of development is minimized (Policy 9.4.4.9).

4.5.1.3 Land Use Strategy

Section 9.5 of the Hewitt's Secondary Plan contains land use strategy goals and policies associated with Mixed Use Nodes and Corridors and the Yonge Street Mixed Use Corridor.

a) Mixed Use Nodes and Corridors

In accordance with Schedule 9E of the Secondary Plan and Section 9.5.4.2 a) and f), nine medium/high density buildings and eight townhouse blocks are proposed. Retail and service commercial uses are proposed on the ground floor of all four medium/high buildings oriented along Yonge Street, which is an arterial road.

Proposed buildings range in height from 3 to 12 storeys with the tallest buildings oriented to the Yonge Street and Lockhart Road intersection, which is an identified Gateway. The townhouse units are proposed to be 3 storeys in height and compatible with the adjacent one storey single detached dwellings to the north.

In accordance with Section 9.5.4.3 d) the Floor Space Index (FSI) proposed is 1.7. The site plan has been designed for a maximum density of 120 units per net hectare.

The Plan proposes to activate Yonge Street as buildings have been located close to the street to create a strong edge and activated streetscape where retail and commercial uses can flourish and encourage pedestrian traffic, and the use of public transit. Further, parking has not been provided along any street frontage and the provision of underground parking structures has been maximized to reduce the degree of surface parking.

b) Yonge Street Mixed Use Corridor

The lands are located within the Yonge Street Mixed Use Corridor and the Plan's been designed in accordance with the policies of Section 9.5.4 as discussed above. The site plan an proposes a retail and commercial gross floor area (GFA) of 3,000 square metres and a Floor Space Index (FSI) of 1.7 as noted in Section 9.5.4. Automotive related uses are not proposed.

The Yonge Street streetscape will be designed in accordance with the Urban Design Guidelines of the Hewitt's Secondary Plan during the Site Plan Approval process.

4.5.1.4 Community Services Strategy

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

a) Transportation

The lands are not planned to contain any minor or major collector roads or local roads, however, the site plan has been designed in accordance with the Multi-Modal Transportation Master Plan and Section 9.6.3.1 of the Hewitt's Secondary Plan as illustrated below:

- 37 metre right-of-way width for Yonge Street.
- 34 metre right-of-way width for Lockhart Road (14 metre widening).
- 10 x 10 metre Daylighting Triangle at Yonge Street and Lockhart Road.

The Plan has been designed to accommodate access adjacent to the future local road on the Crown Communities lands to the west. A 14 metre road widening along the Lockhart Road frontage has been incorporated into the Plan, as well as an elevated community berm/deck in consideration of the potential grade separation identified on Lockhart Road adjacent to the Metrolinx Rail Corridor.

All streets within the site will be private.

b) Water and Wastewater Services

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

c) Stormwater Management

Stormwater management will be designed in accordance with best management practices, the LSRCA guidelines, the Subwatershed Impact Study and/or the outcome of the LSRCA design charrette.

d) Parkland

In accordance with Section 9.6.7.3, a Master Parkland Agreement was established with the Hewitt's Creek Landowners Group. Parkland dedication and cash-in-lieu had been paid in accordance with the Hewitt's Master Parkland Agreement.

4.5.1.5 Development Review & Growth Management

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

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

The SIS was approved by the City of Barrie and the Lake Simcoe Region Conservation Authority dated April 5, 2018.
2. **Area Design Plan:** As noted in Section 3.3 of this report, an Area Design Plan is not required because the Conformity Plan for these lands has been deemed to generally conform to the Master Plan in Appendix 9B of the Secondary Plan.
3. **Pedestrian Circulation Plan:** Appendix C contains the Pedestrian Circulation Plan.
4. **Delineation of the Regulatory Floodplain:** The subject lands do not contain any floodplains.
5. **Geotechnical Study:** A Geotechnical Study accompanies the application.
6. **Waste Disposal Impact Assessment:** The subject lands are not within a designated "Waste Disposal Assessment Area".
7. **Long Range Financial Plan (LRFP):** The City has prepared a LRFP and development must be consistent with this document in order to ensure there is a sustainable financing plan in place for the City. In support of the LRFP, the Hewitt's Creek Landowners Group have or will front end the costs of certain Environmental Assessments and Category 'D' projects in the City's Infrastructure Implementation Plan. On-going discussions with the City are also occurring regarding the timing of the development in the Hewitt's Secondary Plan area.
8. **Development Charges:** An updated Development Charge By-law came into effect for the Hewitt's Secondary Plan area on June 17th, 2019. A summary of applicable development fees was provided in conformity review comments, dated July 24, 2019, provided by the City of Barrie Development Charges Administrator.
9. **Master Parkland Agreement:** The City of Barrie and the Hewitt's Creek Landowners Group finalized a Master Parkland Agreement that was executed in 2018. This agreement sets out the land and cash-in-lieu obligations of the Landowners. Parkland dedication and cash-in-lieu had been paid in accordance with the Hewitt's Master Parkland Agreement.
10. **Cost Sharing Agreement:** The Hewitt's Creek Landowners Group cost sharing agreement was executed on January 31, 2018.
11. **Phasing:** The subject lands are contained within Phase 2 of the Hewitt's Secondary Plan area.
12. **Zoning Framework:** The Zoning Framework for the Salem and Hewitt's Secondary Plan areas was approved by By-law 2017-041 in June 2017.
13. **Urban Design and Sustainable Development Guidelines:** The City issued the final version of the Guidelines in April 2017.

4.5.2 Official Plan Policies

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

4.5.2.1 Staging and Phasing of Development

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

- a) *Secondary plans and phases within secondary plans are to be released for development in accordance with municipal need and demand*

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

The Hewitt's Secondary Plan contains phasing policies and a Phasing Schedule. The proposed development is located within Phase 2, and abutting existing residential dwellings.

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

The proposed site plan is located south of existing dwellings and east of lands designated and zoned for residential development to ensure a contiguous and orderly pattern of development.

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

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

If approved, the proposed development will provide a mix of housing types.

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

The subject lands are located south of existing single detached dwellings and east of lands designated and zoned for residential development within the Hewitt's Secondary Plan area.

- iii) sequential development of neighbourhood facilities;*

Neighbourhood facilities are planned on adjacent lands including an elementary school, high school, library, recreation centre and public parks.

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

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

- v) provision of schools and parks;*

Two schools are proposed west of the subject lands. The location, size, configuration, and orientation of the school sites will be reviewed by the respective City Engineering/Parks staff/School Board staff.

- vi) provision of sidewalks and access to public transit.*

Dual sidewalks will be located throughout the development on the private road and a single sidewalk will be located throughout the townhouse blocks on the private roads. Biking stalls will also be located throughout the development.

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

The primary site entrance will be aligned with the proposed collector road on the Crown Communities lands to the west and the secondary site entrance has been designed to be in the general vicinity of the conceptual entrance to the proposed library and recreation centre.

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

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

ix) adequacy of storm drainage; and,

Stormwater management will occur in off-site stormwater ponds as well as Low Impact Development facilities.

x) protection of the environment and significant natural resources.

The subject lands do not contain any natural heritage features.

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

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

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

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

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

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

4.5.2.2 Housing

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

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

Refer to Section 4.6 of this Report.

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

The proposed site contains a variety of housing types and unit sizes.

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

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

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

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

4.5.2.3 Residential Design Policies

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

The proposed development achieves the required parking standards and incorporates two private amenity areas, as well as a public trail system along the railway berm, where a 30 metre setback to the Metrolinx rail corridor is provided.

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

The proposed buildings have been planned to provide a transition in height from Lockhart Road towards the existing single detached dwellings north of the site on Yonge Street. The proposed height ranges from 3 storeys at the north end of the site to 12 storeys at the south end of the site in order to ensure the proposed development is compatible with existing built form.

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

The proposed buildings have been sited along Yonge Street and Lockhart Road. The proposed townhouse units have been planned adjacent to the existing single detached dwelling at the north end of the site. In addition, a required 30 metre setback from the Metrolinx rail corridor has been incorporated into the plan.

A Noise Impact and Vibration Study will be prepared prior to the submission of the Site Plan application.

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

The proposed development will be privately maintained to a high standard as per the requirements of site plan approval and the condominium declaration and by-laws.

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

Commercial uses are proposed at grade along Yonge Street within the high density buildings.

4.5.2.4 Residential Design Policies

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

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

b) Uses in the Residential designation require the provision of full municipal sewer and water services. Creation of residential lots on private septic systems will be discouraged and only permitted on a limited infill basis through

consent on condition that these lots shall be required to connect to full municipal services when available at the owner's expense. (Mod E (q))

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

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

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

Approximately 30% of the Hewitt's Secondary Plan is designated as natural heritage features and is proposed to be preserved and conveyed to the City of Barrie. The proposed development does not contain any natural heritage features.

4.5.2.5 Institutional

In accordance with the education facilities policies 4.5.2.5 a-f), the proposed development is located adjacent to lands that will contain a library, recreation centre, and two schools.

4.5.2.6 Urban Design Guidelines

Refer to Section 5 of this Report.

In my opinion, the current zoning by-law amendment and condominium exemption applications conform to and will implement the policies of the Hewitt's Secondary Plan.

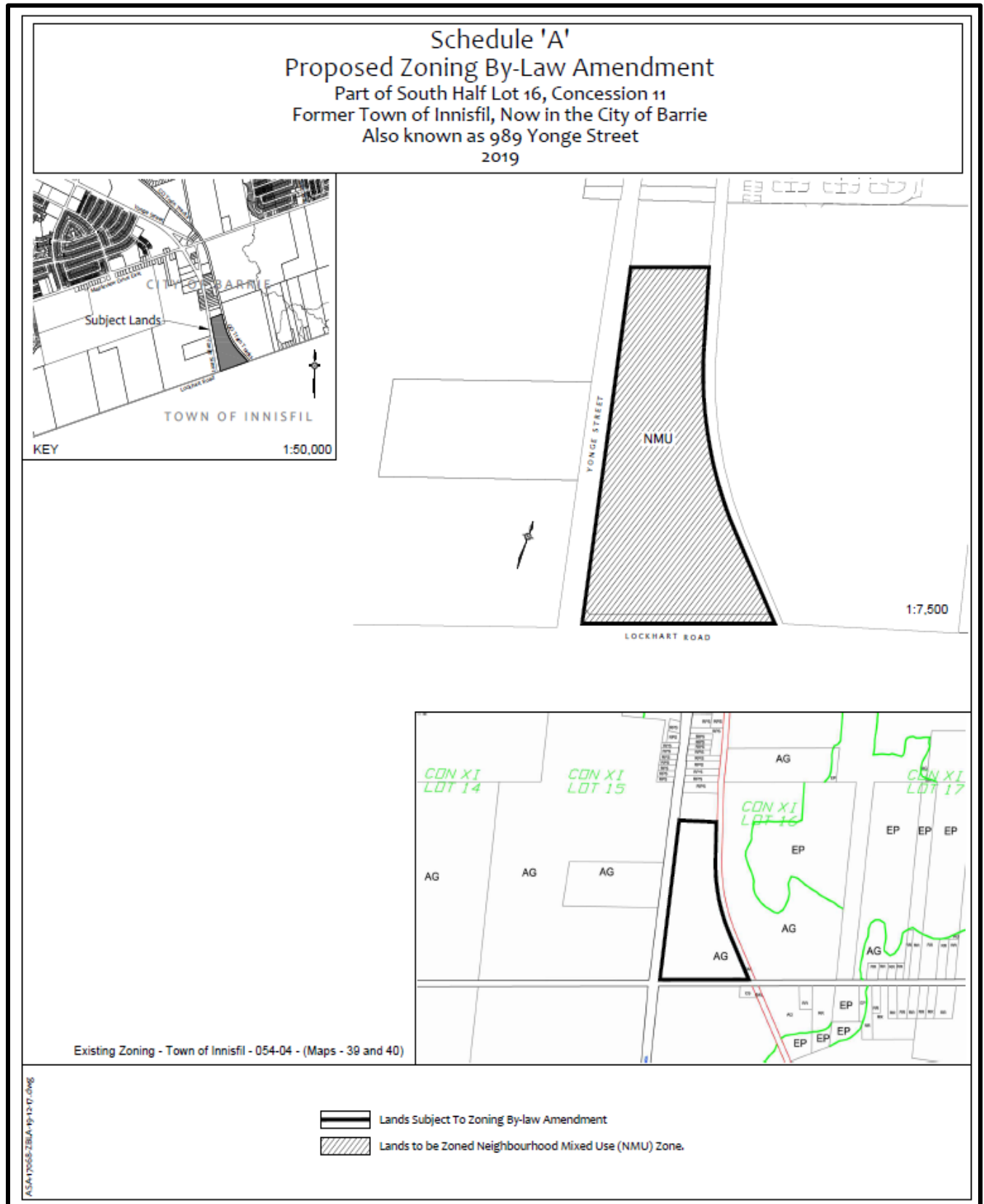
4.6 City of Barrie Zoning By-law

The subject lands are zoned Agricultural General (AG) from the Town of Innisfil Zoning By-law 054-04. Surrounding lands have also been rezoned to implement the Hewitt's Secondary Plan. The lands to the west have been rezoned to Residential (R5), Neighbourhood Mixed Use (NMU), and Institutional (I), the lands to the northeast have been rezoned to Neighbourhood Residential (R5), Neighbourhood Multiple Residential (RM3), Open Space (OS), Environmental Protection (EP), Institutional (I).

The purpose of the application for Zoning By-law Amendment is to rezone the lands to Neighbourhood Mixed Use (NMU) (**Figure 11**). The Neighbourhood Mixed Use zone will facilitate the development of 1,218 residential units and 3,000 square metres of commercial space. The proposed development complies with all provisions of the Neighbourhood Mixed Use Zone. The proposed zoning will be implemented by the Condominium Exemption and Site Plan once approval is received.

The zoning will replace the former Agricultural (AG) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) that has since been repealed by the Town by remains in effect on the lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The rezoning is required to permit the land uses and densities proposed within the Site Plan. There are no special exceptions requested by the Zoning By-law Amendment application at this time.

Figure 11: Draft Zoning By-law Amendment Schedule



5.0 URBAN DESIGN

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

5.1 General Design Guidelines

According to Section 9.4.4.1 of the Hewitt's Secondary Plan, the General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development except for policies 6.5.2.2. c) and d) iii), v) and vi).

Figure 12. Conceptual Rendering #1 – Birds eye view from Southwest corner



Figure 13. Conceptual Rendering #2 – Corner of Yonge Street and Lockhart Road



Figure 14. Conceptual Rendering #3 – Townhouse Units



a) Building and Siting

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

The street townhouse units will conform to the City's zoning framework for the Hewitt's and Salem Secondary Plan areas. The development standards in the zoning framework includes provisions to specifically enhance the massing and conceptual design of units such as limiting garage projections, garage door widths, driveway widths and tightening building setbacks (**Figure 12, 13 and 14**).

The apartments have been massed and designed to provide a transition in height from Lockhart Road toward the existing single detached dwellings on Yonge Street. In addition, building massing has been enhanced at both Gateway locations along Lockhart Road.

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

The design of the roofs will be considered at the time of future Site Plan Approval application(s).

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

Generous use of glazing for the upper storeys, transitions in building heights and step backs significantly reduce the impact of the building massing.

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

There are no cultural heritage buildings currently on the property.

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

The building entrances are well-defined and the pedestrian trails provide access to all features and amenity space. Building entrances will meet the requirements of the Ontario Building Code. The Code contains specific accessible entrance requirements for multi-unit buildings.

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

Sidewalks will be located along the internal street. Direct pedestrian access to the street form part of the site and building design. The pedestrian trails and the orientation and setback of the development promotes safety and accessibility.

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

The buildings front onto Yonge Street and Lockhart Road to provide an activated streetscape and the use of pedestrian trails, height transitions, amenity space, and landscaping will further enhance the site.

b) Parking Areas

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

The site incorporates two entrances off of Yonge Street which have been planned in consideration of the street network and entrances conceptualized on the lands to the west.

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

The required number of accessible parking spaces are proposed.

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

The proposed development limits the visual impact of parking by way of underground parking, and surface parking being located internally within the site. The surface parking is surrounding by generous landscaping and amenity space.

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

Parking stalls, snow storage, and garbage areas are located internally to the site in the rear or side of all buildings.

c) Landscaping

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

The proposed development provides approximately 60% of landscape area and planting strips will be located along buildings, parking stalls, and the pedestrian trail system and sidewalks. The site also provides two landscaped community areas.

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

This guideline applies to the commercial units proposed within the buildings on Yonge Street and will be reviewed as part of future site plan application(s).

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

Not proposed.

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

A detailed landscape plan for the boulevards will be prepared and approved by City parks staff prior to final approval of the site plan. Those plans will include the use of native vegetation and drought resistant plant materials.

d) Environmental Features

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

This is a greenfield development proposal.

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

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

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

There are no natural heritage features on the property.

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

A tree preservation plan has been prepared identifying the boundary trees that are proposed for retention. In terms of new tree planting, a condition of the draft site plan approval will be the detailed landscaping design of street tree planting.

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

A Existing Conditions and Species at Risk Report has been prepared in support of the proposed development.

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

There are no natural heritage features on the property.

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

No development or site alteration has occurred on the lands.

e) Signage

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

Signage details will accompany a future Site Plan Control submission.

f) Utilities

- i. Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize*

visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

The matter is subject to detailed design review as part of a future Site Plan Control application.

g) Energy Efficient Urban Design

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

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

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

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

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

Not applicable. No existing buildings are on the property.

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

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

5.2 Urban Design and Sustainable Development Policies

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

- a) **Planning Principles:** As outlined in Section 5.1.2.1 of this Report, the proposed development conforms to the Planning Principles in the Official Plan, and restated in Section 2.2 of the Urban Design and Sustainable Development Guidelines.
- b) **Master Plan:** The proposed development conforms to the Community Structure and Hewitt's Master Plan as confirmed by the City of Barrie in September 2019.
- c) **Community Sustainability:** The proposed development represents compact and pedestrian and transit oriented mixed-use development.
- d) **Natural Heritage & Parkland System:** The proposed development includes a trail system within the rail berm that links back to the sidewalk system. Parkland dedication and cash-in-lieu has been paid in accordance with the Hewitt's Master Parkland Agreement.
- e) **Stormwater Management:** Stormwater management will occur in off-site stormwater management ponds. Low Impact Development methods will be considered as part of the streetscape design and future site plan application(s).
- f) **Circulation and Movement:** The site has been designed to create a continuous pedestrian and vehicle circulation system and a traffic circle is proposed at the primary entrance. In addition, a sidewalk system is proposed as shown on the Pedestrian Circulation Plan (**refer to Appendix C**).
- g) **Pathways:** Pedestrian Pathways will be incorporated adjacent to the rail corridor and throughout the site.
- h) **Streetscapes:** The streetscape will be enhanced along Yonge Street and at the Gateway Nodes through the use of efficient setbacks, landscaping, glazing, and height transitions.
- i) **Boulevards – Mixed Use Nodes and Corridors:** The streetscape will be enhanced along Yonge Street which is designated as a Mixed Use Corridor.
- j) **Landscaping:** Detailed landscape designs for the boulevard street tree planting and rail corridor pathway will require approval of City Parks and Engineering staff.
- k) **Accessibility and Universal Design:** The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. In addition, the site design will be reviewed by the City of Barrie Accessibility Coordinator as part of the circulation of the application, and changes can be made to the design, if necessary, following that review.
- l) **Safe Community Design:** The site has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- m) **Gateways:** The Hewitt's Secondary Plan identifies gateway locations, two of which are identified on the subject lands along Lockhart Road. Building design in these location is an L-shape to provide strong architectural connections to the intersections of Yonge Street and Lockhart Road and Lockhart Road and the rail line.
- n) **Utilities:** A regular monthly hydro and utilities working group meeting is held with representatives of InnPower, Enbridge, the City of Barrie, and the Hewitt's and Salem Landowners Group to coordinate hydro and utility servicing.
- o) **Street Furniture – Mixed Use Nodes and Corridors:** The streetscape design along Yonge Street will be assessed in detail as part of the Site Plan approval process.
- p) **Seating:** The location of seating along any right-of-way will need to be considered as part of the detailed design approval.

- q) **Transit Shelters:** The site design will be circulated to the City's transit department who will review and identify the locations of transit shelters.
- r) **Public Art:** Public art may be considered at a later date.
- s) **Lighting:** The detailed electrical design will adhere to the requirements of the City of Barrie and InnPower, and will include dark sky compliance.
- t) **Waste Receptacles:** The City will need to decide if, and where, waste receptacles will be placed on public lands.
- u) **Public Signage:** The City will need to decide where location signage should be placed on public lands such as trail signage.
- v) **Private Signage:** The details regarding private signage in the commercial units will be determined during review of future site plan application(s).
- w) **Parking:** The Plan has been designed to minimize at grade parking areas by proposing 85% of all required parking in underground parking structures. In addition, buildings along Yonge Street and Lockhart Road have been located at the street line and at grade parking is effectively screened by the proposed buildings.
- x) **Building and Site Sustainability:** The plan provides a range of unit sizes and housing types, and the developer intends on using high quality building materials. The plan will incorporate Low Impact Development facilities and the landscape plans will be approved by the City of Barrie.
- y) **Residential Buildings:** The Townhouse units and high-density buildings will be located close to the street and the developer/builder has advised that they intend to provide for architectural variation, particularly along the front façade, which will include verandas, porches or landscaped areas.

6.0 AFFORDABLE HOUSING

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

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

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

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

Affordable units are not proposed for this specific site, however, affordable units will be located elsewhere in the Hewitt's Secondary Plan area. The proposed development provides a mix of housing types and sizes, thus will meet the needs of different family sizes and lifestyles. The smaller unit sizes will also allow for greater affordability. The approval of 1,218 residential units will increase supply and positively contribute to housing availability. The Owner expects that 10% of the units will be affordable.

7.0 CONCLUSION

The proposed development contains 1,218 residential units in nine medium and high density residential buildings and 8 townhome blocks along with 3,000 square metres of office and retail ground floor commercial space. The plan was designed around the Yonge Street corridor, the Metrolinx Corridor, and Gateway Nodes identified at Lockhart Road and Yonge Street, and Lockhart Road and the rail corridor. In addition, the plan provides a connection with lands to the west, referred to as the Crown Communities lands, and provides a road widening of Lockhart Road.

This report reviewed the land use planning merits of applications for Zoning By-law Amendment and Condominium Exemption for the lands located at 989 Yonge Street in the Hewitt's Secondary Plan area in the City of Barrie. The proposed applications are consistent with the PPS, and conform to the policies of the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan and Hewitt's Secondary Plan.

The application proposes the maximum permitted density of 120 units per hectare. The proposed development represent compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development is mixed use in nature with an emphasis placed on high quality architecture, pedestrian-oriented design with an activated Yonge Street streetscape. The compact mixed-use development will help meet the needs of future residents of the Hewitt's Secondary Plan area by providing approximately 3,000 square metres of office and retail space, being located on a planned transit route, within a 10 minute walk of the GO station, and having access to the proposed nearby recreation centre, library, and schools.

In my professional opinion, the proposed application for a Zoning By-law Amendment and Condominium Exemption represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

THE JONES CONSULTING GROUP LTD.



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

Partner

Appendix A: Conformity Plan

**Appendix B: Conformity Letter from the City of Barrie
September 25th, 2019**

September 25, 2019

File: D28-033-2019

Mr. Ray Duhamel, RPP, MCIP
The Jones Consulting Group Ltd.
229 Mapleview Drive East, Unit 1
Barrie, Ontario L4N 0W5

Dear Mr. Duhamel:

**Re: Conformity Review – Phase 2 – 989 Yonge Street (ASA Development Inc.)
Hewitt's Secondary Plan Area, Barrie, ON**

Please be advised that the Overall Site Plan (Drawing No. D1.1), dated June 14, 2019 (see Appendix A – Conformity Plan), submitted by srm Architects Inc. on behalf of ASA Development Inc. for lands within Phase 2 of the Hewitt's Secondary Plan known municipally as 989 Yonge Street, Barrie, has been deemed to generally conform to the Hewitt's Secondary Plan. Formal applications for a Zoning By-law Amendment may now be submitted to the City of Barrie.

The following plans, studies, and reports have been identified as being required as part of a complete application for a Draft Plan of Subdivision (if required) and a Zoning By-law Amendment pursuant to the *Planning Act*:

1. Proposed Draft Plan of Subdivision (if required)
2. Text and Mapping of the proposed Zoning By-law Amendment
3. Planning Justification Report including:
 - a. Affordable Housing Section
 - b. Neighbourhood Meeting Section
4. Pedestrian Circulation Plan
5. Shadow Study
6. Elevation Drawings
7. Archaeological Study
8. Functional Servicing Report
9. Stormwater Management Report including:
 - a. Phosphorus Budget
 - b. Erosion and Sediment Control Plan
 - c. Grading and Drainage Plans
 - d. Pre and Post-Development Water Balance
10. Hydrogeological Study
11. Geotechnical Study
12. Traffic Impact Study
13. Noise-Vibration Impact Analysis
14. Tree Inventory and Preservation Plan

Appendix C: Pedestrian Circulation Plan

