
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (BARRIE LOCKHART ROAD GP INC.) – 400 LOCKHART ROAD (FILE: D14-1658)

WARD: 9

PREPARED BY AND KEY CONTACT: A. GAMEIRO, BES, RPP, PLANNER, EXT. 5038

SUBMITTED BY: A. MILLER, RPP, DIRECTOR OF PLANNING AND BUILDING SERVICES

GENERAL MANAGER APPROVAL: A. MILLER, RPP, ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Jones Consulting Group Ltd., on behalf of Barrie Lockhart Road GP Inc. to rezone lands known municipally as 400 Lockhart Road, Barrie (Ward 9) from 'Agricultural General' (AG) and 'Environmental Protection' (EP) to 'Neighbourhood Residential' (R5); 'Neighbourhood Mixed-use' (NMU); 'Institutional Education - Special Provision No. XXX' (I-E)(SP-XXX); 'Open Space' (OS); and, 'Environmental Protection' (EP) be approved.
2. That the following Special Provisions be referenced for implementing Zoning By-law 2009-141 for the subject lands:
 - a) That residential uses shall be permitted in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone, in accordance with the Neighbourhood Residential (R5) zone standards; and
 - b) That a minimum of 35 percent of landscaped open space shall be provided for elementary schools in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone.
3. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the following matters raised in those submissions and identified within Staff Report PLN019-19:
 - Tree preservation along the west side of the subject lands;
 - Site grading and drainage;
 - Traffic and pedestrian safety;
 - Infrastructure and road improvements;
 - Walkability and connectivity to surrounding land uses;
 - Construction impacts;
 - Provision of public transit facilities and services;
 - Increased building height and density; and
 - Potential archaeological sites on the subject lands.

4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (PLN019-19) (File: D14-1658)

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 400 Lockhart Road, Barrie (see Appendix “A” – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 470 to 594 residential units and supporting infrastructure through a draft plan of subdivision (see Appendix “B” – Proposed Draft Plan of Subdivision). The residential unit mix includes 257 single-detached units, 138 street townhouse units, 62 to 186 mixed-use/apartment units and 13 future development lots/blocks. In terms of supporting community infrastructure, the applicant is proposing a stormwater management block, 3 village squares (parks) and a public elementary school block, along with 13.25 hectares (32.74 acres) of natural heritage system (NHS) lands. The proposed zoning by-law amendment, if approved, would implement the land use designations in the Hewitt’s Secondary Plan and facilitate the issuance of draft plan approval for a proposed plan of subdivision.
6. With the conclusion of the technical review and community consultation processes, which included a Neighbourhood Meeting on January 9th, 2019 and a Public Meeting on February 25th, 2019, Planning staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to the Growth Plan for the Greater Golden Horseshoe (2017), the City of Barrie Official Plan (2010), and the Hewitt’s Secondary Plan. As such, this application is being recommended for approval.

Site and Location

7. The subject lands are located east of Huronia Road, on the north side of Lockhart Road extending northerly toward Maplevue Drive within Phase 2 of the Hewitt’s Secondary Plan Area (see Appendix “C” – Hewitt’s Secondary Plan Area Phasing). The subject lands are irregular in shape and comprise 36.72 hectares (90.73 acres) with approximately 250 metres of frontage along Lockhart Road. The subject lands are currently vacant, actively farmed and contain forested areas in the northern and western limits of the property.



8. The existing land uses surrounding the subject property are as follows:
- North: Environmental Protection Lands (Lover's Creek Provincially Significant Wetland).
- South: Single-detached rural residential dwellings and Agricultural lands.
- East: Vacant lands which are designated for development in Phase 2 of the Hewitt's Secondary Plan, as well as Environmental Protection Lands.
- West: Existing residential subdivision and Environmental Protection Lands associated with Lover's Creek.

Existing Policy

9. The Official Plan includes the Hewitt's Secondary Plan and designates the lands as Residential Area; Neighbourhood Mixed Use Node; Natural Heritage System; School/Neighbourhood Park Area; with provision for two (2) stormwater management facilities. The subject parcels are currently zoned 'Agricultural General' (AG) and 'Environmental Protection' (EP) pursuant to Zoning By-law 054-04 (Innisfil). While the land use designations of the Official Plan permit the proposed development, the current zoning of the subject lands does not. As such, the proposed Zoning By-law Amendment application is required to implement the land use framework of the Hewitt's Secondary Plan.

Supporting Information

10. In support of the subject application, the following reports and studies were submitted. For additional information on all materials, please refer to Appendix "I" – Technical Study Descriptions.
- Subwatershed Impact Study (SIS) (RJ Burnside, September 2016)
 - Master Transportation Study (LEA Consulting Ltd., February 2017)
 - Planning Justification Report (Jones Consulting Group Ltd., October 2018)
 - Stage 1-2 Archaeological Assessment (Amick Consultants Ltd., September 2011)
 - Archaeological Clearance from Ministry of Tourism, Culture and Sport (November 2012)
 - Functional Servicing Report (SCS Consulting Group Ltd., October 2018)
 - Geotechnical Report (Peto MacCallum Consulting Engineers Ltd., May 2017)
 - Hydrogeological Study (R.J. Burnsides & Associates Limited, October 2018)
 - Natural Heritage/Species at Risk Evaluation (Azimuth Environmental Consulting Inc., September 2018)
 - Environmental Noise Feasibility Study (Valcoustics Canada Ltd., October 2018)
 - Transportation Design Manual Conformity Review (JD Engineering, October 2018)
 - Tree Inventory and Preservation Plan (Rev. 3, October 2018)

Public Engagement

11. A Neighbourhood Meeting was held on January 9th, 2019 to present the proposed development to local residents. Thirty-five (35) residents were in attendance in addition to the applicant's consultants, Planning staff and the Ward Councillor. The matters raised at the Neighbourhood Meeting related to the following:
- Tree Preservation – Wooded Area Located Along the West Side Lot Line

Concerns were expressed regarding the proposed removal of the wooded area located along the west side lot line of the subject property (see Appendix "D" – Wooded Area Aerial Photograph – West Side Lot Line). Residents requested that the wooded area be preserved, citing that the wooded area offers ecological benefits to the City and residents, provides habitat for local wildlife and assists in managing stormwater in the area. Residents were also under the impression that the wooded area was considered an environmentally protected feature and would be preserved in its entirety.

The wooded area in question is designated 'Residential Area' in the Hewitt's Secondary Plan, which permits a variety of forms and tenures of housing. The wooded area is also zoned 'Agricultural General' (AG) in Zoning By-law 054-04 (Town of Innisfil). The lands are not designated, nor zoned for environmental protection. As the wooded area is not protected and is located on private land, the property owner is permitted to remove trees provided a tree removal permit is issued by the City of Barrie. A development approval (i.e. Zoning By-law Amendment or Draft Plan of Subdivision) is not required for the removal of trees in this area.

The northern portion of the subject lands form part of the Lover's Creek Provincially Significant Wetland and is designated as a 'Natural Heritage System' area in the Hewitt's Secondary Plan, and is zoned 'Environmental Protection' (EP) in Zoning By-law 054-04 (Town of Innisfil). As such, the applicant is proposing to maintain the existing EP zoning on the northern portion of the property and dedicate the lands to the City at no cost, in accordance with the policies of the Hewitt's Secondary Plan. The environmentally protected lands make up approximately 33 percent of the overall land area of the site.

The applicant is proposing to preserve shared boundary trees along the west side lot line, in accordance with the City's Tree Preservation By-law 2014-115 (see Appendix "E" – Tree Inventory and Preservation Plan). In addition to protecting shared boundary trees, the developer is also proposing to establish a 4 metre tree protection zone from the west side lot line in an effort to preserve additional vegetation between the proposed development and adjacent residential lots located on Bartor Boulevard and Priscilla's Place (see Appendix "F" – 4 Metre Tree Protection Zone – West Side Lot Line). All efforts will be made to preserve the 4 metre buffer as a 'no touch zone' with the following exceptions: drainage and infrastructure such as rear lot catch basins and swales; minor grading to ensure no trapped drainage; pruning/tree modifications to ensure safety of future and existing homes; and, grading to the outer/eastern limit of the 'no touch zone'.

While the applicant is proposing to develop the wooded area, it is important to note that single detached residential lots with extra depth are proposed along the western limits of the subject lands. The proposed lots will be similar in area and frontage to the existing single detached residential lots located on Bartor Boulevard and Priscilla's Place. It is not uncommon to have single detached residential lots abutting one another in subdivision developments, as proposed by the subject application. Finally, the City's Engineering Services Department (Parks/Landscaping staff) and the Lake Simcoe Region Conservation Authority (LSRCA) have reviewed the subject application in detail and have not identified any concerns or objections to the development as proposed.

- **Site Grading and Drainage – West Side Lot Line**

Concerns were expressed regarding lot grading and drainage along the west side lot line of the subject lands. Specifically, residents were concerned with differences in grade between the proposed development and adjacent residential lands. Residents were also concerned that grading would increase the drainage impacts on adjacent residential lands, impact the structural integrity of existing dwellings, accessory buildings/structures, fences and retaining walls, and weaken the root systems of private trees on adjacent lots.

The City's Engineering Services Department (Development Approvals and Parks/Landscaping staff) has reviewed the subject application as it relates to drainage, grading and tree preservation, and has not identified any concerns or objections to the development as proposed.

Grading and drainage would be further reviewed and approved by the City's Engineering Services Department through the detailed design that occurs during the plan of subdivision process. The site will be required to be designed in accordance with the City's Lot Grading and Drainage Standards and Design Manual. All new developments shall be designed in order to protect properties from stormwater damage by incorporating appropriate stormwater management and lot grading practices. Specifically, the proposed grading of a site shall not interfere with, or significantly alter existing drainage patterns, and shall not increase discharge to adjacent lands, and grades are required to match the adjacent properties and/or approved lot grading. Furthermore, the applicant is not permitted to undertake grading works within the tree preservation zone, as identified on the tree preservation plan submitted in support of the subject application (see Appendix "E" – Tree Inventory and Preservation Plan).

Typical construction vibrations, particularly related to grading and site compacting, may be realized during construction. However, the expectation is that any complaint of vibration would be required to be reviewed and addressed by the developer's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standards to avoid any structural damage to surrounding buildings and structures.

During the site walk that occurred on February 15th, 2019, it was confirmed that some existing fences and accessory buildings/structures are encroaching onto the subject lands. There are also existing retaining walls in the rear yards of some of the existing residential lots located on the east side of Bartor Boulevard, north of Fenchurch Manor (1-5 Bartor Boulevard). It is important to note that the retaining walls are located within the limits of the adjacent lots and not on the property line. Further, the retaining walls are not identified on the design drawings for the existing Plan of Subdivision to the west of the subject lands. As such, the retaining walls were likely installed by individual property owners seeking to modify the grade in the rear yard of said lots. The applicant is proposing to match the grade of adjacent lots at the property line, in accordance with the City's Lot Grading and Drainage Standards and Design Manual. The proposed works will be confined to the limits of the subject lands, so as to not impact adjacent properties and associated buildings/structures.

- **Traffic and Pedestrian Safety**

Concerns were raised regarding the lack of access from the proposed Plan of Subdivision to Lockhart Road. Residents were concerned that the proposed development would result in increased traffic flow through the existing subdivision located immediately west of the subject lands, particularly on Fenchurch Manor and Thicketwood Drive.

City staff in the Roads, Parks and Fleet Department have reviewed the application and are satisfied that the proposed development is adequately serviced by local, arterial and collector roads and sidewalks/trails, which are designed in a manner that will not result in safety concerns for vehicles and/or pedestrians. Furthermore, traffic calming infrastructure will be required as a condition of the approval of the proposed Draft Plan of Subdivision, ensuring that it is incorporated through the detailed design process and constructed as part of the final subdivision.

When reviewing subdivision applications in the Hewitt's and Salem Secondary Plan Areas, staff in the Roads, Park and Fleet Department look at development at a larger scale. In this case, Fenchurch Manor is identified as a collector roadway and staff are satisfied that it can handle the anticipated traffic volumes. Limiting access points from Lockhart Road to the proposed subdivision will prevent traffic from cutting through future local roads, thus reducing risks to pedestrian safety.

City staff also want to ensure that appropriate separation distances are provided between intersections, particularly along arterial and collector roads which experience higher volumes of traffic.

Following the public meeting, the applicant amended the proposed Draft Plan of Subdivision by removing a window street, known as Street 'G', and providing a direct connection to Lockhart Road over future development lands to the south, known municipally as 386 Lockhart Road (see Appendix "B" – Proposed Draft Plan of Subdivision). The applicant has also added a note to the Draft Plan of Subdivision identifying that the main access to the subdivision, which is located immediately to the east on 460 Lockhart Road, will be constructed concurrently with the proposed development. This will ensure that proper access is provided to the subdivision in the event that the adjacent lands do not develop at the same time. The cost of constructing the main access to the proposed subdivision would be distributed between participating landowners in accordance with the Cost Sharing Agreement for the Hewitt's Secondary Plan area.

- **Infrastructure and Road Improvements – Lockhart Road**

Residents identified a need to expand and improve Lockhart Road and associated infrastructure to support future growth and development in the area. Staff in the City's Engineering Services Department (Infrastructure Planning) have confirmed that the Capital Plan identifies that improvements to Lockhart Road will occur in 2026.

- **Walkability and Connectivity to Surrounding Land Uses**

Dual sidewalks are proposed on Streets 'A', 'B' and 'H' within the proposed plan of subdivision (see Appendix "G" – Pedestrian Circulation Plan). All other streets would contain one sidewalk. A trail system is also proposed around the stormwater management block with connections to the Natural Heritage System. The streets and sidewalks within the proposed plan of subdivision will be directly connected to Lockhart Road and the existing residential subdivision to the west by way of Thicketwood Avenue and Fenchurch Manor. The proposed subdivision would also be directly connected to the adjacent lands to east when they are developed in the future.

- **Construction Impacts – Noise/Dust/Vibration/Hours of Operation/Health Impacts**

Concerns were expressed by area residents related to the construction nuisances that may be realized during site development. Staff note that construction practices will be limited to the hours of 7am to 7pm, Monday through Saturday, and will be prohibited on Sundays and statutory holidays in accordance with the City's Noise By-law 2006-140. Typical construction vibrations, particularly related to roadway compacting, may be realized during construction. However, the expectation is that any complaint of vibration would be required to be reviewed and addressed by the developer's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standards to avoid any structural damage. Further, the applicant will be required to submit an erosion control plan which will identify stockpile locations, construction access and mud mats to reduce the sprawling of dirt onto the City's right-of-way. The applicant would also be required to submit a security deposit for road cleanup through the subdivision development process.

- **Public Transit Facilities and Services**

Residents wanted assurance that the proposed development would be adequately serviced by City transit, infrastructure and services. The proposed development will be serviced by the City's existing transit system (Route 11) which services Lockhart Road and the existing residential subdivision located immediately west of the subject lands. The development will also be serviced by full water and sanitary/sewer services, as well as parks and schools.

- **Building Height and Density**

Concerns were expressed regarding increased density in the area as a result of the construction of the proposed plan of subdivision. Residents also wanted assurances that the dwellings within the proposed subdivision would not be greater in height than the dwellings in the adjacent subdivision to the west. The applicant is proposing a residential building height of 3-storeys in accordance with the zoning by-law. The proposed building height is consistent with the maximum height permitted in the residential zones in the adjacent subdivision to the west, which also permits a maximum building height of 10 metres (3-storeys). The proposed mixed-use block located in the southeast corner of the subject lands along Lockhart Road, would be the only portion of the site that would permit building heights in excess of 10 metres (12 storeys permitted). However, the mixed-use block is setback a considerable distance from the adjacent subdivision to the west. Therefore, increased building height and density on the proposed mixed-use block is not expected to impact the adjacent subdivision.

- **Archaeological Site on the Subject Lands**

Concerns were expressed by local residents regarding the presence of an archaeological site (former burial ground) on the subject lands. An Archaeological Clearance for the subject lands was issued by the Ministry of Tourism, Culture and Sport on November 26, 2012.

12. Following the neighbourhood meeting, the applicant hosted a site visit on February 15th, 2019 along with City Planning, Engineering (Development Approvals & Parks/Landscaping divisions) and Forestry Operations staff, the Ward Councillor and local residents to walk the west side lot line of the site which abuts existing single detached residential lots on Bartor Boulevard and Priscilla's Place. The purpose of the meeting was to identify shared boundary trees which are to be protected and to discuss site boundaries, drainage and grading with adjacent property owners.
13. A statutory Public Meeting was held on February 25th, 2019. A number of written and verbal comments were received in opposition to the proposed development. The concerns expressed through both the verbal and written comments reiterated those previously received at the Neighbourhood Meeting as referenced above.

Amended Draft Plan of Subdivision – Additional Access to Lockhart Road and 4 Metre Tree Preservation Zone

14. Following the Neighbourhood and Public Meetings, an addendum was received to further address the comments and concerns raised by residents with respect to the preservation of trees along the west side lot line and the provision of additional access points onto Lockhart Road.
15. The applicant amended the Draft Plan of Subdivision by eliminating a proposed window street (Street 'G') and providing a direct connection to Lockhart Road over adjacent future development lands, known municipally as 386 Lockhart Road. The applicant has also added a note to the Draft Plan of Subdivision identifying that the main access to the subdivision, which is located immediately to the east on 460 Lockhart Road, will be constructed concurrently with the proposed development. This will ensure that proper access is provided to the subdivision in the event that the adjacent lands do not develop at the same time. Should Council approve the subject application, this matter

would be addressed through the conditions of approval associated with the Draft Plan of Subdivision application. The costs associated with the construction of the main access to the proposed subdivision would be distributed between participating landowners in accordance with the Cost Sharing Agreement for the Hewitt's Secondary Plan area.

16. In addition to protecting shared boundary trees as originally proposed, the developer is also proposing to establish a 4 metre tree protection zone from the west side lot line in an effort to preserve additional vegetation between the proposed development and adjacent residential lots located on Bartor Boulevard and Priscilla's Place (see Appendix "F" – 4 Metre Tree Protection Zone – West Side Lot Line). All efforts will be made to preserve the 4 metre buffer as a 'no touch zone' with the following exceptions: drainage and infrastructure such as rear lot catch basins and swales; minor grading to ensure no trapped drainage; pruning/tree modifications to ensure safety of future and existing homes; and, grading to the outer/eastern limit of the 'no touch zone. This matter would also be addressed through conditions of approval associated with the Draft Plan of Subdivision application.

Department & Agency Comments

17. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The following comments were received:
 - a) The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied, from a watershed management and natural heritage perspective that the proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan of the Greater Golden Horseshoe, the Lake Simcoe Protection Plan, Ontario Regulation 179/06 under the *Conservation Authorities Act*, and the Natural Heritage policies of the City of Barrie Official Plan and as such, they have no objection to the approval of the subject application.
 - b) The Simcoe County District School Board (SCDSB) provided comments indicating that they had no objection to the approval of the application, subject to the City considering a site-specific zoning provision which would permit the same setback requirements for portable classrooms and the main school building, and an exemption from the minimum landscaped open space provision which requires elementary schools to provide a landscaped open space of 1 hectare, representing 41 percent of the site area. The SCDSB is seeking a site-specific provision for the setbacks for portable classrooms because the grade of the school block will pose design challenges, which will limit the developable area of the site. Additionally, the SCDSB is seeking an exemption from the minimum landscaped open space requirement for the site because the Zoning By-law also requires that 35 percent of an elementary school site consist of landscaped open space. The school board has identified that a landscaped open space target of 35 percent of the site area is more attainable than 41 percent (1 hectare). The site specific zoning provisions for the school block are discussed in greater detail in paragraphs 138 to 143 of this report.
 - c) The Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating that they had no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. Michael the Archangel Catholic Elementary School and St. Peter's Catholic High School. The SMCDSB also noted that due to the pace of development in the area, a condition of approval of the Draft Plan of Subdivision include a condition that requires the owner to include in all purchase and sale agreements, a clause advising prospective purchasers that pupils from the development may be transported to/accommodated in temporary facilities outside of the neighbourhood school's area.

- d) Based on a review of the documents submitted in support of the subject application, the City's Engineering Department provided comments indicating that the proposed development can be accommodated by the existing and anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie Master Plans and standards.
- e) Traffic staff in the Roads, Parks, and Fleet Department have reviewed the subject application and have not identified any concerns or objections to the proposed development. The detailed design of City streets and sidewalks will occur through the subsequent Draft Plan of Subdivision process.
- f) Transit Services staff in the Roads, Parks and Fleet Department have reviewed the subject applications and have not identified any concerns or objections to the proposed development. The subject lands will be serviced by the City's existing transit system. The detailed design of transit stops will occur through the subsequent Draft Plan of subdivision process.
- g) Engineering Services - Development Approvals (Parks/Landscaping staff), Building Services, Environmental Operations, Water Operations, Ministry of Transportation (MTO), Enbridge Gas, Hydro One, Bell, and Barrie Fire and Emergency Services provided comments indicating that they have no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters can be adequately addressed through the Draft Plan of Subdivision process, should Council approve the subject application.

ANALYSIS

18. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

Ontario Planning Act, R.S.O. 1990

19. Section 2 of the *Planning Act* requires that the council of a municipality shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety here: <https://www.ontario.ca/laws/statute/90p13>
20. The proposed development has regard for these matters as it is located within the settlement area of Barrie; is protecting an adjacent environmental feature and dedicating said lands to the City (Lover's Creek Provincially Significant Wetland) for protection in perpetuity; will utilize planned and available infrastructure (sewage, water, and waste management systems) and public service facilities such as parks, transit and schools; provides for a more compact style of single detached, townhouse and multi-unit residential housing; provides a more compact form of development that helps to minimize impacts to climate change than traditional low-density housing; and is designed with a pedestrian oriented built form with dual and single-sided sidewalks on all streets, trail systems and pedestrian connections to existing developments in the area.

Provincial Policy Statement (2014)

21. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
22. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- The use of land surrounded by developed or approved parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (policy 1.1.1.a.);
 - The provision of street townhouse, multi-residential (apartment) and single detached dwelling units along with second suites aids in achieving a range and mix of residential units. The proposed development also includes park facilities, an elementary school, commercial uses within a mixed-use block and access to the Natural Heritage System to meet long term needs (policy 1.1.1.b.);
 - The proposal will protect the Lover's Creek Wetland by providing a 30 metre development buffer/setback from the natural feature. The wetland and associated buffer area will be dedicated to the City through the Draft Plan of Subdivisions process to ensure its protection in perpetuity. The proposal also provides "eyes on the street" by way of street-oriented development and locating parks at key intersections. In addition, the development proposal promotes active transportation by providing a mix of dual and single sidewalks on all streets, as well as a trails network (policy 1.1.1.c.);
 - The proposal is located within the settlement area and is adjacent to lands which are designated for development. The applicant has demonstrated how the proposed road network and parcel fabric can be continued onto adjacent lands, so as to not hinder the ability to develop future subdivisions. Furthermore, the Hewitt's Secondary Plan represents a recent expansion of the Barrie settlement area boundary. The proposed subdivision will not prevent the further expansion of the settlement area boundary because such an expansion, if it were to occur, would occur on the south side of Lockhart Road (policy 1.1.1.d.);
 - The proposal includes compact development adjacent to existing and planned services and infrastructure, thereby promoting cost efficiency and minimizing the consumption of land (policy 1.1.1.e.);
 - 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. The development proposal will contain dual sidewalks on major streets (Streets 'A', 'B' and 'H') with connections to parks, schools and the mixed-use block. All other streets will contain one sidewalk. The proposed development will also be connected to the municipal sidewalk network located beyond the limits of the subject property, and will be serviced by public transit, thereby improving accessibility for persons with disabilities and the elderly (policy 1.1.1.f.);

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- Based on the comments received from the Engineering Services Department, the proposal conforms to the approved Master Plans and will be serviced by planned municipal infrastructure, and the proposed transportation system can accommodate the anticipated traffic (policy 1.1.1.g.); and,
 - The proposal provides for a 30 metre development buffer/setback from the Lover's Creek Wetland feature. The wetland feature and the associated buffer would be zoned for environmental protection and dedicated to the City of Barrie through the subsequent Draft Plan of subdivision process to ensure its protection in perpetuity. The environmentally protected lands form part of the overall Natural Heritage System (NHS) in the Hewitt's Secondary Plan area. The proposal also provides for a 4 metre tree protection zone along the west side lot line in an effort to preserve an existing wooded area on the subject lands, which is designated for residential development in the Hewitt's Secondary Plan. The proposal is promoting development and land use patterns that conserve biodiversity and consider the impacts to climate change (policy 1.1.1.h.).
23. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. This proposal is consistent with these policies as the subject lands are located within the settlement area of Barrie, will use planned and available infrastructure and will be serviced by public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with sidewalks to support active transportation.
24. Policy 1.1.3.6 identifies a requirement that new development taking place in designated growth areas should occur adjacent to the built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities. The proposal is consistent with this policy as the lands are located immediately adjacent to an existing residential subdivision as well as future development lands to the east. Sidewalks and roads within the development proposal would be connected directly to existing and future development adjacent to the subject lands, and a variety of land uses are proposed in a compact form that allows for the efficient use of land, infrastructure and public service facilities.
25. Policy 1.1.3.7 identifies a requirement for planning authorities to establish and implement phasing policies to ensure that specified targets for intensification and redevelopment are achieved prior to new development within designated growth areas and to ensure the order 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 the Hewitt's Secondary Plan Area is required to adhere to the Infrastructure Implementation Plan to ensure the timely provision of infrastructure. The proposal is consistent with this policy of the PPS as intensification and redevelopment are continuing within the existing built-up areas of the City and the proposed development is located within Phase 2 of the designated growth area (see Appendix "C" – Hewitt's Secondary Plan Phasing).
26. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposed development is consistent with this policy as it is proposing a mix of compact housing types with second suites in an area with existing low density housing, where sufficient infrastructure

and public service facilities (such as transit and schools) exist and are planned, and is designed with sidewalks and trails to support active transportation.

27. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development is consistent with this policy as parks (village squares) and the proposed school block are located along major streets and at intersections so as to increase visibility from multiple vantage points, thereby creating safe public spaces. In addition, the development provides sidewalks on all streets for easy access to proposed parks and schools, along with connections to the Natural Heritage System and surrounding neighbourhoods, thereby facilitating community connectivity and active transportation.
28. Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. This proposed development is consistent with this policy by developing in a manner that conforms to the City's approved Master Plans and anticipated infrastructure and by coordinating infrastructure with the surrounding developments. Finally, the infrastructure is planned in a financially viable manner as demonstrated through the Long-Range Financial Plan and will be available to meet current and projected needs.
29. Policy 1.6.2 identifies that the City should promote green infrastructure to complement infrastructure. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) treatment approach in order to provide stormwater quality control and reduce phosphorous levels from the site.
30. Policy 1.6.3 identifies that prior to consideration being given to developing new infrastructure and public service facilities that a) the use of existing infrastructure and public service facilities should be optimized and b) opportunities for adaptive re-use should be considered, wherever feasible. In accordance with this policy, the use of existing infrastructure was considered. While the proposed development will require the construction of new infrastructure within the limits of the site, it would be connected to existing City services and infrastructure located within the existing residential subdivision immediately west of the subject lands. Specifically, infrastructure and service connections will occur at Fenchurch Manor and Thicketwood Avenue.
31. Policy 1.6.6.2 identifies the promotion of development of areas serviced by municipal sewage and water services. The proposal is consistent with this policy as the subject lands will be serviced by municipal sewage and water services.
32. Policy 1.6.6.7 outlines the requirements for stormwater management. The requirements include minimizing or preventing increases in contaminant loads and changes in water balance and erosion, not increasing risks to human health and safety and property damage, maximizing the extent and function of vegetative and pervious surfaces, and promoting stormwater management best practices, including low impact development. This proposal is consistent with this policy as the proposed stormwater management design is generally consistent with the Subwatershed Impact Study for the Hewitt's Secondary Plan Area. The majority of the stormwater is proposed to be conveyed to the existing and proposed storm sewer system and discharged into the stormwater management pond. In the case of extreme weather events (i.e. 5 – 100 year storms), stormwater will be conveyed to the proposed stormwater management pond via overland flows through the municipal right-of-ways. The stormwater management design will also include Low Impact Development (LID) features and other quality control structures to ensure that the quality of the water entering the municipal storm sewer system will not threaten human health and safety or

- damage property. Additionally, the development is designed with areas of vegetation (grass, trees, and shrubs) which aid to minimize increases in contaminant loads, changes in water balance and erosion.
33. Policy 1.6.7.1 identifies that Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as the transportation system has been designed to be safe, energy efficient, facilitate the movement of people and goods, and is appropriate to address the needs of the Hewitt's Secondary Plan Area and beyond. This is accomplished using a modified grid system, with municipal sidewalks, that will be serviced by public transit.
 34. Policy 1.6.7.2 identifies the efficient use of planned infrastructure. As it conforms to the Multi-Modal Active Transportation Master Plan, Traffic staff in the City's Roads, Parks and Fleet Department have determined that the proposed development would be efficiently serviced by the existing and proposed road network, and is therefore considered to be consistent with this policy.
 35. Policy 1.6.7.3 identifies connectivity within and among the transportation system and modes to be maintained, and where possible, improved. The proposed development is consistent with this policy as the proposed transportation network would connect to the existing transportation system, and improve connectivity and route options.
 36. Policy 1.6.7.4 promotes land use patterns, densities, and mix of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development is consistent with this policy as the transportation network ties into the grid network, offering route options and is proposing densities and a mix of uses that are transit supportive, on a modified grid transportation network that supports active transportation through the provision of sidewalks on all streets, as well as a trail system which provides access to the Natural Heritage System.
 37. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it provides for a compact built form on a transportation network that supports active transportation, and is located along transit routes that support transit use.
 38. Policy 2.1.1 states that natural heritage features and areas should be protected for the long term. A Natural Heritage Evaluation (NHE) has been prepared in support of the subject application, confirming that no development is proposed within, and there will be no negative impacts on, any significant natural heritage feature on or abutting the subject lands. The applicant is proposing a 30 metre development buffer/setback from the Lover's Creek Provincially Significant Wetland, part of which is located on the north end of the subject lands. These environmentally sensitive lands and associated buffer area would be zoned 'Environmental Protection' (EP) and dedicated to the City of Barrie through the Draft Plan of Subdivision process, thereby ensuring their protection in perpetuity (see Appendix "B" – Draft Plan of Subdivision).
 39. Policies 2.6.1, 2.6.2, and 2.6.3 require the preservation of significant built heritage resources and significant cultural heritage landscapes and prohibits development and site alteration on or adjacent to lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. The proposed development conforms to these policies as the property is not a designated heritage property, is not a municipal heritage property, and the parcel has been assessed for, and does not include, any archaeological resources.

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40. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this Policy as it is not located within a natural hazard area.
41. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019)

42. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. A Place to Grow (2019) can be found in its entirety here: <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>.
43. Policy 1.2.1 outlines the guiding principles of A Place to Grow. They include:
- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
 - Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
 - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and,
 - Protect and enhance natural heritage, hydrologic, and landform systems, features and functions.

The proposed development conforms to these guiding principles as it is designed to support healthy and active living and meet people's needs for daily living through the provision of sidewalks on all streets and a trail system with connections to parks and the Natural Heritage System. Further, the compact built-form and density of the proposed development results in the efficient use of land and supports the use of the City's transit service. The proposal also provides a variety of housing options such as townhouses, multi-unit residential (apartment) units and single-detached homes with second suites to serve a variety of household sizes, incomes and ages. In addition, the proposal includes the dedication of environmentally protected lands to the City (part of the Lover's Creek Provincially Significant Wetland). The dedication of these lands will ensure that the wetland feature is protected in perpetuity, and will enhance the overall Natural Heritage System in the Hewitt's Secondary Plan Area.

44. Policy 2.2.7.1 requires that new development in designated Greenfield areas be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The proposed development conforms to this policy in that complete communities are supported by providing housing options and the opportunity for affordable housing through second suites, supports active transportation through the provision of sidewalks on all streets and a trail system with connections to the Natural Heritage System, and a proposed density that supports the use of public transit. The proposed development also includes parks (village squares), an elementary school and commercial uses (mixed-use block) to service existing and future residents.

45. Policy 2.2.7.2 requires that the minimum density target applicable to designated Greenfield areas in the City of Barrie shall be a minimum of 50 residents and jobs combined per hectare. Policy 9.2.8 of the Hewitt's Secondary Plan states the average density for both the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per developable hectare. The proposed development conforms to this policy as there are 470 to 594 units in a mix of housing types (townhouse units, multi-unit buildings and single-detached dwellings) proposed over 15.1 net hectares, with an overall density of 31 to 39 units per net developable hectare. The average persons per household is 3.248 for low-density residential (single and semi-detached units), 2.571 for medium density residential (townhouse units) and 1.669 for high density residential (apartments), for a total of 85 to 99 persons per net developable hectare. Additionally, employment would be generated through commercial uses on the proposed mixed-use block, as well as the public elementary school and home-based businesses which are permitted in the 'Neighbourhood Residential' (R5) zone.
46. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019).

Lake Simcoe Protection Plan (LSPP)

47. 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. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The Lake Simcoe Region Conservation Authority (LSRCA) has provided comments noting that they do not have any objections to the approval of the subject application. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP. The LSPP can be found in its entirety here: <https://www.ontario.ca/page/lake-simcoe-protection-plan>.

City of Barrie Official Plan (OP)

48. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.

General Policies

3.3 – Housing

49. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan.
50. This proposal conforms to this policy as the applicant is proposing a mix of housing types, which include single-detached units, townhouse units and apartments in multi-unit buildings in the mixed-use block. Housing types such as townhouse units and apartments are considered to be more affordable forms of housing than traditional single-detached dwelling units. The applicant has identified that second suites can be accommodated within some of the single detached units, which will further increase the availability of more affordable forms of housing and will contribute to the City's rental housing stock. The provision of second suites may be further addressed through the conditions of approval associated with the subsequent Draft Plan of Subdivision application, should

Council support the subject application. The development is proposing an overall density of 31 to 39 units per hectare, in accordance with policies 9.5.7.3 and 9.5.4.2 of the Hewitt's Secondary Plan.

51. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:

- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
- Housing unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, the developer has agreed to offer more affordable forms of housing such as small-lot singles, townhouse units and apartments, as well as second suite packages to prospective homebuyers as a means of increasing affordable options in the area by creating new second suites at the time of the initial building permit.

3.7 – Energy Conservation and Renewable Energy Systems

52. Policy 3.7.1 identifies the goals for energy conservation and renewable energy systems for the City. They include:

- Ensuring land use and development patterns support energy efficiency and improved air quality;
- Encouraging conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources;
- Promoting the use of alternative energy systems where appropriate and in accordance with the goals and policies of this Plan and in accordance with Federal and Provincial requirement; and,
- Facilitating development of renewable energy systems and to support the establishment of a green economy in accordance with the *Green Energy and Green Economy Act* (2009).

These goals have been achieved through compliance with subsequent policies within section 3.7 as detailed below.

53. Policies 3.7.2.1(a) and (c) promote a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a compact development in the form of single detached housing on smaller lots, townhouse units and apartments, within a modified grid street system to support active transportation and transit, and to support energy conservation.
54. Policies within sections 3.7.3 and 3.7.4 encourage the use of alternative and renewable energy sources within development. This proposal conforms to these policies as future owners may elect to erect solar panels or small wind turbines to allow their homes to operate using renewable energy.

Land Use Policies

4.2.2.7 Secondary Planning Areas

55. Policy 4.2.2.7(a) identifies the Hewitt's Secondary Plan as an approved secondary plan within the City of Barrie, while policy 4.2.2.7(b) identifies that new development proposed within these areas shall be in accordance with the Secondary Plan policies for the applicable Secondary Plan. Please refer to the Hewitt's Secondary Plan section (paragraphs 65 to 136) later in this report for analysis regarding the Hewitt's Secondary Plan.

Servicing and Transportation

5.1 – Servicing

56. It is a goal of this plan that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. The proposal achieves this goal as the development will be entirely serviced by municipal and other public and private utilities.

5.3 – Stormwater Management

57. It is a goal of the Official Plan to protect and enhance water quality in the area, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline design criteria. They include an integrated treatment train approach that will be used to minimize stormwater management flows and reliance on end-of-pipe controls, minimizing changes between pre-development and post-development water balance and phosphorus loading, and reducing stormwater runoff volume and pollutant loadings. The Engineering Services Department has confirmed that the proposal conforms to these policies.

5.4 – Transportation

58. It is a goal of this plan to promote healthy communities, active living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms to these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops, which provide connections to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies that pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of sidewalks along all of the proposed streets with connections to the existing municipal sidewalk network. Additionally, trails through the Natural Heritage System within the Hewitt's Secondary Plan area are being developed. Where possible, municipal sidewalks will connect with the proposed trail system.

Implementation

6.5 – Urban Design Guidelines

59. The goals and policies of the urban design guidelines of the Official Plan are intended for medium and high density forms of development. The relevant policies have been identified and their conformity has been demonstrated below.

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60. Policies 6.5.2.2(a)i) and iii) identify that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design and that large exposed blank walls should be avoided. The proposal conforms to these policies as the single detached dwellings, townhouse units and apartments are consistent with existing and future developments surrounding the subject lands and will be designed using high quality materials such as stone or brick, and will have windows facing the municipal rights-of-way. Further, corner lots would be required, as a condition of Draft Plan of Subdivision approval, to have enhanced side elevations.
61. Policy 6.5.2.2(a)v) identifies that building entrances should be well-defined and accessible to pedestrians. The proposal conforms to this policy as all residential units will have front doors facing the municipal rights-of-way.
62. Policy 6.5.2.2(a)vi) identifies that pedestrian links should be designed to promote the safety of the user. The proposal provides access to municipal sidewalks that allow pedestrians to walk throughout the neighbourhood and City beyond, conforming to this policy.
63. Policy 6.5.2.2(a)vii) identifies that corner locations should emphasize the building, not vehicles, as the dominant feature of the site. To conform to this policy, corner lots will be required to mass their buildings toward the intersection.
64. Policy 6.5.2.2g) encourages energy efficiency through a compact built form that encourages the use of transit and active transportation. The proposal conforms to this policy by providing a compact built form that supports transit use and includes sidewalk and trail connections to the municipal sidewalk system.

6.8 – Height and Density Bonusing

65. The Bonusing Policies (Section 6.8) within the Official Plan permit the negotiation of community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. With respect to the proposed development, the applicant is proposing to replace the current 'Agricultural' (AG) and 'Environmental Protection' (EP) zoning over the subject lands. The existing zoning over the subject lands was carried over from the Town of Innisfil Zoning By-law 054-04 which has since been repealed by the Town, but remains in effect on the subject lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The proposed zoning by-law amendment will implement the land use designations in the Hewitt's Secondary Plan. The proposed building heights and densities do not exceed the maximum permissions of Zoning By-law 2009-141 or the Hewitt's Secondary Plan. As such, the Bonusing Policies of the Official Plan would not apply to the proposed development.

Hewitt's Secondary Plan

66. The Hewitt's Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt's Secondary Plan Area. The Hewitt's Secondary Plan Area is comprised of five residential districts and the Yonge Street mixed use corridor. The Hewitt's Secondary Plan can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
67. Policy 9.2.4.2 identifies that the Natural Heritage System is a linked system of natural core areas which includes key natural and hydrological features or groupings of features, together with buffers and adjacent lands intended to protect the function of these features and ensure long term sustainability of the System within the urban context. The proposal conforms to this policy as a 13.25 hectare area of the subject lands would be zoned 'Environmental Protection' (EP) and dedicated to the City to ensure that the Lover's Creek Provincially Significant Wetland is protected

in perpetuity. The dedication of EP lands will enhance the overall Natural Heritage System in the Hewitt's Secondary Plan area. A 30 metre development setback/buffer area is included within the EP land dedication.

68. Policy 9.2.4.3 identifies that Mixed Use Nodes and Corridors are the most urban component of the Hewitt's Secondary Plan area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses. Mixed-use development is encouraged but development may also occur in single purpose buildings. The proposal conforms to this policy as the highest densities within the development are proposed within the mixed-use block. The future development would provide for a mix of residential and street-level commercial uses to service the existing and planned community.
69. Policy 9.2.4.4 identifies that lands designated Residential Area permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within a 5 minute walk of park facilities. The proposal conforms to this policy as the development provides for a mix of housing types (257 single, 138 townhouse and 62 to 186 apartment units) within a five minute walk of proposed parks (3 village squares) and connections to the Natural Heritage System. Additionally, this proposal will provide street and sidewalk connections to existing and proposed subdivisions adjacent to the subject lands.
70. Policy 9.2.4.6 identifies that the community will be developed based on a modified grid street system and related off-street pathway/trail system. The proposal conforms to this policy as the proposed development is based upon a modified grid pattern which contributes to the overall grid network and trail system proposed for the Hewitt's Secondary Plan Area.
71. Policy 9.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable Plan Areas combined. The proposal conforms to this policy as the development provides a density of approximately 85 to 99 persons per developable hectare. This is also not reflective of the jobs that would be generated by commercial uses in the proposed mixed-use block and the elementary school, and opportunities for home based businesses.
72. Policies 9.2.9.1 (a) and (b) identify that the target mix of housing for the Hewitt's and Salem Secondary Plan Areas combined will be 83% low and medium density ground related and 17% medium and high density non-ground related. When considering the development applications that have been draft plan approved or are under review, there are currently 4,462 residential units proposed. Of those, 928 units, or approximately 21%, are proposed to be medium and high density non-ground related, while 3,534 units or approximately 79% are low and medium density ground-related. The proposal will consist of 66 to 84 percent low and medium density ground related units, and 13 to 39 percent medium and high density non-ground related units. As a result, the proposal contributes to satisfying housing mix policies of the Official Plan.
73. Policy 9.2.9.2 identifies how the affordable and special needs housing will be supported in conformity with the provisions of Section 3.3 – Housing of the Official Plan. As noted in paragraph 51 above, the proposed development conforms to these policies.
74. Schedule 9B of the Hewitt's Secondary Plan identifies a Natural Core Area on the subject lands, which forms part of the Lover's Creek Provincially Significant Wetland. Policy 9.3.2.1 states that the Natural Core Area designation on Schedule 9B includes important natural heritage, hydrological and hydrogeological features or groupings of such features, including key natural heritage and hydrological feature, together with required buffers (30 metres for wetlands) and adjacent lands intended to protect the function of the features and ensure the long term sustainability of the Natural

Heritage System within an urban context. The proposal is consistent with this policy as the Natural Core Area and associated 30 metre buffer/development setback would be zoned 'Environmental Protection' (EP) and conveyed to the City at no cost through the Draft Plan of Subdivision process to ensure that the area is protected in perpetuity.

75. In accordance with Policy 9.3.3.1, the boundaries of the Natural Core Area on the subject lands are generally consistent with the Natural Heritage System designation on Schedule 9B of the Hewitt's Secondary Plan.
76. Policy 9.3.4 states that development or site alteration shall be prohibited in the Natural Heritage System. As noted in paragraph 67 above, the Natural Core Area on the site is being protected and will not be developed. However, the western portion of Street 'B' extends into the buffer to the Natural Core Area in order to connect to Thicketwood Avenue in the existing subdivision located immediately west of the subject lands. This matter has been reviewed by the Lake Simcoe Region Conservation Authority (LSRCA) and it was agreed that the connection would be permitted under the infrastructure provisions of the Lake Simcoe Protection Plan. City Traffic staff in the Roads, Parks and Fleet Department have also confirmed that they are satisfied with the geometry and design of Street 'B'.
77. Policy 9.3.6.1 identifies that stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, provided that the final number, size and configuration of such facilities shall be determined through required Subwatershed Impact and Functional Servicing Studies. The use of Low Impact Development features will be utilized in accordance with the outcome of the design charrette that was held on June 28, 2018 with the Lake Simcoe Region Conservation Authority (LSRCA) and the City during the Conformity Review process. The proposal is consistent with this policy as the City's Engineering Services Department and the Lake Simcoe Region Conservation Authority (LSRCA) have confirmed that the proposed stormwater management system conforms to the Subwatershed Impact and Functional Servicing studies for the Hewitt's Secondary Plan Area.
78. Policy 9.3.7 identifies that the relevant policies of the Lake Simcoe Protection Plan (LSPP) shall apply to lands in the Lake Simcoe Watershed. As noted above in paragraphs 17 and 47, the Lake Simcoe Region Conservation Authority (LSRCA) has indicated that they have no objections to the proposed zoning by-law amendment application and the proposal is deemed to conform to the LSPP.
79. Policy 9.3.8 identifies that the conveyance or dedication of Natural heritage System lands shall occur through the Draft Plan of Subdivision process, and that such land shall not be acceptable as parkland unless: the lands can be used without impact on environmental quality and function for some passive open space/recreational use; and, the City is satisfied that sufficient land has been dedicated, or cash-in-lieu provided, to satisfy the City's requirement for active parkland development. In this case, the Natural Heritage Area and associated 30 metre buffer/development setback would be zoned 'Environmental Protection' (EP) and conveyed to the City at no cost through the Draft Plan of Subdivision process to ensure that the area is protected in perpetuity. The Natural Heritage Area will not be utilized as parkland, as the proposal contains 3 public parks (village squares) which would also be conveyed to the City.
80. Policy 9.3.10 requires the protection of surface water and ground water in accordance with the applicable recommendations of the Drainage and Stormwater Management Master Plan. The Engineering Services Department has confirmed that the proposal conforms to the Drainage and Stormwater Management Master Plan.

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81. In accordance with Policy 9.4.2, the applicant submitted a Conformity Plan to demonstrate that the proposed development is generally consistent with the policies and schedules of the Hewitt's Secondary Plan. The Conformity Plan was reviewed by applicable City Departments and external agencies, and a Conformity Approval Letter was issued by the Planning and Building Services Department on September 12th, 2018.
82. Policy 9.4.4.1 identifies that the policies of Section 6.5.2.2 – General Design Guidelines of the Official Plan (with the exception of subsection 6.5.2.2(c) and (d) iii), v), and vi)) shall apply. Please see paragraphs 59 to 64 above for information on how these policies have been satisfied.
83. In reviewing the development proposal, consideration has been given to the Community Design policies in section 9.4.4.2 of the Hewitt's Secondary Plan. While Policy 9.4.4.2 applies to individual Draft Plans of Subdivision, it must also be considered in a larger context beyond the limits of the subject lands, as the policies apply at a neighbourhood scale. Policy 9.4.4.2 describes the general design of communities within the Hewitt's Secondary Plan Area. They include:
- Compact and pedestrian and transit oriented built form, with building densities and land uses designed at densities which are transit supportive [Policy 9.4.4.2(a)].
 - Distinctive characteristics, but a number of common features including a central focal point (Neighbourhood Park or elementary school), a character that is primarily residential but includes a range of uses, a range of lot sizes, building types, architectural styles, and price levels to accommodate a diverse population, and a variety of open space in accessible locations to act as 'meeting places' for residents [Policy 9.4.4.2(b) i)-iv)].
 - A hierarchy of institutional, commercial and open spaces uses established with:
 - i) Major facilities in locations which form part of or are adjacent to Mixed-use Nodes and Corridors, to allow them to serve as focal points for neighbourhoods;
 - ii) Elementary schools and neighbourhood parks, and other uses which are designed to primarily serve neighbourhoods; and,
 - iii) Village squares designed to serve sub-neighbourhoods which are generally more than a five minute walk from a neighbourhood park [Policies 9.4.4.2(c) i)-iii)].
 - Given the barriers to connectivity and accessibility, development shall be based on:
 - i) A modified grid street system generally as identified on Schedule 9D1 of the Hewitt's Secondary Plan, with an interconnected networks of streets to support transit, walking and cycling;
 - ii) A local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system; and,
 - iii) Connections will be made to other parts of the City whenever possible through street, pedestrian and bicycle links to ensure the community functions in an integrated manner [Policies 9.4.4.2(d) i), ii), and v)].
 - The Natural Heritage System is a central feature of the Planning Area and the development form should reflect this fact including:

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- i) A system of trails/pathways which are designed to require very little terrain or vegetation modification, and few, if any, buildings or structures, and which are located to maximize protection of natural features; and,
 - ii) Provision of views and accessibility, both physically and visually to the System through a range of approaches including, but not limited to, single loaded streets, crescent streets, and locating open spaces, public facilities, high-density residential and employments uses adjacent to the System [Policies 9.4.4.2(e) i)-ii)].
- Views and accessibility to public facilities, particularly recreation centres, schools and parks which will serve as meeting places for residents [Policy 9.4.4.2(f)].
 - Where new development abuts existing development, it will be designed to be generally compatible with the existing development, while maintaining options for future redevelopment [Policy 9.4.4.2(g)].
84. The proposal conforms to Policy 9.4.4.2(a) as the densities exceed the minimum density required for low and medium density residential and mixed-use development, and provides a built form that is more compact, and is transit supportive. Please refer to paragraphs 110 to 113 for more information on the proposed densities of the residential areas and mixed-use block within the proposed Draft Plan of Subdivision.
85. The proposal conforms to Policies 9.4.4.2(b) i)-iv) as a number of central focal points are proposed, including centrally located village squares and an elementary school block with dual street frontage, as well as a neighbourhood mixed-use block located at the intersection of the subdivision entrance and Lockhart Road. The proposal consists primarily of residential uses with a range of lot sizes, building types (single-detached, townhouse and apartment units) with varying price levels. Commercial uses are also proposed on the mixed-use block to service existing and future residents in the area. Additionally, three village squares (open spaces) are proposed and access will be provided to the Natural Heritage System via a trail/pathway network in accordance with the Transportation Master Plan.
86. The proposal conforms to Policy 9.4.4.2(c) as it includes three village squares and an elementary school to service existing and future residents.
87. The proposal conforms to Policies 9.4.4.2(d) i)-ii), v) as it includes a modified grid street pattern that is consistent with and connected to existing and future developments, with access to the arterial road to the south (Lockhart Road), and collector roads and local streets to the west (Fenchurch Manor and Thicketwood Avenue). The proposal is also designed to support active transportation as residential blocks are a maximum of 250 metres in length, sidewalks are proposed on all streets and connections to the Natural Heritage System are provided via trail/pathway network. Additionally, the proposal will provide direct connections to existing and future developments located immediately east and west of the subject lands.
88. The proposal conforms to Policies 9.4.4.2(e) i)-ii) as naturalized trails are proposed adjacent to the Natural Heritage System (NHS), with access to the System. A development buffer/setback of 30 metres is also proposed from the NHS, ensuring that no development harms or occurs within the Lover's Creek Provincially Significant Wetland. As noted throughout this report, the NHS lands and associated buffer will be zoned 'Environmental Protection' (EP) and dedicated to the City at no cost through the subdivision process, ensuring that the lands are protected in perpetuity. Views to the NHS are also provided from the westerly limit of street 'B', the village square (Block 298) and the single-detached residential lots located adjacent to the System.

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89. The proposal conforms to Policy 9.4.4.2(f) as the village squares and elementary school block are located in central locations, along collector streets with dual sidewalks. As such, the village square and elementary school block will be highly visible and easily accessible to local residents.
90. The proposal conforms to Policy 9.4.4.2(g) as connections are proposed to the existing subdivision located immediately west of the subject lands via Fenchurch Manor and Thicketwood Avenue. The proposed development is considered to be compatible with the existing subdivision to the west, which also consists primarily of single detached dwelling units. It is important to note that the applicant is proposing comparable single detached lots with extra depth along the west side lot line, providing consistency with and an appropriate transition to the existing subdivision to the west. Finally, the applicant has also demonstrated how the proposal will integrate with future development on lands located immediately east and south of the subject property (see Appendix "B" – Proposed Draft Plan of Subdivision).
91. Policy 9.4.4.3 identifies that cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. The proposal conforms to this policy as there are no resources of cultural significance on the subject lands, including archaeological resources (see Appendix "I" – Technical Study Descriptions).
92. Policies 9.4.4.4(b)ii) and iii) identify that sidewalks shall generally be provided on both sides of all streets with the exception of window streets and some local streets where the City is satisfied through a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of way width of 18 metres. The proposal conforms to this policy as sidewalks will be provided for throughout the development. Specifically, dual sidewalks will be provided on streets 'A', 'B' and 'H' which provide direct access to the proposed village squares, elementary school and mixed-use block. All other streets within the proposed subdivision will have at least one sidewalk (please see Appendix "G" – Proposed Pedestrian Circulation Plan).
93. Policy 9.4.4.4(b)iv) requires that the length of a residential block be generally no greater than 250 metres in length. The proposal conforms to this policy as the length of the proposed blocks do not exceed 250 metres.
94. Policy 9.4.4.4(c)i) does not permit reverse lotting unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. The proposal has been designed to avoid reverse lotting in favour of window streets and flankage lot treatments.
95. Policy 9.4.4.4(c)iii) requires that buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street and the heights of buildings should be related to street widths to create a comfortable pedestrian environment. The proposal conforms to this policy as the proposed built form is primarily low and medium density with a maximum building height of 3 storeys (10 metres). This is complementary to the 18 and 24 metre rights-of-way and will aid in creating a "sense of enclosure" to the street and a pedestrian friendly environment. Additionally, garages cannot project beyond the front wall or porch of the home, which creates a more appealing environment for pedestrians.
96. The proposed mixed-use block will permit a building height of 12-storeys, however, the block is located at the intersection of the subdivision entrance and Lockhart Road, which are both arterial and collector roads. Increased building height and density is generally encouraged to locate at intersections along arterial and collector roads where transit and municipal infrastructure is readily available. The development of the mixed-use block would be subject to a subsequent site plan control application, whereby Planning staff will ensure that the design of the block conforms to the

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- policies of the Hewitt's Secondary Plan, including but not limited to, supporting active transportation, creating a pedestrian friendly environment, adhering to a high standard of urban design, massing buildings toward the intersection, and providing an appropriate transition to the street abutting land uses.
97. Policy 9.4.4.4(c)iv) identifies that buildings located on corner lots on arterial and collector streets should be sited and massed toward the intersection. The applicant will be required to site buildings toward the intersection on corner lots and provide enhanced façade treatments. This matter will be addressed through the Draft Plan of Subdivision process. Additionally, the future development of the mixed-use block will require a subsequent site plan control application, whereby Planning staff will address building placement and massing. Specifically, future development on the mixed-use block shall be sited and massed at the intersection of Street 'A' and the subdivision entrance, and/or at the intersection of Lockhart Road and the subdivision entrance.
 98. Policy 9.4.4.4(c)v) identifies that in residential areas, garages should be designed so they are not the dominant feature in the streetscape. In particular, attached garages, generally, should not project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law. The proposal conforms as garages are not permitted to project beyond the front wall or porch of the home as per the requirements of section 14.3.3.1a) of Zoning By-law 2009-141, as amended.
 99. Policy 9.4.4.7 requires that the City work with the Barrie Police Service to promote safety and security and accessibility to all development based on the principles of Crime Prevention Through Environmental Design (CPTED). The proposal conforms as the Barrie Police Service was circulated as part of the technical review and the proposed development includes 'eyes on the street', as homes will face the street, and the village squares and elementary school are centrally located with frontage on collector streets where they will be more visible to residents.
 100. Policy 9.4.4.8(a) requires compliance with policies 3.7.1 to 3.7.4 inclusive of the Official Plan with respect to energy conservation and renewable energy systems. Please see paragraphs 52 to 54 above for details on how the proposal conforms to these policies.
 101. Policies 9.4.4.8(b) i) and ii) encourages development to be designed in a manner which promotes green building and site design, maximizes the efficient use and management of water resources including the use of Low Impact Development (LID) stormwater management practices. The proposal conforms to these policies as the design of the development is more compact and is utilizing Low Impact Development (LID) stormwater management practices.
 102. Policy 9.4.4.11 identifies that the principles of universal design will be generally applied to all public spaces and within new developments to ensure access for all individuals. The proposal conforms to this policy as all sidewalks within the proposed development will be constructed in accordance with City standards, which includes accessibility considerations.
 103. Policy 9.4.4.12 requires public facilities, including parks and schools to be designed in a manner that creates compact neighbourhoods through the joint use of buildings, open spaces and parking areas as a means to reduce land requirements. The proposal conforms to this policy as the elementary school block is located immediately adjacent to a village square block, providing future opportunities for the joint-use of both facilities.
 104. Section 9.5 of the Hewitt's Secondary Plan contains goals and policies associated with the Natural Heritage System, Mixed-use Nodes and Corridors, Residential Areas, School/Neighbourhood Park Areas and Village Squares.

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105. Policies 9.5.3.1(a)-(d) outline the goals for the Natural Heritage System within the Hewitt's Secondary Plan, and include: creating, protecting and preserving, and where appropriate, enhancing, a linked natural heritage system to ensure the long term sustainability of the system within the urban context; to work with landowners to achieve public ownership of the natural heritage system; to design the natural heritage system so that it contributes to the enhancement of air and water resources; and, to provide the opportunity for passive recreation uses, including pathways, in the natural heritage system, if such uses occur in a manner which is compatible with the long term sustainability of the system within the urban context.
106. These goals have been satisfied by this development proposal. The development limits on the proposed Draft Plan of Subdivision are generally consistent with the Land use Designations on Schedule 9C of the Hewitt's Secondary Plan, which identifies a portion of the subject lands to be part of the overall Natural Heritage System (see Appendix "H" – Hewitt's Secondary Plan Land Use). Specifically, the northern portion of the subject lands forms part of the Lover's Creek Provincially Significant Wetland. As such, the applicant is proposing to zone a 13.25 hectare block located within the northerly limits of the site as an 'Environmental Protection' (EP) area and convey it to the City at no cost through the Draft Plan of Subdivision process, ensuring that the wetland feature is protected in perpetuity. The proposal has also identified trails/pathways with connections to the natural heritage system which will provide opportunities for passive recreation. The detailed design of the trail system would occur through the Draft Plan of Subdivision process.
107. A Natural Heritage/Species at Risk Evaluation was submitted in support of the subject application and concluded that the proposed development is consistent with the Endangered Species Act and Provincial and City Planning policies; the proposed buffers adjacent to significant natural heritage features are sufficient to protect the overall form and ecological function of the Natural Heritage System; the proposed development will not result in negative direct or indirect impacts to Species at Risk; the proposed works will not result in negative impacts to the ecological function of any significant wetlands and/or woodlands, or candidate significant wildlife habitat; no seepage area, intermittent or permanent drainage features were identified within the study area and wetlands are not expected to be negatively impacted; and, Lake Simcoe Region Conservation Authority (LSRCA) approval is required prior to site alteration within regulated lands and an Ecological Offsetting Strategy should be prepared to facilitate the removal of the non-significant woodland. As noted in paragraphs 17 and 47 of this report, the LSRCA has reviewed the development proposal and has not identified any concerns or objections to the approval of the subject application.
108. Policies 9.5.4.1 (a) and (b) outline the goals for the mixed-use nodes and corridors within the Hewitt's Secondary Plan, and include creating mixed-use nodes and corridors with medium and high density residential development with institutional and commercial facilities as a focus of community and neighbourhood activity; and, creating a meeting place for residents, which is designed to be pedestrian friendly and maximize the use of public transit.
109. These goals have been satisfied, in part, by this development as the proposed mixed use block is located in the southeast corner of the subject lands at the intersection of Lockhart Road and the main collector road which will provide primary access to the subdivision. The mixed-use block also has frontage on street 'A' which is a minor collector road. Arterial and collector roads will be serviced by dual sidewalks and public transit, providing greater access to pedestrians. Introducing higher density residential developments with street-level commercial uses in the mixed-use block will support the use of public transit and active transportation, and contribute to creating a pedestrian friendly environment in the mixed-use nodes and corridors. The final built-form, density and site design of the mixed-use block would be determined through a subsequent site plan control application.

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110. Policy 9.5.4.2 outlines the permitted uses within mixed-use nodes and corridors, which includes high and medium density residential uses (stacked/back-to-back/street townhouses and apartments), senior citizen and special needs housing, and a variety of commercial and institutional uses. Policy 9.5.4.3(e) details that residential density in the mixed-use nodes and corridors shall range from a minimum of 40 units per net hectare and a maximum of 120 units per net hectare. The density proposed for the mixed-use block will range from 62 units (40 units per net hectare) and 186 units (120 units per net hectare), in accordance with the Hewitt's Secondary Plan.
111. Policies 9.5.7.1 (a) and (b) outline the goals for the residential areas within the Hewitt's Secondary Plan, and include developing a residential community with its own special character, providing for a diverse range of housing options as well as live-work opportunities and transit-supportive development patterns and densities. Goals are also to develop residential districts and neighbourhoods that have a "sense of place" created by the design of the development, including pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and village squares which are designed as "meeting" points for the immediate area.
112. These goals have been satisfied by this development. The proposal includes a number of housing options such as single detached, townhouse and apartment dwelling units, while second suites and home occupations are also permitted. The density of the development is greater than the minimum required density of 20 units per net hectare for low density development and 30 units per net hectare for medium density development, thereby supporting transit, and the modified grid pattern of streets makes transit more easily accessible. Sidewalks are being included throughout the proposed development with connections to existing and future sidewalks located beyond the limits of the subdivision. Finally, there is a mixed-use block, three village squares, an elementary school and a Natural Heritage System within the proposed development, all of which will be accessible via public sidewalks and trails/pathways.
113. Policy 9.5.7.2 outlines the permitted uses and includes low and medium density residential development in a mix of housing types. Policy 9.5.7.3(a)i) details that low density residential development is permitted at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare. Policy 9.5.7.3(a)ii) further states that the density for medium density residential development shall be no less than 30 units per net hectare and no greater than 70 units per net hectare. The proposed development has a combined density of approximately 30 units per hectare for low and medium density development (single detached and townhouse dwellings), in accordance with the Hewitt's Secondary Plan. Policy 9.5.7.3(a)iii) limits building height to a maximum of 3-storeys for low-density residential development and 6-storeys for medium density residential development. The applicant is proposing to zone the Residential Area portion of the subject lands to 'Neighbourhood Residential' (R5) which permits a maximum building height of 3-storeys.
114. Policy 9.5.7.3(b) requires that a variety of residential building types and densities be developed throughout the Residential designation in each residential district. The proposal conforms to this policy as there are a variety of residential building types within the proposed subdivision, and they include single detached and townhouse dwelling units, which aid in achieving the target of 80% low density and 20% medium density throughout the residential designation of the Hewitt's Secondary Plan.
115. Policy 9.5.9.10.1 outlines the goals for school/neighbourhood park areas throughout the Hewitt's Secondary Plan, and include locating elementary schools where required adjacent to Neighbourhood Parks to maximize the use of both facilities and create a neighbourhood hub with a range of facilities and services. Policy 9.4.10.3(b) identifies that the location, size (2.42 hectares), configuration and orientation of school blocks shall be determined in consultation with the Boards of Education. This goal and policy have been satisfied, in part, by this development. The location,

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- size (2.41 hectares), configuration, orientation and preliminary grading of the school block has been reviewed by and deemed acceptable to the Simcoe County District School Board.
116. Policy 9.5.10.3 (a) notes that the School/Neighbourhood Park area designation on Schedule 9C of the Hewitt's Secondary Plan is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites is established in conformity with the policies of the Hewitt's Secondary Plan through the development review process. The Hewitt's Master Plan identified a neighbourhood park immediately adjacent to the elementary school block. However, during the preliminary design, it was discovered that the post-development grades of the property may preclude certain programming needs of the City. Through negotiations with City's Engineering Services Department and the Hewitt's Landowners Group, it was decided that the neighbourhood park will be relocated to the future development lands to the east (460 Lockhart Road). In turn, the applicant is proposing three (3) village squares within the development, one of which is located immediately adjacent to the elementary school block.
117. The proposed area of the elementary school block (2.41 hectares) is generally consistent with Policy 9.5.10.3(b) of the Hewitt's Secondary Plan, which requires elementary school blocks to have an area of 2.42 hectares. The size, location and configuration of the school block has been reviewed by and deemed acceptable to the Simcoe County District School Board.
118. Policy 9.5.10.3(c) states that where an elementary school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 9C of the Hewitt's Secondary Plan shall be permitted. All school blocks shall be zoned to permit alternative uses permitted by the underlying land use designation, including other institutional and residential uses. The applicant is proposing a site-specific zoning provision for the elementary school block to permit residential development in accordance with the 'Neighbourhood Residential' (R5) zone standards in the event that the school block is not developed by the School Board. Through the Conformity Review process, the applicant submitted a lotting plan which demonstrated that the school block can be developed in accordance with the R5 standards.
119. Policy 9.5.11.1 outlines the goals for the Village Squares and includes: to develop village squares, which are small parkettes, to provide recreation facilities and serve as meeting points for sub-neighbourhoods which are not within a five (5) minute walk of a Neighbourhood Park, or for which access to a Neighbourhood Park is difficult because of barriers like the need to cross a major collector or arterial road. Policy 9.5.11.2 identifies the permitted uses in the Village Square designation, which includes active and passive recreation uses such as playgrounds, gazebos, seating areas, splash pads and passive nature viewing, and areas for unorganized recreational and leisure activities. In addition, Policy 9.5.11.3(c)ii) states that village squares shall be approximately 0.3 hectares in size, but shall have a maximum area of 0.5 hectares. The development proposal satisfies these goals and policies as the location, size (0.05, 0.31 and 0.54 hectares), configuration, orientation and preliminary grading of the village squares has been reviewed by the City's Engineering Services Department (Parks staff) who have confirmed acceptance of same.
120. Policy 9.6.2 indicates that the policies of Section 5.0 Servicing and Transportation are generally applicable to the Hewitt's Secondary Plan Area. Please see paragraphs 56 to 58 above for details on how the proposal conforms to these policies.
121. Policies 9.6.3.1(a)iii)-iv) detail how minor collector and local streets shall generally develop and that they should be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (MMATMP). These policies restrict the right-of-way width to a maximum of 24 metres for minor collector streets and a maximum of 20 metres for local streets. Minor collector and local streets provide direct access from individual properties, and allow for 2 vehicular travel lanes. The minor collector street width within the proposed development is 24 metres, while

- all local streets are 18 metres in width, in accordance with the City of Barrie standards. Both, the minor collector and local streets will have two lanes of vehicular traffic and have direct access from individual properties. Finally, on-street parking will be permitted. Window streets are required to meet the same parameters as local streets, but shall not exceed a maximum right-of-way width of 16 metres. A right-of-way width of 16 metres is proposed for the window street.
122. Policy 9.6.3.1(c) details the potential street widenings to existing streets as identified on Schedule 9D-2 of the Hewitt's Secondary Plan. Schedule 9D-2 identifies a maximum right-of-way width of 41 metres along Lockhart Road. However, the City's Multi-Modal Active Transportation Master Plan (MMATMP) and the Municipal Class Environmental Assessment identifies a maximum right-of-way width of only 34 metres. Through discussions with the Hewitt's Landowners Group in 2018, the City agreed to reduce the widening requirement for a portion of Lockhart Road between Huronia Road and Yonge Street to 31 metres, provided that the roadway drainage is accommodated within the development lands. As such, the applicant is required to convey an 11 metre road widening to allow for the expansion of Lockhart Road. This has been provided for and identified on the Draft Plan of Subdivision (see Appendix "B" – Proposed Draft Plan of Subdivision).
123. Policies 9.6.3.2(a) and (b) require that the City work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services and that transit facilities and services for pedestrians will be planned so that the majority of residents and employees are within a 400 metres walking distance of a transit stop. These policies have been complied with as the proposed development would be serviced by the City's existing transit system (Route 11) which services Lockhart Road and the existing residential subdivision located immediately west of the subject lands. Additionally, the City's Transit staff in the Roads, Parks and Fleet Department has been circulated as part of the technical review to ensure that transit service can be accommodated throughout the Hewitt's Secondary Plan in a timely fashion. The exact locations and details of the transit stops and routes will be finalized as part of the detailed design of the subsequent Plan of Subdivision.
124. Policy 9.6.3.3 requires that a pedestrian/bicycle system shall be developed in accordance with the provisions of Section 9.4.4.4(b) of the Hewitt's Secondary Plan. Please see paragraphs 91 and 92 above for how this has been satisfied.
125. Policy 9.6.3.5(a) requires that the provision of adequate parking and loading facilities. The proposed development is required to provide parking consistent with the zoning by-law and does not require loading facilities for the proposed single-detached and townhouse dwellings. Loading facilities associated with the mixed-use block would be addressed at the time of Site Plan Approval, should Council approve the subject application.
126. Policy 9.6.4(a) requires that all new urban development in the Hewitt's Secondary Plan area be connected to municipal water and wastewater systems. The proposed development will connect to municipal water and wastewater systems.
127. Policy 9.6.4(b) requires the City to have approved the following City-wide plans:
- Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
 - Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
 - Water Storage and Distribution Master Plan; and,
 - Water Supply Master Plan Update Class EA (Phases 1 and 2).

These studies have been completed.

128. Policy 9.6.4(c) requires the provision of water and wastewater services relate to the phasing of development as set out in Section 9.7.3.2 of the Hewitt's Secondary Plan and the Master Plans and Class EAs identified above. The proposed development is within Phase 2 of the Hewitt's Secondary Plan, conforming to policy 9.7.3.2. Additionally, the Engineering Department has confirmed that the development conforms to the above-mentioned Master Plans and Class EAs.
129. Policies 9.6.5(a) and (b) outline the requirement for development to comply with the recommendations of the Drainage and Stormwater Management Master Plan and the need to submit a Subwatershed Impact Study as part of the submission of a complete application. The proposal conforms to these policies as the Engineering Services Department has confirmed that the development conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Hewitt's Secondary Plan Area prior to the submission of a complete application (please see Appendix "I" – Technical Study Descriptions).
130. Policies 9.6.6(a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way, in conformity with policies 9.6.6(a) and (b).
131. In accordance with Policy 9.6.7.3, the City has entered into a Master Parkland Agreement with the Hewitt's Landowners Group. The agreement outlines the land and cash-in-lieu obligations for the Landowners. Specific to this subdivision, three village squares are proposed. The location, size, configuration, orientation and preliminary grading of the village squares have been reviewed by the City's Engineering Services Department (Parks staff) who have confirmed acceptance of same.
132. Policies 9.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Hewitt's Secondary Plan Area. To satisfy these policies Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review. No service has identified the need for a site within the proposed development.
133. Policy 9.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
134. Policy 9.7.2 identifies the reports and studies required as part of a complete *Planning Act* application. To be deemed complete, the applicant had to submit a Subwatershed Impact Study. A Subwatershed Impact Study was submitted and approved for the entire Hewitt's Secondary Plan Area. A description of all of the specific reports and studies submitted in support of the subject application has been provided in Appendix "I" of this report.
135. Policy 9.7.3.1 outlines the requirements prior to development and includes the following:
 - Policy 9.7.3.1(a) – Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd.

as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP);

- Policy 9.7.3.1(b) - The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under *the Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- Policy 9.7.3.1(c) - Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan;
- Policy 9.7.3.1(d) - Landowners have entered into a Master Parkland Agreement for the Hewitt's Secondary Plan Area with the City where required in accordance with the provisions of Section 9.6.7.3 of this Plan;
- Policy 9.7.3.1(e) - Landowners in the Hewitt's Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
- Policy 9.7.3.1(f) - Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

Council for the City of Barrie has an adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2014-108) in full force and effect; the applicant will be required to enter into a subdivision agreement with the City to move forward with the registration of the Draft Plan of Subdivision; a Master Parkland Agreement has been entered into for the landowners within the Hewitt's Secondary Plan Area; the landowners within the Hewitt's Secondary Plan Area have entered into a cost sharing agreement; and the Natural Heritage system lands located on the subject site will be conveyed to the City at no cost through the Plan of Subdivision process.

136. Policy 9.7.3.2(a) details how development shall proceed in four phases as designated on Schedule 9E of the Hewitt's Secondary Plan and that prior to the commencement of development in each phase, the policies of Section 9.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. In addition, commencing with Phase 2 development, 60 percent of the land which is available for development in the previous phase must be in approved draft plans of subdivision or site plans prior to development in the subsequent phase. As previously stated, the subject lands are located within Phase 2 as designated on Schedule 9E of the Hewitt's Secondary Plan (please see Appendix "C" – Hewitt's Secondary Plan Phasing). 60 percent of lands within Phase 1 of the Hewitt's Secondary Plan Area have received draft plan approval for plans of subdivision as of December 2017. Furthermore, an approved Subwatershed Impact Study exists for the entire Hewitt's Secondary Plan Area, the availability of water and wastewater have been

confirmed as per the municipal master plans, the availability of internal and external transportation infrastructure to support the development has been confirmed, and the City is satisfied that the development can be undertaken in a financially responsible manner.

137. Policy 9.7.3.2(c) requires that the City plan for the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. The proposed development is consistent with planned services, will connect to an existing residential subdivision to the west and will not be occupied prior to the availability of these same services. More specifically, policies 9.7.3.1(c)i and iv) require that stormwater management facilities be constructed and dedicated as a condition of draft approval and road infrastructure is constructed or secured to be constructed. The proposal conforms to these policies as the proposed development will contain on-site stormwater management systems and the roads shown on the Draft Plan of Subdivision (Appendix "B" – Proposed Draft Plan of Subdivision) will be dedicated to the City free of charge as part of the Draft Plan of Subdivision.

Zoning By-law 2009-141

138. The proposal seeks to amend the zoning of the subject lands to 'Neighbourhood Residential' (R5), 'Neighbourhood Mixed-use' (NMU), 'Environmental Protection' (EP), 'Open Space' and 'Institutional Education – Special Provision No. XXX' (I-E)(SP-XXX). The proposed zoning will replace the current 'Agricultural' (AG) and 'Environmental Protection' (EP) zoning over the subject lands. The existing zoning over the subject lands was carried over from the Town of Innisfil Zoning By-law 054-04 which has since been repealed by the Town, but remains in effect on the subject lands by virtue of the Barrie-Innisfil Boundary Adjustment Act. The proposed zoning by-law amendment will implement the land use designations in the Hewitt's Secondary Plan.

Site-specific Zoning Provisions

139. The applicant is seeking a site-specific zoning provision for the elementary school block, which would permit residential uses in accordance with the 'Neighbourhood Residential' (R5) zone standards in the event that the Simcoe County District School Board does not develop the lands for a new elementary school. This is consistent with Policy 9.5.10.3(c) of the Hewitt's Secondary Plan, which states that where an elementary school is not developed on all or a portion of a particular site, the uses in the underlying land use designation on Schedule 9C of the Hewitt's Secondary Plan shall be permitted. All school blocks shall be zoned to permit alternative uses permitted by the underlying land use designation, including other institutional and residential uses. The applicant has demonstrated that the school block can be developed with single detached lots and a local street, if required. Consequently, Planning staff are of the opinion that the site-specific zoning provision is consistent with the policies of the Hewitt's Secondary Plan and as such, have referenced same in the recommended motion.
140. During the preliminary design of the subdivision, it was discovered that the post-development grades of the elementary school and park block may preclude the programming needs of both the School Board and the City. As such, the Simcoe County District School Board requested that the City and the applicant consider two (2) additional site-specific zoning provisions for the elementary school block to provide some flexibility for the future design of a new school facility. The site specific provisions being requested by the School Board include:
- That school parking areas and portable classrooms shall be subject to the setback provisions of the main building in an 'Institutional Education' (I-E) zone; and,

- Section 8.3.5.2 which requires an elementary school to provide a landscaped open space of 1 hectare shall not apply to the elementary school block.
141. Section 8.3.5.1 of Zoning By-law 2009-141 requires school parking areas and portable classrooms to be setback a minimum of 20 metres from any Residential zone and shall be effectively screened from adjacent residential uses by a landscape buffer area. The general intent and purpose of requiring increased setbacks for school parking areas is to prevent impacts associated with vehicular noise, lighting, idling and emissions on adjacent residential properties.
142. Section 8.3.5.1 further states that notwithstanding the foregoing, a portable classroom may be permitted within 9 metres of a Residential zone, provided that a continuous landscape buffer area with a minimum width of 3 metres and a chain-link fence is constructed along the abutting lot line. The Zoning By-law requires a minimum side and rear yard setback of 9 metres for main buildings when a school site abuts a Residential zone. The general intent and purpose of requiring larger setbacks to residential zones is to reduce impacts on residential land uses, such as noise, frequency of contact, loss of privacy and property standards-related issues (i.e. littering).
143. Planning staff note that the Simcoe County District School Board has not yet prepared a site plan/concept plan for the proposed elementary school block. In the absence of a site plan/concept plan for the school block, it is premature to consider the requested site-specific zoning provisions for parking areas and portable classrooms, as staff have not had an opportunity to review the impact that these provisions may have on adjacent residential lots. Should the subject application be approved by Council, a subsequent Site Plan Control application would be required for the school block. Through the Site Plan Control process, City staff would review matters including, but not limited to: zoning (setbacks); urban design; building location and massing; parking; fencing and landscaping; grading; servicing; and, stormwater management. At that time, Planning staff would determine whether variations to the setback requirements of the zoning by-law are warranted and/or appropriate. The School Board may submit a future Minor Variance application to the Committee of Adjustment seeking variations from the provisions of the zoning by-law. The subsequent Site Plan Control and Minor Variance applications would be considered concurrently, ensuring that the future development of the school block is reviewed in detail by City staff and applicable external agencies. Given the absence of a site plan/concept plan, Planning staff are of the opinion that it is not appropriate to consider site-specific zoning provisions for parking areas and portable classrooms on the proposed elementary school block at this time.
144. Section 8.3.5.2 of Zoning By-law 2009-141 requires an elementary school to have a landscaped open space of 1 hectare, which represents approximately 41 percent of the total site area. Further, Section 8.3.1 of Zoning By-law 2009-141 requires that a minimum of 35 percent of a school site consist of landscaped open space. The general intent and purpose of requiring a minimum landscaped open space on school sites is to ensure that sufficient greenspace is provided as a play area for students. Given the challenges associated with the post-development grades on the school block, the School Board has requested that Section 8.3.5.2 of the Zoning By-law not apply to the school site. The School Board has advised that providing 1 hectare of landscaped open space (41 percent of the site area) is not feasible due to retaining walls that will be required on the site. The School Board has advised that a landscaped open space comprised of 35 percent of the site area is more attainable, and will provide sufficient play area for students. As such, Planning staff are of the opinion that the site-specific zoning provision maintains the general intent and purpose of the zoning by-law, and as result, has been referenced in the recommended motion.

Summary

145. Staff have reviewed the public, departmental, and agency comments received and have reviewed the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment and subsequent Draft Plan of Subdivision application. For all of the reasons stated in this report,

the development of 470 to 594 residential units with a variety of housing types, three village squares, an elementary school, mixed-use block and stormwater management facility is considered appropriate and is consistent with, and conforms to, relevant Provincial Policy, the City's Official Plan, and the Hewitt's Secondary Plan while being respectful of the existing low density residential development located immediately west of the subject lands.

ENVIRONMENTAL MATTERS

146. The environmentally sensitive lands associated with the Lover's Creek Provincially Significant Wetland and identified as part of the Natural Heritage System in the Hewitt's Secondary Plan, will be zoned 'Environmental Protection' (EP) and would be required to be conveyed to the City through the subsequent Draft Plan of Subdivision process, ensuring the protection of this feature in perpetuity.

ALTERNATIVES

147. The following alternative is available for consideration by General Committee:

Alternative #1

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current Agricultural General (AG) and Environmental Protection (EP) pursuant to Zoning By-law 054-04 (Innisfil).

This alternative is not recommended as the proposed development forms part of the lands that were annexed on January 1, 2010 with the intent to allow the City of Barrie to expand in a compact and sustainable manner. The proposed amendment is consistent with, and conforms to, both Provincial and Municipal policy.

Alternative #2

General Committee could defer the application and request that the applicant investigate the feasibility of preserving the wooded area located along the west side lot line of the subject lands, in its entirety.

This alternative is not recommended as the wooded area is designated 'Residential Area' in the Hewitt's Secondary Plan and does not form part of the Natural Heritage System that was previously established through the Secondary Plan planning process. The Policy governing the subject lands does not require the preservation of this wooded area. The applicant has also made an effort to enlarge the tree preservation zone along the west side lot line, above and beyond the protection of shared boundary trees. Finally, the applicant is protecting 13.25 hectares of the site which forms part of the Lover's Creek Provincially Significant Wetland and will dedicate said lands to the City, ensuring its protection in perpetuity.

FINANCIAL

148. Through the subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City, which requires the payment of Development Charges (DCs) and securities for site development works. Through the subdivision registration process, the City will collect approximately \$18,860,807 to \$22,007,741 in Development Charges (\$47,998 single detached units, \$35,883 townhouse units and \$25,378 average for bachelor/1-bedroom and 2+ bedroom apartment units) in accordance with current DC rates.
149. An Education Levy of \$1,759 per unit will be calculated and collected at the time of issuance of the building permit. The Education Levy amount for the proposed development is estimated to be approximately \$826,730 to \$1,044,846.

150. In accordance with the Hewitt's Master Parkland Agreement, \$337,339 was received on December 28, 2018.
151. Municipal property taxes are collected annually. The total municipal taxes collected in 2018 for the subject site was \$9,782.95. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future subdivision as building permits are not expected until late 2020 at the earliest. However, the assessed value of the future housing is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site today.
152. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
153. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

LINKAGE TO 2018-2022 STRATEGIC PLAN

154. The recommendations included in this Staff Report relate to the following goals set by Council for the 2018-2022 timeline.

Goal	Elements to Achieve Goals
Fostering a safe and healthy City	The proposal includes compact development that provides "eyes on the street" and supports active transportation.
Building strong neighbourhoods	The proposal integrates with existing and future developments and aids in creating a complete community given the variety of uses proposed on the subject lands (residential, commercial/mixed-use, parks, schools and natural heritage).
Improving the ability to get around Barrie	The compact nature of the proposed built form along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Proposed Draft Plan of Subdivision
Appendix "C" – Hewitt's Secondary Plan Phasing
Appendix "D" – Wooded Area Aerial Photograph – West Side Lot Line
Appendix "E" – Tree inventory and Preservation Plan
Appendix "F" – 4 Metre Tree Protection Zone – West Side Lot Line
Appendix "G" – Proposed Pedestrian Circulation Plan
Appendix "H" – Hewitt's Secondary Plan Land Use
Appendix "I" – Technical Study Descriptions

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 400 Lockhart Road and as shown on Schedule "A" to this By-law, from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5), Neighbourhood Mixed Use (NMU), Open Space (OS), Environmental Protection (EP) and Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) be approved.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 19-G-XXX.

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning from Agricultural General (AG) and Environmental Protection (EP) pursuant to Zoning By-law 054-04 (Innisfil) to Neighbourhood Residential (R5), Neighbourhood Mixed Use (NMU), Open Space (OS), Environmental Protection (EP) and Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** residential uses shall be permitted in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone, in accordance with the Neighbourhood Residential (R5) zone standards.
3. **THAT** a minimum of 35 percent of landscaped open space shall be provided for elementary schools in the Institutional Education – Special Provision No. XXX (I-E)(SP-XXX) zone.
4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.



5. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this date day of month, 2019.

READ a third time and finally passed this this date day of month, 2019.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

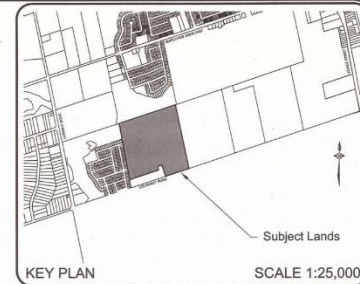
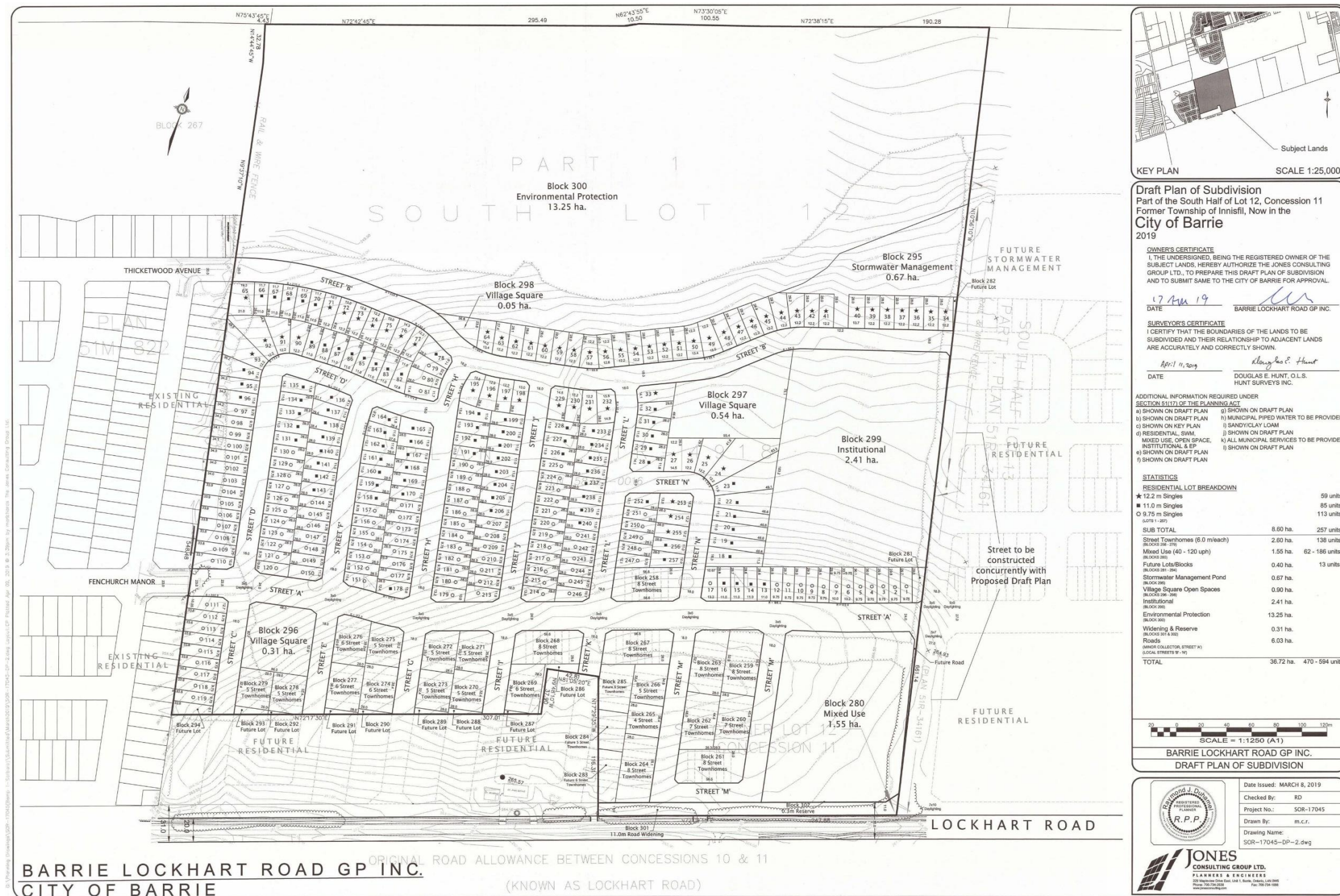
CITY CLERK – WENDY COOKE

Schedule "A" attached to By-law 2019-XXX



APPENDIX "B"

Proposed Draft Plan of Subdivision



Draft Plan of Subdivision
Part of the South Half of Lot 12, Concession 11
Former Township of Innisfil, Now in the
City of Barrie
2019

OWNER'S CERTIFICATE
I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE
SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING
GROUP LTD., TO PREPARE THIS DRAFT PLAN OF SUBDIVISION
AND TO SUBMIT SAME TO THE CITY OF BARRIE FOR APPROVAL.

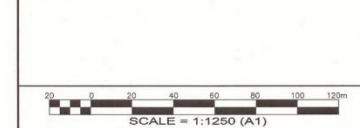
DATE: 17 May 19
BARRIE LOCKHART ROAD GP INC.

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE
SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS
ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: April 11, 2019
DOUGLAS E. HUNT, O.L.S.
HUNT SURVEYS INC.

ADDITIONAL INFORMATION REQUIRED UNDER
SECTION 51(7) OF THE PLANNING ACT
a) SHOWN ON DRAFT PLAN b) SHOWN ON DRAFT PLAN
c) SHOWN ON KEY PLAN d) SHOWN ON DRAFT PLAN
e) SHOWN ON KEY PLAN f) SHOWN ON DRAFT PLAN
g) SHOWN ON KEY PLAN h) SHOWN ON DRAFT PLAN
i) SHOWN ON KEY PLAN j) SHOWN ON DRAFT PLAN
k) SHOWN ON KEY PLAN l) SHOWN ON DRAFT PLAN
m) SHOWN ON KEY PLAN n) SHOWN ON DRAFT PLAN
o) SHOWN ON KEY PLAN p) SHOWN ON DRAFT PLAN
q) SHOWN ON KEY PLAN r) SHOWN ON DRAFT PLAN
s) SHOWN ON KEY PLAN t) SHOWN ON DRAFT PLAN
u) SHOWN ON KEY PLAN v) SHOWN ON DRAFT PLAN
w) SHOWN ON KEY PLAN x) SHOWN ON DRAFT PLAN
y) SHOWN ON KEY PLAN z) SHOWN ON DRAFT PLAN

STATISTICS		
RESIDENTIAL LOT BREAKDOWN		
★ 12.2 m Singles	59 units	
★ 11.0 m Singles	85 units	
★ 9.75 m Singles	113 units	
(LOTS 1 - 257)		
SUB TOTAL	8.60 ha.	257 units
Street Townhomes (6.0 m/each)	2.60 ha.	138 units
Mixed Use (40 - 120 uph)	1.55 ha.	62 - 186 units
Future Lots/Blocks	0.40 ha.	13 units
Stormwater Management Pond	0.67 ha.	
Village Square Open Spaces	0.90 ha.	
Institutional	2.41 ha.	
Environmental Protection	13.25 ha.	
Widening & Reserve	0.31 ha.	
Roads	6.03 ha.	
(LOCAL STREETS "A" - "M")		
TOTAL	36.72 ha.	470 - 594 units



BARRIE LOCKHART ROAD GP INC.
DRAFT PLAN OF SUBDIVISION

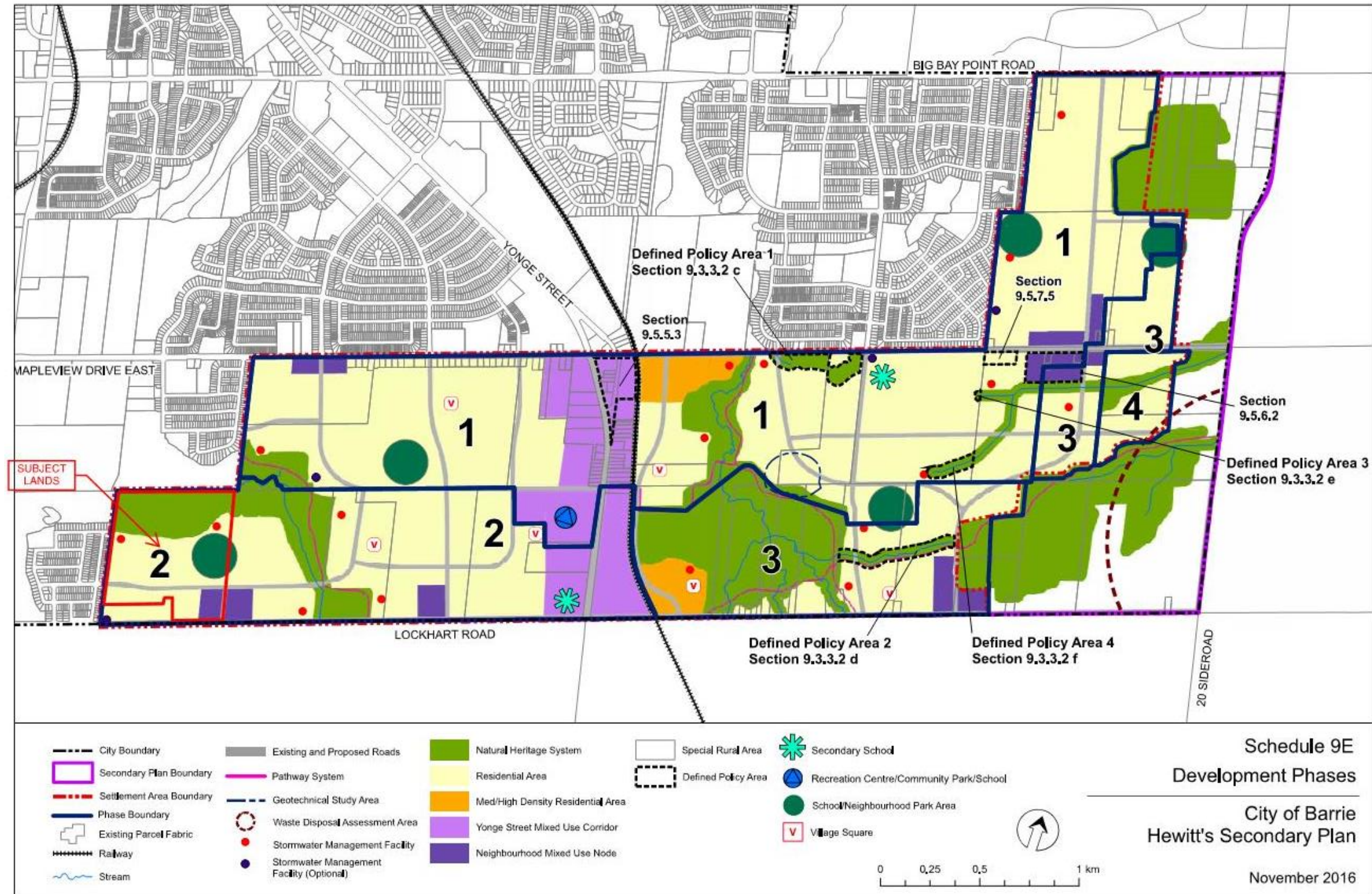
Date Issued: MARCH 8, 2019
Checked By: RD
Project No.: SOR-17045
Drawn By: m.c.r.
Drawing Name: SOR-17045-DP-2.dwg

JONES
CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
225 Highway 20 East, Unit 1, Barrie, Ontario, L4N 2G5
Phone: 709-724-2228 Fax: 709-724-1088
www.jonesgroup.com

BARRIE LOCKHART ROAD GP INC.
CITY OF BARRIE
ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 10 & 11
(KNOWN AS LOCKHART ROAD)

APPENDIX "C"

Hewitt's Secondary Plan Phasing



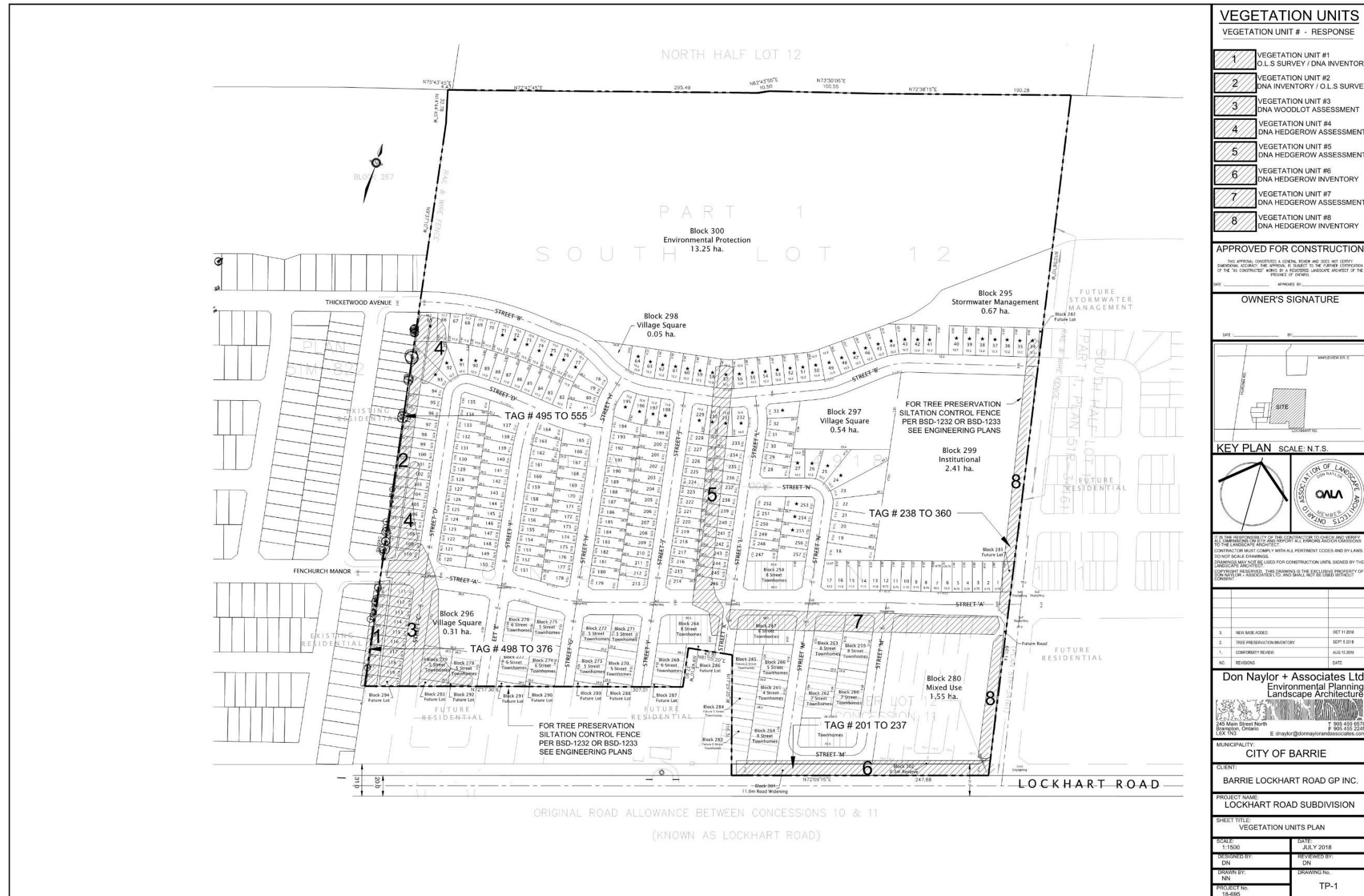
APPENDIX "D"

Wooded Area Aerial Photograph – West Side Lot Line



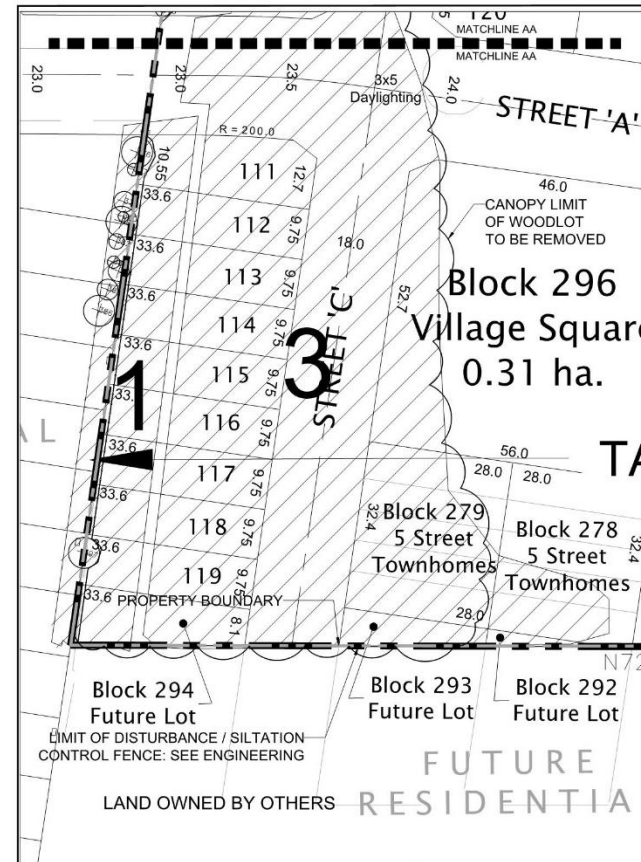
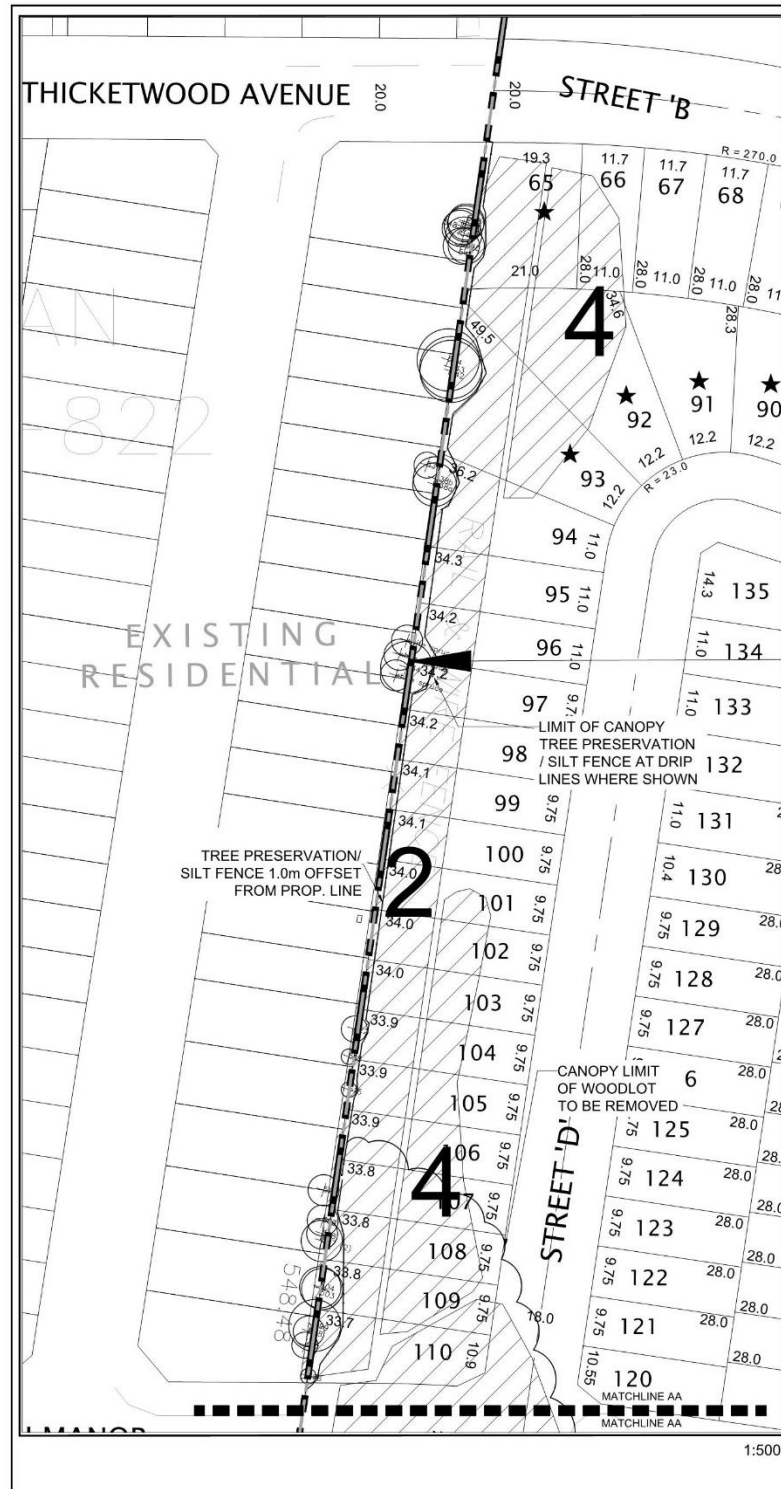
APPENDIX "E"

Tree Inventory and Preservation Plan



APPENDIX "E"

Tree Inventory and Preservation Plan – West Side Lot Line (Enlarged View)



VEGETATION UNIT 3, 5, AND 7 WOODLOT INVENTORY

SEE TP-1 FOR LOCATION

UNIT	DESCRIPTION	STATUS	SITE RESPONSE
3	MIXED DECIDUOUS WOODLOT	GRADING	REMOVE
5	MIXED DECIDUOUS HEDGE ROW	GRADING	REMOVE
7	MIXED DECIDUOUS "SCRUB" HEDGE ROW	GRADING	REMOVE

Lockhart Rd. Subdivision-Tree Inventory by Don Naylor and Associates Ltd. July 11, 2016. See TP-1 Plan

ITEM	TAG #	COMMON NAME	BOTANICAL NAME	DBH (mm)	HEALTH (H/F/P)	DRYLINE (m)	STATUS / RECOMMENDATION	SITE RESPONSE
1	200	Deciduous	Tilia americana	42	G	2.0	with 5 columns between 50 columns	Preserve
2	212	Super Maple	Acer saccharum	19	G	1.2		Preserve
3	215	Super Maple	Acer saccharum	36	G	2.5		Preserve
4	219	Super Maple	Acer saccharum	26	G	2.0		Preserve
5	263	Deciduous	Tilia americana	51	F	1.0	Leaving branch space. From first primary limb	Preserve
6	267	Super Maple	Acer saccharum	36	G	3.0		Preserve
7	262	Super Maple	Acer saccharum	16.5	G	1.5		Preserve
8	263	Super Maple	Acer saccharum	17	G	1.2		Preserve
9	264	Super Maple	Acer saccharum	24	G	2.0		Preserve
10	264	Super Maple	Acer saccharum	14	G	2.0		Preserve
11	268	Deciduous	Tilia americana	36	G,F	2.0	Weak. Numerous cracks. High structural value	Preserve
12	268	Deciduous	Tilia americana	31	G	3.0		Preserve
13	267	Deciduous	Prunus virginiana	21	G	2.0		Remove
14	268	Deciduous	Tilia americana	43	F	3.0	Spaced prior crown form	Remove
15	268	Super Maple	Acer saccharum	26	G	3.5		Remove
16	268	Super Maple	Acer saccharum	26	G	4.0		Remove
17	262	Super Maple	Acer saccharum	40	G	4.0		Remove
18	262	Super Maple	Acer saccharum	38	G	4.0		Remove
19	262	Super Maple	Acer saccharum	38	G	4.0		Remove
20	264	Super Maple	Acer saccharum	40	G	3.8		Remove
21	268	Super Maple	Acer saccharum	27	G	2.0		Remove
22	268	Super Maple	Acer saccharum	48	G	6.0		Remove
23	267	Super Maple	Acer saccharum	50	F	3.0	Recommended pruning 1st & 2nd primary branches	on prep for
24	268	Super Maple	Acer saccharum	32	G	2.5		Remove
25	400	Super Maple	Acer saccharum	34	G	4.0		Remove
26	470	Super Maple	Acer saccharum	34.5	G	4.0		Remove
27	471	Super Maple	Acer saccharum	40	F	3.0	Inside property line	Remove
28	471	Super Maple	Acer saccharum	40	F	3.0	Inside property line	Remove
29	472	Super Maple	Acer saccharum	36	G	3.0		Remove

ITEM	TAG #	COMMON NAME	BOTANICAL NAME	DBH (mm)	HEALTH (H/F/P)	DRYLINE (m)	STATUS / RECOMMENDATION	SITE RESPONSE
29	472	Super Maple	Acer saccharum	22	G	3.0		Remove
30	474	Super Maple	Acer saccharum	30	G	3.0		Remove
31	475	Super Maple	Acer saccharum	26	F	2.5	From dead wood	Remove
32	476	Super Maple	Acer saccharum	32.5	G	2.5		Remove
33	477	Super Maple	Acer saccharum	30	G	2.5	For light	Remove
34	478	Super Maple	Acer saccharum	28	G	3.0		Remove
35	479	Super Maple	Acer saccharum	30	G	3.0		Remove
36	480	Super Maple	Acer saccharum	34	F	2.5	possible lightning strike	Remove
37	481	Super Maple	Acer saccharum	41	G	3.0		Remove
38	482	Super Maple	Acer saccharum	23	G	3.0		Remove
39	483	Super Maple	Acer saccharum	20.5	G	3.0		Remove
40	484	Super Maple	Acer saccharum	20.5	G	3.0		Remove
41	485	Super Maple	Acer saccharum	17	G	3.0		Remove
42	486	Super Maple	Acer saccharum	18	G	3.0		Remove
43	487	Super Maple	Acer saccharum	16	G	3.0		Remove
44	488	Super Maple	Acer saccharum	14	G	3.0		Remove
45	489	Super Maple	Acer saccharum	16	G	3.0		Remove
46	490	Super Maple	Acer saccharum	16	G	3.0		Remove
47	491	Super Maple	Acer saccharum	16	G	3.0		Remove
48	492	Super Maple	Acer saccharum	16	G	3.0		Remove
49	493	Super Maple	Acer saccharum	16	G	3.0		Remove
50	494	Super Maple	Acer saccharum	16	G	3.0		Remove

ITEM	TAG #	COMMON NAME	BOTANICAL NAME	DBH (mm)	HEALTH (H/F/P)	DRYLINE (m)	STATUS / RECOMMENDATION	SITE RESPONSE
50	495	Super Maple	Acer saccharum	44	G	4.0		Preserve
51	496	Super Maple	Acer saccharum	21.5	G	1.5		Preserve
52	497	Super Maple	Acer saccharum	21.5	G	1.5		Preserve
53	498	Black Cherry	Prunus serotina	21.5	G	3.0		Preserve
54	499	Black Cherry	Prunus serotina	15-40	G	6.0	CLUMP	Preserve
55	500	Black Cherry	Prunus serotina	20	G	3.0		Remove

ITEM	TAG #	COMMON NAME	BOTANICAL NAME	DBH (mm)	HEALTH (H/F/P)	DRYLINE (m)	STATUS / RECOMMENDATION	SITE RESPONSE
56	501	Super Maple	Acer saccharum	20.15	G	4.0	2-STEM	Remove
57	502	Super Maple	Acer saccharum	18	G	4.0		Remove
58	503	Super Maple	Acer saccharum	25	G	4.0		Preserve
59	504	Super Maple	Acer saccharum	25.5	G	4.0		Preserve
60	505	Super Maple	Acer saccharum	42	G	4.0	2-STEM	Remove
61	506	Super Maple	Acer saccharum	19.30	G	4.0	5-STEM	Remove
62	507	Super Maple	Acer saccharum	12.05	G	3.0	2-STEM	Preserve
63	508	Super Maple	Acer saccharum	17	G	3.0		Preserve
64	509	Super Maple	Acer saccharum	39.5	F	3.0	Potential Hazard Needs pruning / disease	Preserve
65	510	Super Maple	Acer saccharum	26	G	3.0		Remove
66	511	Super Maple	Acer saccharum	10.12.34.1	G	3.0	3-STEM	Remove
67	512	Super Maple	Acer saccharum	27	F	3.0	No Trunk	Remove
68	513	Super Maple	Acer saccharum	25	DEAD			Remove
69	514	Super Maple	Acer saccharum	18	G	3.0		Remove
70	515	Super Maple	Acer saccharum	16	G	3.0		Remove
71	516	Super Maple	Acer saccharum	21.5	P	1.5		Remove
72	517	Super Maple	Acer saccharum	16	G	3.0		Remove
73	518	Super Maple	Acer saccharum	22	G	1.5		Preserve
74	519	Super Maple	Acer saccharum	19.5	G	2.5		Preserve
75	520	Super Maple	Acer saccharum	40.5	DEAD		DEAD HAZARD	Remove
76	521	Super Maple	Acer saccharum	17	F	2.5		Remove
77	522	Super Maple	Acer saccharum	19.10.10.10	G	2.5	4-CLUMP	Preserve
78	523	Super Maple	Acer saccharum	19.0.1.5	G,F	2.5	2-STEM	Remove
79	524	Super Maple	Acer saccharum	24	G	2.0		Remove
80	525	Super Maple	Acer saccharum	26	G	3.0		Remove
81	526	Super Maple	Acer saccharum	49.20	G	4.2	2-STEM	Remove
82	527	Super Maple	Acer saccharum	16	G	3.0		Remove
83	528	Super Maple	Acer saccharum	26	G,F	3.0		Remove
84	529	Super Maple	Acer saccharum	26	G	2.5		Remove
85	530	Super Maple	Acer saccharum	28	G,F	3.0	HAZARD	Remove
86	531	Super Maple	Acer saccharum	19.5	F	4.0	HAZARD	Remove
87	532	Super Maple	Acer saccharum	14	G	1.5		Remove
88	533	Super Maple	Acer saccharum	12	G	1.5		Remove

ITEM	TAG #	COMMON NAME	BOTANICAL NAME	DBH (mm)	HEALTH (H/F/P)	DRYLINE (m)	STATUS / RECOMMENDATION	SITE RESPONSE
89	534	Super Maple	Acer saccharum	68	G	5.0	DEAD HEALTHY BRANCHES OFF TOP OF TRUNK	Preserve
90	535	Super Maple	Acer saccharum	17	G	1.5		Remove
91	536	Super Maple	Acer saccharum	17.5	G	2.5		Remove
92	537	Super Maple	Acer saccharum	27	G	2.5		Remove
93	538	Super Maple	Acer saccharum	29	G	4.2		Preserve
94	539	Super Maple	Acer saccharum	48	G	4.2		Preserve
95	540	Super Maple	Acer saccharum	50/55/55	G	2.5	2-STEM	Preserve
96	541	Super Maple	Acer saccharum	25	G	2.5		Preserve
97	542	Super Maple	Acer saccharum	40	DEAD		DEAD	Remove
98	543	Super Maple	Acer saccharum	48	G	6.0	ON PRIVATE PROPERTY TO BE PRESERVED	Preserve
99	544	Super Maple	Acer saccharum	44.5	G	6.0	ON PRIVATE PROPERTY TO BE PRESERVED	Preserve
100	545	Super Maple	Acer saccharum	70.0	G	6.0	ON PRIVATE PROPERTY TO BE PRESERVED	Preserve
101	546	Super Maple	Acer saccharum	26	G	3.0		Preserve
102	547	Super Maple	Acer saccharum	27	G	3.0		Preserve
103	548	Super Maple	Acer saccharum	25.5	G	3.0		Preserve
104	549	Super Maple	Acer saccharum	30	G	3.0		Preserve
105	550	Super Maple	Acer saccharum	25	G	3.0		Preserve
106	551	Super Maple	Acer saccharum	24.5	G	3.0		Preserve
107	552	Super Maple	Acer saccharum	14.5	G	1.5		Preserve
108	553	Super Maple	Acer saccharum	34	G	3.0		Preserve
109	554	Super Maple	Acer saccharum	30	G	3.0		Preserve
110	555	Super Maple	Acer saccharum	28	G	3.0		Preserve

NOTE:
SEE TP-3 FOR FULL INVENTORY OF VEGETATION
UNITS 6 AND 8 TAGS 201 TO 360

LEGEND:

- TREE INVENTORY/TREES TO BE PRESERVED-DOUG HUNT SURVEY CLS
- CANOPY LIMIT OF WOODLOT
- TREE PRESERVATION FENCE BSD-1232 OR BSD-1233 1.0 M OFFSET UNLESS NOTED OTHERWISE
- PROPERTY BOUNDARY

APPROVED FOR CONSTRUCTION

THE APPROVAL, CONTAINS A GENERAL REVIEW AND DOES NOT CERTIFY. DIMENSIONAL ACCURACY THIS APPROVAL IS SUBJECT TO THE FURTHER CERTIFICATION OF THE 1/2 CONTRACTED WORK BY A REGISTERED LANDSCAPE ARCHITECT OF THE PROVINCE OF ONTARIO.

OWNER'S SIGNATURE

KEY PLAN SCALE: N.T.S.

ASSOCIATION OF LANDSCAPE ARCHITECTS OF ONTARIO

MEMBER

ALL THE INFORMATION OF THE CONTRACTOR TO CHECK AND VERIFY TO THE LANDSCAPE ARCHITECT'S OFFICE. THE CONTRACTOR MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS. CONTRACTOR MUST CALL 800-468-6868. THE LANDSCAPE ARCHITECT'S OFFICE MAY NOT BE USED FOR CONSTRUCTION. SIGNED BY THE CONTRACTOR. PRESERVED. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF DON NAYLOR + ASSOCIATES LTD. AND SHALL NOT BE USED WITHOUT CONSENT.

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MUNICIPALITY:
CITY OF BARRIE

CLIENT:
BARRIE LOCKHART ROAD GP INC.

PROJECT NAME:
LOCKHART ROAD

SHEET TITLE:
TREE REMOVAL AND PRESERVATION PLAN AND INVENTORY SCHEDULE

SCALE:
1:500

DATE:
DEC 2018

DESIGNED BY:
DN

REVIEWED BY:
DN

DRAWN BY:
LH

DRAWING NO.:
TP-2

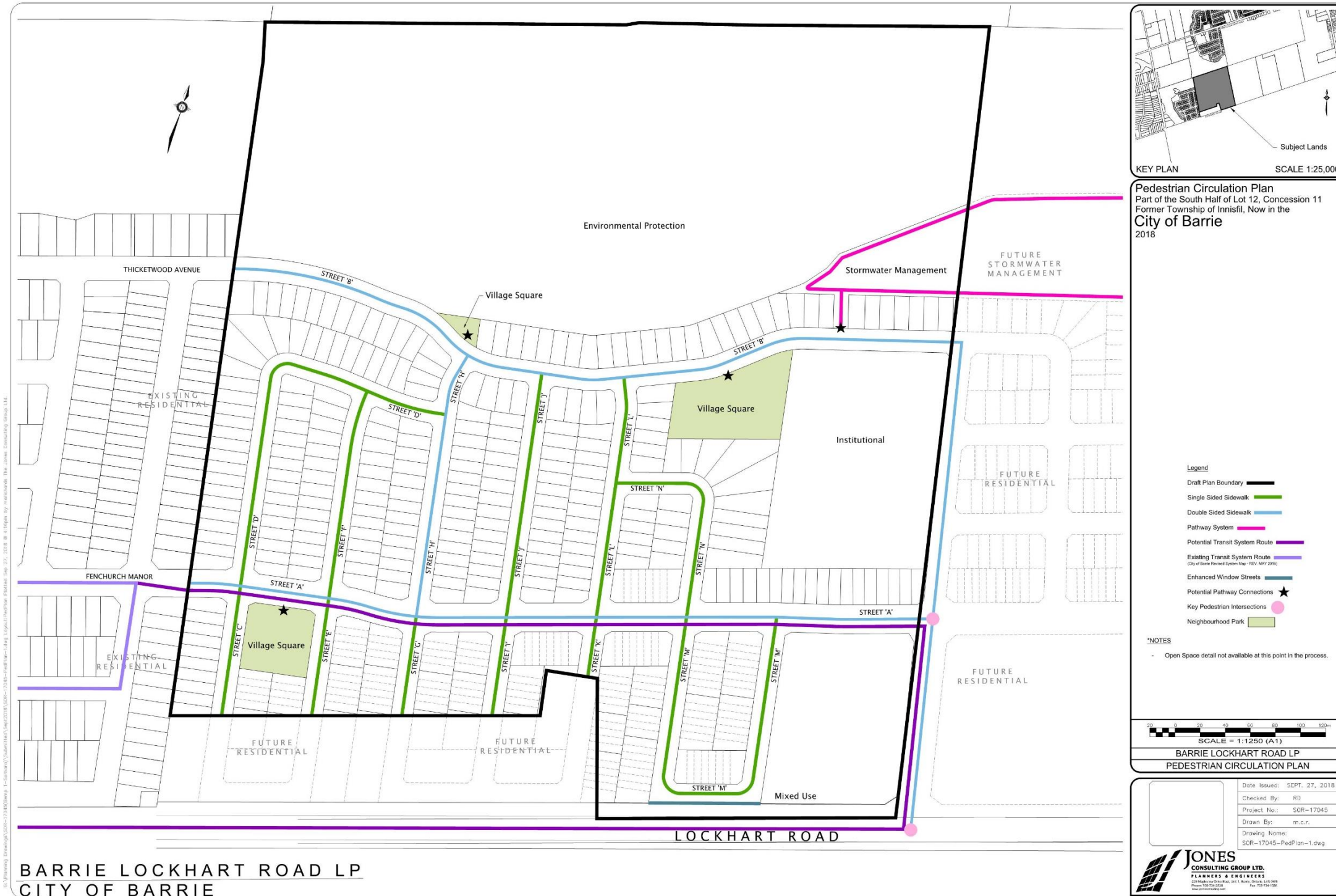
PROJECT NO.:
18-695

Proposed 4 Metre Tree Protection Zone – West Side Lot Line



APPENDIX "G"

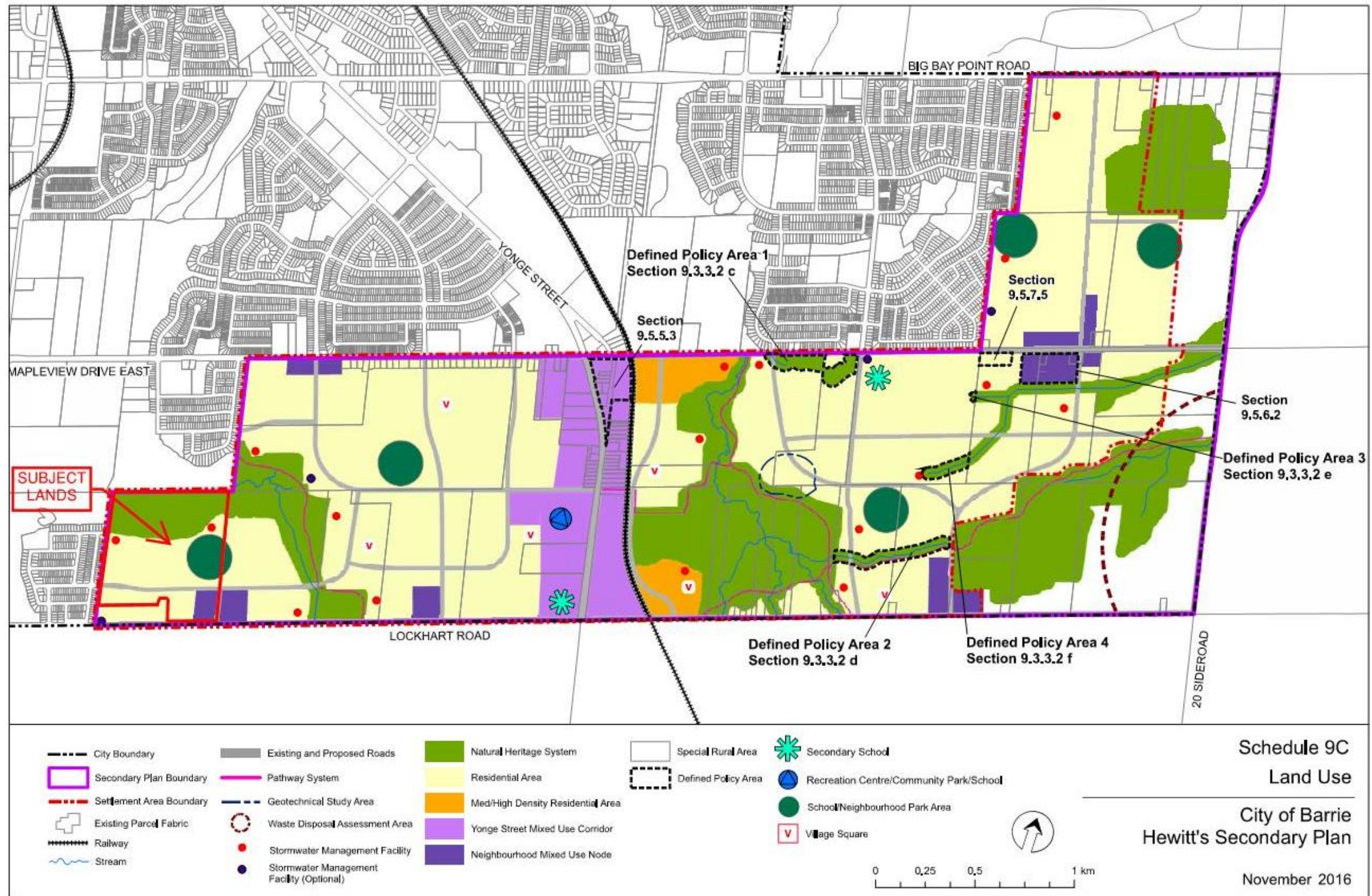
Proposed Pedestrian Circulation Plan



BARRIE LOCKHART ROAD LP
CITY OF BARRIE

APPENDIX "H"

Hewitt's Secondary Plan Land Use



APPENDIX "I"

Technical Study Descriptions

- **Subwatershed Impact Study (SIS)** (RJ Burnside, September 2016): This study identifies site specific constraints and preferred servicing solutions within the limits of the Hewitt's Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial resources, general aquatic resources, the Natural Heritage System, natural heritage constraints, hydrogeological and geological conditions, surface and groundwater conditions, and includes recommendations for stormwater management and low impact development (LID) measures, erosion and sediment control, grading and earth works, road design, and the storm, sanitary and water network.
- **Master Transportation Study** (LEA Consulting Ltd., February 2017): This study analyzes the impact of the entire Hewitt's Secondary Plan Area as well as a detailed traffic study for the proposed site accesses for each land parcel. The study concluded that the current road configuration can accommodate 2,100 residential units within the Hewitt's Secondary Plan area and the full build out of the Hewitt's Secondary Plan can be accommodated on the future roadway network.
- **Planning Justification Report** (Jones Consulting Group Ltd., October 2018): provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the professional opinion of the Jones Consulting Group Ltd. that the proposal is an appropriate form of development, is consistent with the policies contained in the Provincial Policy Statement (PPS), conforms to the policies of the Growth Plan, City of Barrie Official Plan, and the Hewitt's Secondary Plan, and represents good planning.
- **Tree Inventory and Preservation Plan** (Don Naylor & Associates Ltd., October 2018): provides an inventory of the existing trees on site, identifies which trees will be affected by the proposed development, and identifies tree protection recommendations for the trees to remain.
- **Functional Servicing Report** (SCS Consulting Group Ltd., October 2018): reviews the external and internal roads, provides details of water and sanitary servicing, identifies stormwater drainage, including a preliminary water balance and phosphorus assessment, and discusses the ability to accommodate utility and communication utilities. The report concludes that the site can be graded and serviced feasibly in accordance with previously approved reports/master plans and the City of Barrie, Lake Simcoe Region Conservation Authority, Ministry of Environment, Conservation and Parks design criteria and Private Utility Company (i.e. InnPower, Bell, Enbridge etc.) policies and standards.
- **Geotechnical Report** (Peto MacCallum Ltd. (PML), May 2017): reviews site conditions and outlines the investigation procedure, and includes subsurface conditions, such as ground surface, fill, sand silt till/silty sand till, silty sand/sand, clayey silt till, and groundwater, and includes recommendations for site preparation, pipe bedding, house foundations, floor slab construction, earthquake considerations, excavation and backfill, lateral earth pressure, permanent perimeter drainage, and pavement construction.
- **Hydrogeological Report** (RJ Burnside, October 2018): reviews the relevant regulations and policies, provides an understanding of the geological and hydrogeological conditions, including topography and physiogeography, quaternary geology, bedrock geology, hydrostratigraphy, and the local groundwater system. It reviews the need for dewatering, identifies potential receptors such as environmental features, groundwater use, and a water well survey, includes a water balance analysis, and identifies potential impacts and proposed mitigation.

-
- **Noise Impact Study** (Valcoustics Canada Ltd., October 2018): identifies noise sources and noise-sensitive land uses and recommends any required mitigation measures. The study concludes that the development satisfies the transportation noise requirements of the Ministry of Environment, Conservation and Parks (MECP) guideline NPC-300 so long as the recommendations of the report are followed.
 - **Natural Heritage Evaluation/Species at Risk Assessment** (Azimuth Environmental Consulting Inc., September 2018): documents the natural environmental features present on the site and provides an assessment of the potential for the presence of Species at Risk and habitats of Endangered or Threatened Species, Significant Wildlife Habitat and other Significant Natural Heritage Features for the subject property and adjacent lands. The report concludes that the proposed development will not result in negative impacts to the environment or wildlife provided that the recommended protection measures and recommendations are implemented.
 - **Transportation Design Manual Review** (JD Engineering Inc., October 2018): identifies locations within the proposed subdivision design that do not conform to the City of Barrie Transportation Design Manual (2017) [City TM]. All non-conforming elements have been assessed to determine if they will result in operational or traffic safety issues. Recommendations for mitigation have been included where necessary.
 - **Stage 1-2 Archaeological Assessment** (Amick Archaeology Consultants Limited, September 2011): provides background research into the archaeological land use history of the subject site using documentary sources, historic maps, topographic maps and satellite imagery, and included a Stage 1 field inspection and Stage 2 assessment. No archaeological resources were encountered and the study recommends the site be cleared of further archaeological concerns. An archaeological clearance was issued by the Ministry of Tourism, Culture and Sport on November 26th, 2012.