
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
CRISDAWN CONSTRUCTION INCORPORATED AND PRATT
DEVELOPMENT INCORPORATED
793 AND 843 MAPLEVIEW DRIVE EAST; 830, 864 AND 912
LOCKHART ROAD; AND 103 SAINT PAUL'S CRESCENT

WARD: WARDS 9 AND 10

PREPARED BY AND KEY CONTACT: B. CHABOT, PLANNER
EXTENSION 4434

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

GENERAL MANAGER APPROVAL: J. F. THOMPSON, P. ENG., CMM, PMP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT (ACTING)

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

RECOMMENDED MOTION

1. That the application for Zoning By-law Amendment submitted by The Jones Consulting Group Ltd., on behalf of Crisdawn Construction Incorporated and Pratt Development Incorporated, for the properties municipally known as 103 Saint Paul's Crescent, 793 and 843 Mapleview Drive East, and 830, 864, and 912 Lockhart Road from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5), Neighbourhood Residential (R5(H-XXX)), Neighbourhood Residential (R5(SP-XXX)(H-XXX)), Neighbourhood Multiple Residential (RM3(SP-XXX)), Neighbourhood Multiple Residential (RM3(SP-XXX)(H-XXX)), Neighbourhood Multiple Residential (RM3(SP-YYY)), Neighbourhood Multiple Residential (RM3(SP-YYY)(H-XXX)), Open Space (OS), Open Space (OS(H-XXX)), Environmental Protection (EP), Institutional-Education ((I-E) SP-XXX), and Institutional (I), be approved.
2. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Multiple Residential (RM3(SP-XXX)) and (RM3(SP-XXX)(H-XXX)):
 - a) Affordable walk-up apartments be defined as "Dwelling, Walk-Up Apartment" despite a common enclosed corridor system, whereas an a common enclosed corridor system is required to be defined as "Dwelling, Walk-Up Apartment";
 - b) More than one private garage door shall be permitted, whereas only one is permitted for affordable walk-up apartments;
 - c) A maximum total width of all private garage doors be 13.2 metres, whereas a maximum private garage shall not exceed 60% of the lot width for affordable walk-up apartments;
 - d) A maximum driveway width of 17.14 metres (95.2% of the total frontage), whereas a maximum driveway width shall not exceed the width of the garage by more than 1.0 m is required for affordable walk-up apartments;

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- e) An edge course (Soldier course) be required around the entire perimeter and through the centre dividing the parking so that there are three spaces on either side of the driveway;
 - f) A maximum of twelve (12) "Dwelling, Walk-Up Apartment" despite a common enclosed corridor system be permitted, whereas no maximum is specified for affordable walk-up apartments;
 - g) Tandem parking be permitted, whereas it is currently not permitted, for affordable walk-up apartments;
 - h) The lot line adjacent to Maplevue Drive East and any other municipal right-of-way shall be considered the front lot line for zoning purposes; and
 - i) That the minimum height of three (3) storeys is required for buildings fronting onto Maplevue Drive East.
3. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Neighbourhood Multiple Residential (RM3(SP-YYY)) and (RM3(SP-YYY)(H-XXX)):
- a) One point two (1.2) parking spaces per unit be allowed, whereas 1.5 parking spaces per unit is required.
4. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for any property zoned Neighbourhood Residential (R5(SP-XXX)(H-XXX)):
- a) The lot line adjacent to Maplevue Drive East and any other municipal right-of-way shall be considered the front lot line for zoning purposes.
5. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Institutional-Education ((I-E) SP-XXX):
- a) Neighbourhood Residential (R5) zone permitted uses and development standards as established in Sections 14.5.2 and 14.5.6 be permitted.
6. That a Holding Provision (H-XXX) be in place until such time the applicant, to the satisfaction of the Lake Simcoe Region Conservation Authority and the City of Barrie, complete the following:
- a) Delineate the Regulatory Floodplain; and
 - b) Install any required capital works upgrades to support the Regulatory Floodplain.
7. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to approval of the application as amended, including the matters identified in Appendix "H" to Staff Report PLN027-17.
8. That in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law. (PLN027-17) (D14-1623)

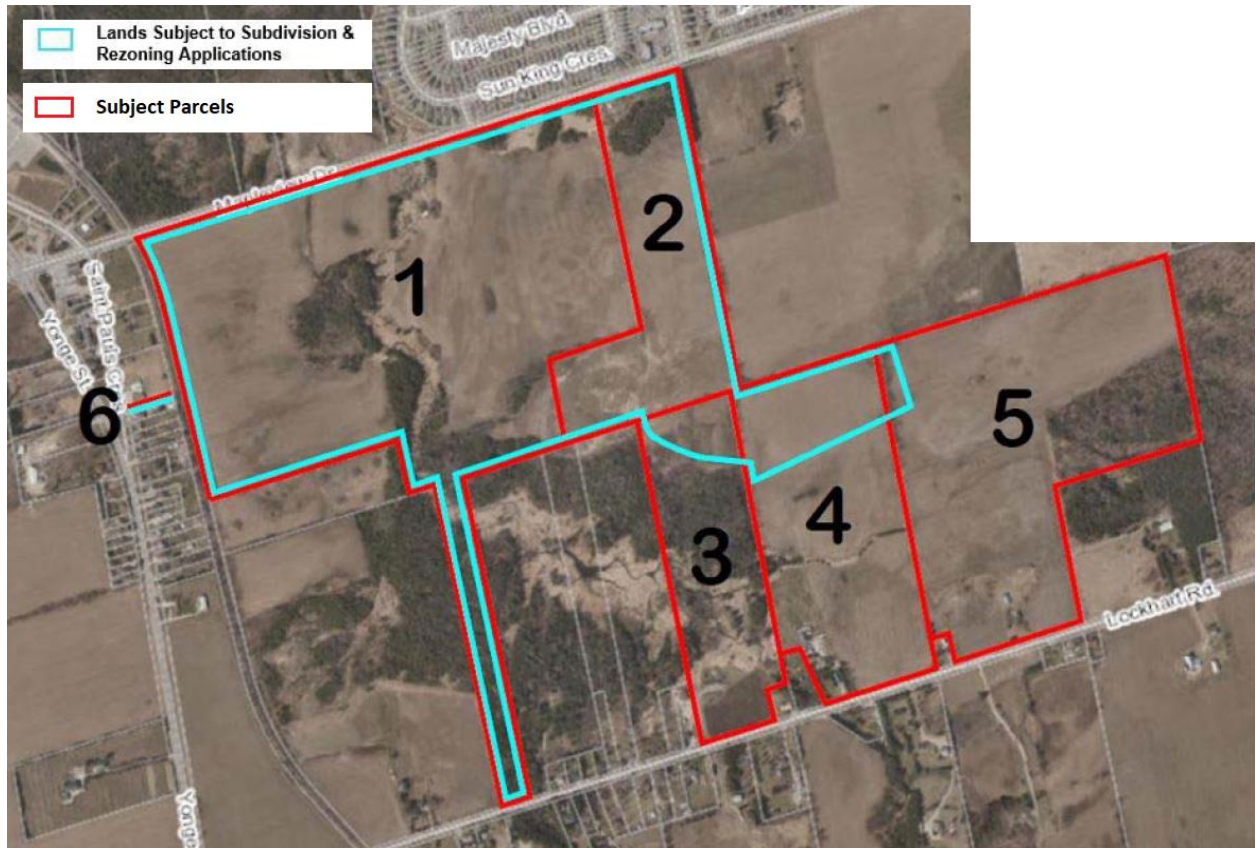
PURPOSE & BACKGROUND

Report Overview

9. The following is a comprehensive report recommending approval for a rezoning application that will provide the framework for the future approval and implementation of a 1,523 unit residential draft plan of subdivision on this site in the Hewitt's Secondary Plan area. The design of the subdivision is consistent with the Hewitt's Master Plan and as such will facilitate more efficient service delivery and build stronger neighbourhood connectivity, which are cornerstones of the vision in the Hewitt's Secondary Plan (Appendix B: Hewitt's Secondary Plan – Land Use Schedule).
10. The overall development plan spans an 80.34 hectare site and has been designed in a comprehensive manner with the adjacent lands to accommodate the proposed 550 single detached lots, 355 townhouse units, 72 affordable walk-up apartment units, and approximately 546 high density residential units at an overall density of 33.4 units per net hectare, or 65.4 persons per developable hectare. As such, it is anticipated that this subdivision will become home to approximately 4,112 residents upon full build-out (Appendix C: Proposed Development Concept).
11. In terms of supporting community infrastructure, this application will also facilitate the eventual transfer of the existing 17.5 hectare Natural Heritage System (NHS) feature into public ownership, as well as the 2.04 hectare neighbourhood park adjacent to a proposed elementary school, two village squares and four stormwater management blocks (one of which is shared with the development to the south). Finally, this application will also include Fire Station 6, a 0.81 hectare fire station that will serve both new and existing residents of Barrie (Appendix D: Proposed Draft Plan of Subdivision).
12. When it comes to new streets and sidewalks, approval of this rezoning application will also facilitate the eventual creation of approximately 7.5 lane kilometres of new public streets and 10.3 lane kilometres of new public sidewalks in a configuration consistent with Appendix E: Proposed Pedestrian Circulation Plan, as well as all required underground servicing infrastructure.
13. With the conclusion of the zoning related technical review and community consultation processes, which included a Neighbourhood Meeting on April 20, 2017 and a Public Meeting on June 26, 2017, there are no outstanding zoning related matters such as the developable area, density, or permitted land uses to resolve. As such, this application is being recommended for approval which will facilitate the future approval of the implementing draft plan of subdivision application (D12-426) that is being processed concurrently.

Subject Site Location

14. The subject site is approximately 80.34 hectares (198.5 acres) in size and is located generally south-east of the intersection of Maplevue Drive East and Saint Paul's Crescent in the Hewitt's Secondary Plan area (Appendix B: Hewitt's Secondary Plan – Land Use Schedule).
15. The subject lands are comprised of all or portions of the following six adjacent parcels:
 1. 793 Maplevue Drive East;
 2. 843 Maplevue Drive East;
 3. 830 Lockhart Road;
 4. 864 Lockhart Road;
 5. 912 Lockhart Road; and
 6. 103 Saint Paul's Crescent.



Surrounding Land Uses

- North:** There is an existing residential subdivision, and property adjacent to the South Barrie GO Station that has been zoned to allow for future residential development.
- East:** The site of the proposed public high school, currently subject to site plan application D11-1691, and lands that are under active application for zoning by-law amendment (D14-1625) and draft plan of subdivision (D12-428) to permit development consistent with the Hewitt's Secondary Plan.
- South:** There are existing agricultural and environmentally protected uses in the general area as well as lands currently under active application for zoning by-law amendment (D14-1624) and draft plan of subdivision (D12-427). Adjacent to the Innisfil boundary are existing large lot residential and agricultural uses.
- West:** There are existing agricultural uses, large lot residential, and institutional uses.

Growth Management Program

16. The subject site was included in the lands that were annexed as part of the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) that was enacted on January 1, 2010. Since this time, an extensive growth management program has taken place that involved the integration of land use, infrastructure, and financial planning to ensure the 2,293 hectares (5,666 acres) of new greenfield lands in the Salem and Hewitt's Secondary Plan areas would be built-out in accordance with provincial and local expectations for development in the community.

17. The program coordinated the completion of integrated Master Plans for planning and infrastructure and then assessed the affordability of the planned growth through the completion of a Fiscal Impact Analysis (FIA). The Infrastructure Master Plans followed the requirements of the Municipal Class Environmental Assessment (Class EA) process and subsequently received Council approval.
18. With respect to the land use planning component to the growth management program, it concluded with not just the adoption of the Secondary Plans, but most importantly, the implementing Master Plans and the Conformity Review Process. Together, this ensured that all proposed subdivisions conformed to the Master Plans prior to being accepted as formal planning applications. This approach ensured the Master Plan vision that was designed and evaluated through the growth management program would be realized, and it allows the development application processes to focus on the technical implementation needs of the subdivision process.
19. With the growth management program now in the active implementation stage, applications for rezoning and draft plan of subdivision on Phase 1 lands, such as this one, are now moving ahead in tandem with required infrastructure investments guided by the Infrastructure Implementation Plan (IIP). For additional information about the growth management program, please see the [Growth Management website](#).

The Infrastructure Implementation Plan (IIP)

20. A central component to the growth management program is the Infrastructure Implementation Plan (IIP). The IIP is the planned framework that identifies all of the required infrastructure investments, and the timing for those investments over the next 20 years, in order to facilitate coordinated growth across the Secondary Plan areas.
21. At this time, there are currently seven infrastructure projects that until completed, essentially cap the number of new registered residential units in the Hewitt's Secondary Plan area at 2,100, ensuring new growth will only advance when the infrastructure needed to support it has been built.
22. The following are the seven infrastructure projects currently underway and/or planned that collectively are required to open up Phase 1 of the Hewitt's Secondary Plan area for development. Using the list below, please refer to Appendix F: Hewitt's Phase 1 Infrastructure Projects for their locations:
 - A. **2017 – Watermain**
Location: Ashford Drive / Madelaine Drive
Status: Construction is currently underway with completion scheduled for December 2017.
 - B. **2017 – Watermain**
Location: Sandringham Drive/Consort Drive/Sun King Crescent / Royal Jubilee Drive
Status: Construction is currently underway with completion scheduled for December 2017.
 - C. **2017 – Hewitt's Trunk Sewer**
Location: North of Maplevue Drive East
Status: Construction is currently underway with completion scheduled for the fall of 2017.
 - D. **2018 – Road Widening / Reconstruction and Watermain**
Location: Maplevue Drive from Country Lane to Madelaine Drive
Status: Construction is scheduled to begin in the spring of 2018 and be completed by the fall of 2018.
 - E. **2019 – Road Widening / Reconstruction and Watermain**
Location: Maplevue Drive from Madelaine Drive to Yonge Street
Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.

F. 2019 – Watermain

Location: Mapleview Drive from Yonge Street to Royal Jubilee Drive

Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.

G. 2020 – Road Crossing

Location: Harvie Road / Big Bay Point Road Highway 400 Crossing

Status: Construction is scheduled to begin in 2018 and be completed by the fall of 2020.

Submitted Reports and Studies

23. In support of this rezoning application and the draft plan of subdivision application being processed concurrently, the following list of reports and studies were submitted. For additional information with respect to each one, please see the descriptions in Appendix G: Technical Study Descriptions.

- Subwatershed Impact Study (SIS) (September 2016)
- Master Transportation Study (February 2017)
- Preliminary Stormwater Management Report (February 2017)
- Functional Servicing Report (February 2017)
- Functional Design Review (February 2017)
- Slope Assessment (May 2016)
- Noise and Vibration Feasibility Study (January 2017)
- Planning Justification Report (February 2017)
- Pedestrian Circulation Plan (February 2017)
- Five (5) Stage 1-2 Archeological Assessments (February, August, and October 2013)
 - Note: the five Stage 1-2 Archeological Assessments cover all six subject parcels
- Natural Heritage Evaluation (February 2017)
- Species at Risk (February 2017)

Public Consultation

24. A Neighbourhood Meeting was held on April 20, 2017 and was attended by approximately 18 residents, planning staff, members of the applicant's consulting team, and Ward 9 Councilor Morales. Following this, a formal Public Meeting was held on June 26, 2017 which saw one resident speak to General Committee. Public consultation on this proposal occurred in conjunction with two adjacent development proposals (D14-1624/ D12-427 and D14-1625 / D12-428) in order to provide the community with a more fulsome understanding of how the Hewitt's Secondary Plan area is intended to develop, and to demonstrate how the proposals have been designed to integrate.
25. The comments received by area residents were generally shared across all three applications and included inquiries about the provision of affordable housing, safety for residents, and how parking was being accommodated. Please see Appendix H: Public Input and Staff Responses for all specific question and answers with respect to resident inquiries through the public engagement process.
26. There was also public correspondence received requesting deferral of these applications based on transportation infrastructure concerns. Given the city's comprehensive systems approach to

coordinated investment in transportation infrastructure in order to support community-wide growth, deferral is not recommended. To ensure clarity and understanding, the applicant was provided with a response to this effect.

Rezoning Application:
Department & Agency Comments

27. This rezoning application has been circulated and reviewed concurrently with the implementing draft plan of subdivision application. The rezoning application defines the developable footprint and sets the development standards for private property. The draft plan of subdivision application that is still under review, will ultimately implement the framework for development that is defined through this rezoning application.
28. A broad range of technical matters have been addressed through the coordinated review process for this rezoning application, with road infrastructure and traffic calming efforts being two primary considerations to the support for new subdivisions. As such, the following is provided to offer clarity with respect to the coordinated approach to managing road infrastructure capacity to support subdivision build-out as part of the overall growth management efforts, as well as the approach to ensuring traffic calming infrastructure is designed through the subdivision process moving forward.

Road Infrastructure Capacity within the Hewitt's Secondary Plan Area

29. Adequate infrastructure is a requirement for any development to proceed within the Secondary Plan areas, which includes ensuring the transportation network can facilitate the movement of additional people and goods throughout the community. In order to assess this, a master transportation study was completed by the Hewitt's Landowners Group as part of their technical submission in order to understand the impact their new development would have on the existing road network and as such, what would be required to support full-build out.
30. The study concluded that the existing transportation network to and from the Hewitt's Secondary Plan area can support 2,100 new residential units without triggering upgrades to existing roads. However, in order to support additional units beyond this cap, the widening and reconstruction of Mapleview Drive from Country Lane to Yonge Street and the Harvie Road / Big Bay Point Road crossing over Highway 400 must be completed. These two key road improvement projects are scheduled to both be completed by 2020, along with the four required watermain and one trunk sanitary sewer main, demonstrating the coordinated approach to growth management that this program has been designed to achieve.

Traffic Calming Infrastructure

31. The Hewitt's Secondary Plan was designed based on a comprehensive Master Plan in which all proposed development has had to conform to in order to advance to a formal application. The Master Plan design was intended to maximize neighbourhood connectivity for residents and optimize servicing costs for the community through the adoption of an integrated grid-street network that was built around the natural curvature of the defined Natural Heritage System (NHS).
32. In terms of specific traffic calming infrastructure for this proposed subdivision, Appendix I: Preliminary Traffic Calming Management Plan provides the preliminary location and types of potential traffic calming infrastructure that has been identified at this early stage in the review process. It is important to note that the final traffic calming infrastructure necessary to support this subdivision will be evaluated and finalized through the detailed design stage of the subdivision process. This is done through the submission of a Traffic Calming Management Plan by the applicant for review and approval by city staff, a process that is detailed below for clarity:

a. Traffic Calming Management Plans:

As part of the detailed design stage of the subdivision process, the applicant is required to submit a Traffic Calming Management Plan to the satisfaction of the City. This Plan must demonstrate any specific design features that will be required to calm traffic in identified areas. Based on the preliminary work that has been completed to-date with city staff and the applicant, the following list of traffic calming options will be further reviewed for applicability through the detailed design stage:

- i. Textured Crosswalks (Pavement Markings/Zebra Striping);
- ii. Raised Intersections;
- iii. Curb Extensions;
- iv. Curb Radius Reductions;
- v. Raised Median Islands; and
- vi. Traffic Circles.

33. In terms of the approach to the design of the Secondary Plan areas, the overall subdivisions naturally support traffic calming as they are required to adhere to modern street design and community development standards:

a. Modern Street Design Standards:

Streets within the Hewitt's Secondary Plan are designed to include many forms of traffic calming elements including additional sidewalks, reduced residential road widths, bike lanes, and on-street parking. These features add vibrancy and activity to streets which acts to naturally slow vehicular traffic.

b. Modern Community Development Standards:

The implementing zones include provisions that support natural traffic calming such as reduced front yard setbacks that act to bring buildings closer to the street. In addition to this, reduced set-back standards for garages and driveways reduce extra parking and support the transition to active modes of transportation over time.

**Draft Plan of Subdivision Application:
Department & Agency Comments**

34. For information purposes, there are a number of technical items that are being worked through with staff, external agencies and the applicant to move forward with the draft plan of subdivision application that is being processed concurrently. These include the detailed requirements to address stormwater management ponds, utilizing low impact development standards where possible, hydrogeology, phosphorus loading pre and post-development, as well as the traffic calming requirements and traffic flow features. All of these issues and more will be addressed in detail through the conditions that will be issued as part of the draft plan of subdivision approval process (File Number D12-426).
35. In response to the technical nature of this process, City Council has delegated approval authority to both the Director and Managers of the Planning & Building Service (Council Motion 10-G-346). In this regard, should Council approve the subject zoning by-law amendment application, the technical details of the proposed development will continue to be evaluated and addressed through the review process for the subdivision application by staff and supporting agencies, through to

registration. To provide clarity with respect to the development related items that these two applications address, please see Appendix I: Rezoning and Draft Plan of Subdivision Applications.

ANALYSIS

Provincial Policy

36. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes efficient development and land use patterns by accommodating an appropriate range and mix of residential, employment, recreational and open space uses. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate a compact built-form.
37. More specifically, the proposal is consistent with the policies for Healthy, Liveable and Safe Communities as the development promotes efficient land use patterns, accommodates an appropriate range and mix of residential uses, does not cause environmental or public health or safety concerns, and ensures that the necessary infrastructure and public service facilities will be available to meet community needs. The proposed development is also consistent with Housing policies as the housing proposed will be serviced by the appropriate level of infrastructure at an overall density that efficiently uses land.
38. The Places to Grow - Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to greenfield development with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The primary focus of The Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs, and easy access to services to meet daily needs. In addition, The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
39. More specifically, the proposed development is consistent with the Managing Growth policies as the development will be near higher order transit service, in an area with planned public service facilities, and is directed away from hazardous lands. The proposal features convenient access to local stores, services, and public service facilities, includes high quality compact built form and an attractive and vibrant public realm.
40. In staffs' opinion, the proposed development is consistent with the Provincial Policy Statement and The Growth Plan as the application will result in the creation of more compact urban development with a range of residential unit types, provide opportunities for access to everyday convenience uses, and offers a transit-supportive neighbourhood density.

City of Barrie Official Plan & the Hewitt's Secondary Plan (OPA 39)

41. Development of the subject site is guided by the vision within the Hewitt's Secondary Plan, specifically the land use designations which include Residential Area, Natural Heritage System, and Medium / High Density Residential Area. Together, these land use designations, and the policies that describe the intended uses, provide the framework for the implementing development standards found in the underlying zones.
42. In accordance with these designations, the applicant is proposing 1,523 residential units that are a mix of singles, townhouses of varying typologies, affordable walk-up apartments, and apartments. To support the residential component of this development the applicant is also proposing the following:

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- 17.51 hectares (43.27 acres) of Natural Heritage System;
 - Two village squares at 0.30 hectares (0.74 acres) and 0.50 hectares (1.24 acres) respectively;
 - 2.04 hectares (5.04 acres) for a neighbourhood park;
 - 2.51 hectares (6.20 acres) for an elementary school;
 - 0.81 hectares (2.00 acres) for a fire station;
 - 0.11 hectares (0.27 acres) of Open Space to access the Natural Heritage System; and,
 - 7.97 hectares (19.69 acres) to accommodate four stormwater management blocks.
43. The subject site also contains Special Defined Policy Area 1 which overlays a portion of the subject lands that are designated Natural Heritage System. Defined Policy Area 1 is subject to Policy 9.3.3.2 (c) of the Hewitt's Secondary Plan. This policy allows the applicant to modify the location and boundary of the stream corridor contained within Special Defined Policy Area 1 subject to the following tests:
- i. Hydrologic connection to Hewitt's Creek will be maintained or enhanced; and,
 - ii. Enhancements or ecological offsetting will be completed within the Hewitt's Creek Subwatershed and / or Lake Simcoe Region Conservation Authority Watershed within the City of Barrie to provide an overall net benefit or net gain for the removal of any features of the Natural Heritage System area.
44. Through the review process, the applicant has been able to demonstrate to the satisfaction of the Lake Simcoe Region Conservation Authority (LSRCA) and the City of Barrie that the above tests have been met. An Ecological Offsetting Strategy has been prepared and includes such measures as replacement of woodland features, consistent with Policy 9.3.3.2 (c) and as approved by the LSRCA. As such, the applicant is permitted to develop Special Defined Policy Area 1 as residential without an amendment to the Official Plan.
45. In terms of addressing affordable housing needs, Policy 9.3.3.2 (c) requires that a portion of the lands adjacent to Mapleview Drive East, between Prince William Way and Royal Jubilee Drive, shall be developed for Medium Density Residential (approximately 4 hectares). The policy requires that these lands must be developed in accordance with the affordable housing provisions of Section 3.3 of the Official Plan. Policy 3.3.2.2 (a)(i) requires that affordable home ownership be defined as the least expensive of:
- i. 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
 - ii. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
46. To achieve the affordability requirements of Policy 9.3.3.2(c), the applicant has proposed an approximately 4 hectare area in which there are varying built forms totaling approximately 340 residential units which will offer more affordable housing choice to ensure compliance (Appendix C: Proposed Development Concept). The built forms include street townhouses with frontages between 4.5 and 6.0 metres, back-to-back townhouses, and new affordable walk-up apartments (Appendix K: Affordable Walk-Up Apartments). These residential units represent more compact built forms, are considered more affordable housing options, and are considered medium density built form per policy 9.5.8.2 (c). The density across the identified affordable housing area is approximately 85 units per net hectare, consistent with Policy 9.5.8.3.

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47. In accordance with Policy 9.5.7.3 (a), the balance of Special Policy Area 1 shall be developed at a density of 20 units per net hectare, which is within the 20 – 40 units per net hectare range permitted. The Secondary Plan does not identify any specific type of built form to obtain these densities, simply that it is ground related. As such, the applicant has proposed a number of built forms to achieve the required density, which include a range of single detached lots varying in frontage from 13.7 metres to 9.0 metres, and street townhouses with frontages of 6.7 metres.
 48. With regards to the Medium / High Density Residential Area designation, the proposed development achieves 93 units per net hectare which is within the range identified in policy 9.5.8.3 that requires medium / high density development to be a minimum of 40 units per net hectare to a maximum of 100 units per net hectare. The Secondary Plan identifies achieving these densities through high density residential uses such as stacked townhouses and apartments (policy 9.5.8.2 (a)). As such, the development proposal includes apartments that range in height from four storeys to six storeys, which also satisfies policy 9.5.8.3 (c) in that the development be a minimum of 3 storeys in height.
 49. Policy 9.5.7.1 of the Secondary Plan provides that residential communities should provide a diverse range of housing options as well as opportunities for live-work, and create transit-supportive development patterns and densities. The proposal is consistent with this policy in that single detached houses, townhouses, and apartments are all proposed, providing a diversity of housing options, all in which can accommodate home occupations. Additionally, the compact built form supports transit use.
 50. Stormwater management blocks are permitted in any designation within the Secondary Plan (save and except within the Natural Heritage System). The stormwater management blocks that are proposed are subject to the policies of 9.6.5 which require that they comply with the recommendations of the Drainage and Stormwater Management Master Plan; details that will be finalized through the detailed design stage of the subdivision process. At this time, there are no technical considerations that would preclude the rezoning application from proceeding.
 51. The Natural Heritage System, as established through the Hewitt's Secondary Plan, is based on the protection of important natural heritage, hydrological and hydrogeological features along with protective buffers. The intent is to maintain ecological diversity in a system that is appropriately sized and is continuous and connected with overall watershed functionality. The Natural Heritage System is meant to be a naturalized park for passive recreation, where appropriate, and will be dedicated to the City of Barrie to be protected as such through the future subdivision process.
 52. The 0.11 ha open space block adjacent to the Natural Heritage System will act as an entrance feature to the Natural Heritage System, increasing opportunities for an integrated active transportation and recreation network for residents. These access points represent good community planning as they reduce the impact on the Natural Heritage System by focusing points of access and they will create natural meeting spaces for area residents with seating and way-finding signage.
 53. Village Squares, which are small parkettes, have been included in the Hewitt's Secondary Plan to act as local recreation spaces and to serve as meeting points which are not within a five minute walk of a Neighbourhood Park. Policy 9.5.11.3(c)(ii) targets Village Squares to be approximately 0.3 ha in size, but they can be larger or smaller. The proposed development includes two Village Squares that are 0.30 hectares and 0.50 hectares respectively in size, with one proposed on the western portion of the development, and the other on the northeast quadrant of the development.
 54. Elementary Schools and Neighbourhood Parks have been identified as co-located throughout the Hewitt's Secondary Plan area. This is intended to create a symbiotic relationship between schools and neighbourhood parks to best serve the local residents. Although policy 9.5.10.3(b) suggests a

maximum elementary school site size of 2.42 hectares, it is ultimately up to the respective school board to determine the appropriate size and design of their respective school sites. To this end, engagement has been undertaken with the Simcoe County District School Board to determine the appropriate size and location of the elementary school site for the subject application and at this time, there are no outstanding matters to address.

55. The range of housing opportunities, passive recreational opportunities, access to natural heritage features, and the overall neighbourhood design of this proposed subdivision achieve the required density targets in the Hewitt's Secondary Plan. The proposal also achieves the design goals of the Secondary Plan, including the development of compact built-form across an integrated grid-street pattern to support efficient service delivery, neighbourhood access, and overall connectivity and walkability. As such, staff are satisfied that the proposed development is consistent with the Hewitt's Secondary Plan (OPA 39) and therefore an amendment to the Secondary Plan is not required.

Zoning By-law

56. The subject site is currently zoned Agricultural General (AG) and Environmental Protection (EP) under the Innisfil Zoning By-law 054-04. This application will rezone the site, in accordance with the by-law found in Appendix A: Draft Zoning By-law Amendment, to a mix of the following zones that will implement the land use designations:
1. Environmental Protection (EP) zone;
 2. Open Space (OS) zone;
 3. Open Space (OS(H-XXX)) zone
 4. Neighbourhood Residential (R5) zone;
 5. Neighbourhood Residential (R5(H-XXX)) zone;
 6. Neighbourhood Residential (R5 (SP-XXX)(H-XXX)) zone;
 7. Neighbourhood Multiple Residential (RM3 (SP-XXX)) zone;
 8. Neighbourhood Multiple Residential (RM3 (SP-XXX)(H-XXX)) zone;
 9. Neighbourhood Multiple Residential (RM3 (SP-YYY)) zone;
 10. Neighbourhood Multiple Residential (RM3 (SP-YYY)(H-XXX)) zone;
 11. Institutional (I) zone; and,
 12. Institutional Education (I-E (SP-XXX)).
57. The Environmental Protection (EP) zone will protect the Natural Heritage System (NHS) that bisects the site into east and west sections. The subdivision process will ensure the future dedication of these lands to the City for their long-term protection and community use.
58. In terms of access to the NHS lands, the open space areas, identified as Open Space (OS) and (OS(H-XXX)) blocks on areas adjacent to the EP zoned lands, are to be used as entrance features and gathering places for passive recreational uses. Additionally, the Open Space (OS) and (OS (H-XXX)) zones will be used to accommodate Village Squares and the Neighbourhood Park all consistent with the Hewitt's Secondary Plan.
59. The Neighbourhood Residential (R5) and (R5(H-XXX)) zones will allow the development of the proposed single detached units and street townhouse dwellings and will accommodate the range of frontages for these lots, proposed from 9.0 metres to 13.7 metres for the single detached and 6.7 metres the street townhouses.

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60. The Neighbourhood Residential (R5 (SP-XXX)(H-XXX)) zone and the Neighbourhood Multiple Residential (RM3 (SP-XXX)) and (RM3 (SP-XXX)(H-XXX)) zones will require the treatment of the lot line abutting Mapleview Drive East as the front yard. This provision is appropriate and represents good planning as it will ensure that further development along Mapleview Drive East is done so to create a pedestrian friendly streetscape. This will be created as this provision does not allow fences or hedges greater than 1.0 m in height, prevents the use of the yard abutting Mapleview Drive East for accessory structures, and locates buildings closer to Mapleview Drive East. Had through lots not been permitted, the development would require retaining walls along the Mapleview Drive East frontage, which is not pedestrian friendly and detracts from the streetscape. Staff are also working with the applicant on enhanced design standards to create more architectural interest in the residential units built within the proposed RM3 (SP-XXX) special provision area.
61. The Neighbourhood Multiple Residential (RM3 (SP-XXX)) and (RM3 (SP-XXX)(H-XXX)) zones include special provisions to allow for the piloting of a new affordable walk-up apartment product. The proposed walk-up apartments would feature six units that all have direct access to the exterior. To ensure affordability, the walk-up apartments have been designed using the following criteria:
1. There is no common internal or external elements as part of the Condominium Corporation, save and except the external structure of the building, to reduce condominium fees; and
 2. The lots are proposed on 18 metre wide parcels to reduce the amount of land required for the walk-up apartment product.
62. It is important to note that the affordable walk-up apartment product requires special provisions to accommodate the built form, given the impact on the public streetscape. Given that each unit requires at least one parking space and that each parking space is required to be a minimum of 2.7 metres wide, there is a requirement for at least 16.2 metres of the 18.0 metres of total frontage to be dedicated to parking. As such, in order to accommodate the required parking, the applicant is requesting an increase in the width of the driveway from 10.8 metres to 17.14 metres which is 95.2% of the total frontage.
63. Given the visual impact that these units will have on the surrounding development, staff have included provisions in the implementing zoning by-law to restrict the number of affordable walk-up apartment sites to a maximum of 12 within the 4 hectare affordable housing area. In addition to this, the use of an appropriate paving material to create visual interest and reduce the visual impact has also been proposed (Appendix L: Affordable Walk-Up Apartment Parking Concept).
64. The Neighbourhood Multiple Residential (RM3 (SP-YYY)) and (RM3 (SP-YYY)(H-XXX)) zones will allow for the development of the high density residential units, proposed to be in 4-6 storey apartment buildings at the entrance to the western portion of this subdivision. The special provision associated with this zone will allow for a reduced parking standard of 1.2 parking spaces per unit, instead of the required 1.5 parking spaces per unit. This provision is appropriate and represents good planning as:
1. It is consistent with the Places to Grow - Growth Plan for the Greater Golden Horseshoe which supports reduced parking standards for development within 500 metres of a major transit station, which in this case is the South Barrie GO Station.
 2. A parking survey completed by the applicant for a similar apartment style development determined that the peak demand for parking spaces per unit is 1.07, which is lower than the requested 1.2 parking spaces per unit.
65. The Institutional-Education (I-E (SP-XXX)) zone applies to the proposed elementary school block. The special provision proposed will ensure that should the school site not be developed in the

future, the site can be developed in accordance with the adjacent Neighbourhood Residential (R5) zone standards.

66. Finally, a holding provision (H-XXX) is being included that requires the delineation of the Regulatory Floodplain be completed to the satisfaction of the Lake Simcoe Region Conservation Authority (LSRCA) and that any capital works upgrades required to support the delineation of the Regulatory Floodplain limit be installed to the satisfaction of the LSRCA. This provision is to ensure that there will not be any new development within the Regulatory Floodplain.
67. Planning staff are of the opinion that the proposed zoning and lot configuration is consistent and compatible with the Hewitt's Secondary Plan and represents good planning and the implementing zoning by-law will realize the vision for this neighbourhood.

Summary

68. Planning staff are satisfied that the proposed development is appropriate and in keeping with the policies established for development in the Hewitt's Secondary Plan area. At this time, there are no further matters that impact the processing of the rezoning application and as such, it is being recommended for approval. Staff will continue to process the draft plan of subdivision application and will provide notification of the release of draft plan of subdivision conditions through a memo to Council with the conditions attached; this is expected in the fall of 2017.

ENVIRONMENTAL MATTERS

69. There are no specific environmental matters related to this recommendation.

ALTERNATIVES

70. 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 existing Agricultural General (AG) and Environmental Protection (EP) zoning over the subject lands.

This alternative is not recommended as this proposal is 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 development is consistent with all Provincial and Municipal policies.

FINANCIAL

71. 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 and securities for site development works. Through the subdivision registration process, the City will collect between approximately \$48,189,070 and \$52,998,964 in Development Charges, in accordance with the following:
- \$24,363,350 for the single detached units (at the rate of \$44,297 per unit, indexed annually).
 - \$11,756,180 for the townhouse units (at the rate of \$33,116 per unit, indexed annually).
 - Between \$12,069,540 (at the rate of \$19,530 per unit for bachelor or one bedroom apartments) and \$16,879,434 (at the rate of \$27,313 per units for two or more bedroom apartments).

72. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$4,500 per unit for all lots in Phase 1, which will add approximately \$6,853,500 in additional revenues (2017 dollars).
73. At this time, it is not possible to provide estimates of the market prices for the range of housing that will be available through this future subdivision as building permits are not expected until the end of 2018 at the earliest. As such, it is not possible to give an estimate of the increase in the assessment base, however, it will be greater than what is collected on the subject site today as it is zoned Agricultural General (AG) and Environmental Protection (EP).
74. In terms of the subdivision process, the developer will be responsible for the initial capital cost 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.
75. 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 2014-2018 STRATEGIC PLAN

76. The recommendations included in this Staff Report relate to the Inclusive Community, Responsible Spending, and Well Planned Transportation pillars of the 2014-2018 Strategic Plan:

Pillar	Goal	How It's Achieved
Inclusive Community	Encourage affordable housing	The proposal includes a number of more compact, more affordable housing options such as multi-unit affordable apartments
Inclusive Community	Support diverse and safe neighbourhoods	The proposal includes diverse housing types from large lot single detached housing to more compact townhouses, with street oriented massing to keep eyes on the streets.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.
Well Planned Transportation	Improve options to get around	The proposal is built on a grid system with sidewalks allowing for active transportation and choice in routes.

APPENDICES:

Appendix A – Draft Zoning By-law Amendment

Appendix B – Hewitt's Secondary Plan - Land Use Schedule

Appendix C – Proposed Development Concept

Appendix D – Proposed Draft Plan of Subdivision

Appendix E – Proposed Pedestrian Circulation Plan

Appendix F – Hewitt's Phase 1 Infrastructure Projects

Appendix G – Technical Study Descriptions

Appendix H – Public Input and Staff Responses

Appendix I – Preliminary Traffic Calming Management Plan

Appendix J – Rezoning & Draft Plan of Subdivision Applications

Appendix K – Affordable Walk-Up Apartments

Appendix L - Affordable Walk-Up Apartments Parking Concept

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2017-XX

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 establish zones in the City of Barrie.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 17-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) to:
 - i. Neighbourhood Residential (R5);
 - ii. Neighbourhood Residential (R5(H-XXX));
 - iii. Neighbourhood Residential (R5(SP-XXX)(H-XXX));
 - iv. Neighbourhood Multiple Residential (RM3(SP-XXX));
 - v. Neighbourhood Multiple Residential (RM3(SP-XXX)(H-XXX));
 - vi. Neighbourhood Multiple Residential (RM3(SP-YYY));
 - vii. Neighbourhood Multiple Residential (RM3(SP-YYY)(H-XXX));
 - viii. Open Space (OS);
 - ix. Open Space (OS)(H-XXX);
 - x. Environmental Protection (EP);
 - xi. Institutional-Education ((I-E) SP-XXX); and,
 - xii. Institutional (I)

in accordance with Schedule "A" attached to this By-law.

2. **FOR** the Neighbourhood Multiple Residential (RM3(SP-XXX)) and (RM3(SP-XXX)(H-XXX)) zones:

- i. **THAT** notwithstanding the provisions set out in Section 3.0 Definitions of By-law 2009-141, the requirement for a common enclosed corridor system not be required

- for a “Dwelling, Walk up Apartment” in the Neighbourhood Multiple Residential (RM3(SP-XXX)) and (RM3(SP-XXX)(H-XXX)) zones.
- ii. **THAT** notwithstanding the provisions set out in 14.3.3.1 (b) of By-law 2009-141, more than one garage door shall be permitted for a “Dwelling, Walk up Apartment” that does not have a common enclosed corridor system.
 - iii. **THAT** notwithstanding the provisions set out in 14.3.3.1 (b) of By-law 2009-141, a maximum total width of 13.2 metres shall be permitted for garage doors for a “Dwelling, Walk up Apartment” that does not have a common enclosed corridor system.
 - iv. **THAT** notwithstanding the provisions set out in 14.3.3.1 (c) of By-law 2009-141, a maximum driveway width 17.14 metres shall be permitted for a “Dwelling, Walk up Apartment” that does not have a common enclosed corridor system.
 - v. **THAT** the maximum driveway width of 17.14 metres be inclusive of a brick edge course (Soldier course) surrounding the entire perimeter and through the centre, dividing the driveway in two, with three parking spaces on either side for a “Dwelling, Walk up Apartment” that does not have a common enclosed corridor system.
 - vi. **THAT** no more than twelve (12) “Dwelling, Walk up Apartment” that do not have a common enclosed corridor system be permitted.
 - vii. **THAT** notwithstanding the provisions set out in Section 4.6.1 and Table 4.6 of By-law 2009-141, tandem parking shall be permitted for a “Dwelling, Walk up Apartment” that does not have a common enclosed corridor system.
 - viii. **THAT** “Lot Line, Front” shall be the lot line that abuts Mapleview Drive East and any other lot line that abuts a municipal right-of-way. Any other lot shall be considered a “Lot Line, Side”.
 - ix. **THAT** notwithstanding the provisions set out in Section 14.5.6 and Table 14.5.6 of By-law 2009-141, the minimum height is three (3) storeys for parcels fronting on Mapleview Drive East.
3. **THAT** notwithstanding the provisions set out in Section 4.6.1 and Table 4.6 of By-law 2009-141, 1.2 parking spaces per unit shall be required in the Neighbourhood Multiple Residential (RM3(SP-YYY)) and (RM3(SP-YYY)(H-XXX)) zones.
 4. **THAT** for the purposes of zoning, “Lot Line, Front” shall be the lot line that abuts Mapleview Drive East and any other lot line that abuts a municipal right-of-way for parcels zoned Neighbourhood Residential (R5(SP-XXX)(H-XXX)). Any other lot shall be considered a “Lot Line, Side”.
 5. **THAT** notwithstanding Section 8.3 Institutional Education zone of By-law 2009-141, the Neighbourhood Residential (R5) zone permitted uses and development standards as established in Sections 14.5.2 and 14.5.6 shall be permitted in the Institutional Education (I-E(SP-XXX)) zone.

6. **THAT** the (H) symbol that appears on Schedule “A” attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990, c. P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by Neighbourhood Residential (R5)(H-XXX), Neighbourhood Residential Special Provisions (R5(SP-XXX)) (H-XXX), Neighbourhood Multiple Residential Special Provisions (RM3(SP-XXX) (H-XXX)), Neighbourhood Multiple Residential Special Provisions (RM3(SP-YYY) (H-XXX)), and Open Space (OS)(H-XXX) until the (H) symbol is removed pursuant to Section 36 of the *Planning Act*. The (H) provision shall be lifted by the Corporation of the City of Barrie upon completion of the following matters to the satisfaction of the Corporation of the City of Barrie and the Lake Simcoe Region Conservation Authority:
- i. **THAT** a detailed delineation of the Regulatory Floodplain be completed to the satisfaction of LSRCA; and,
 - ii. **THAT** any capital works upgrades (i.e. temporary or permanent culvert improvements) required to support the revised Regulatory Floodplain limit be installed to the satisfaction of the LSRCA.
7. **THAT** the remaining provisions of By-law 2009-141, as amended, applicable to the above described lands as shown in Schedule “A” to this By-law shall continue to apply to the said lands except as varied by this By-law.
8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2017.

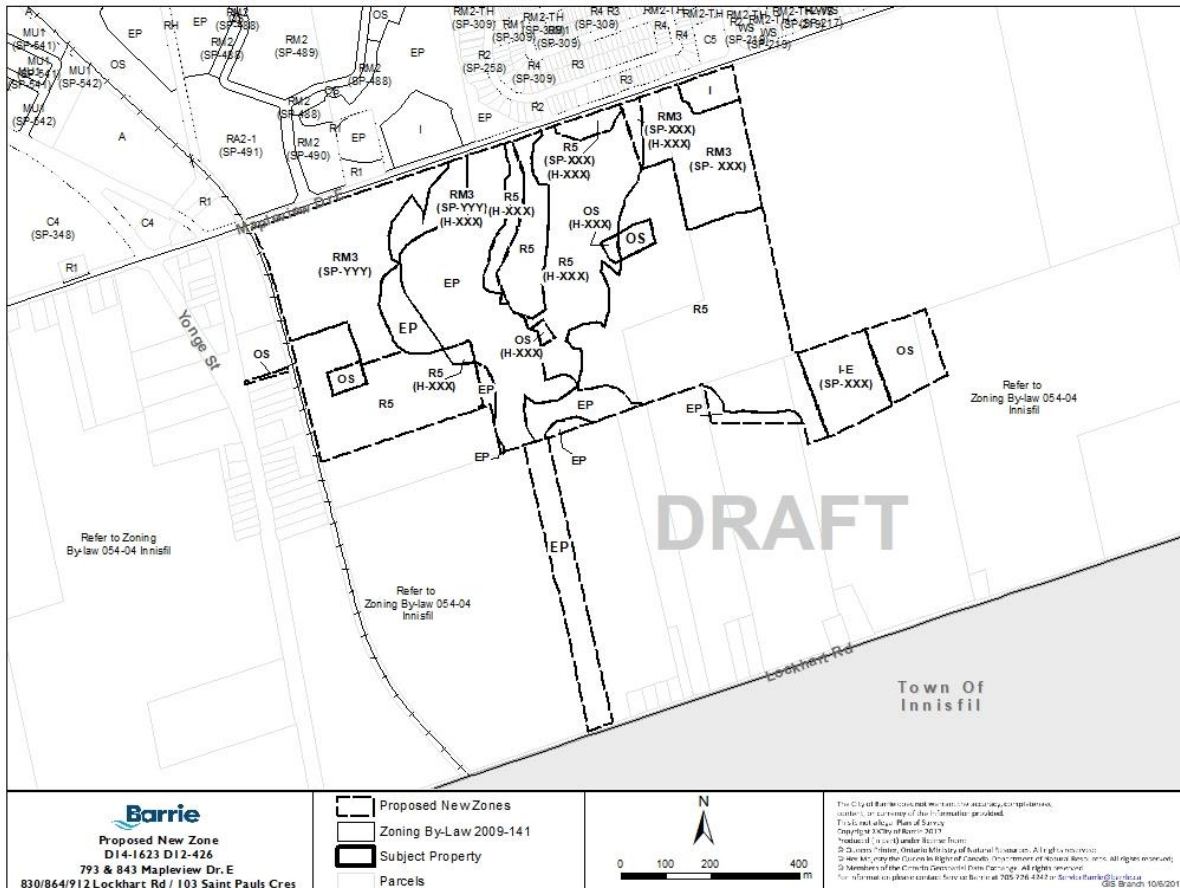
READ a third time and finally passed this day of , 2017.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

Schedule "A"



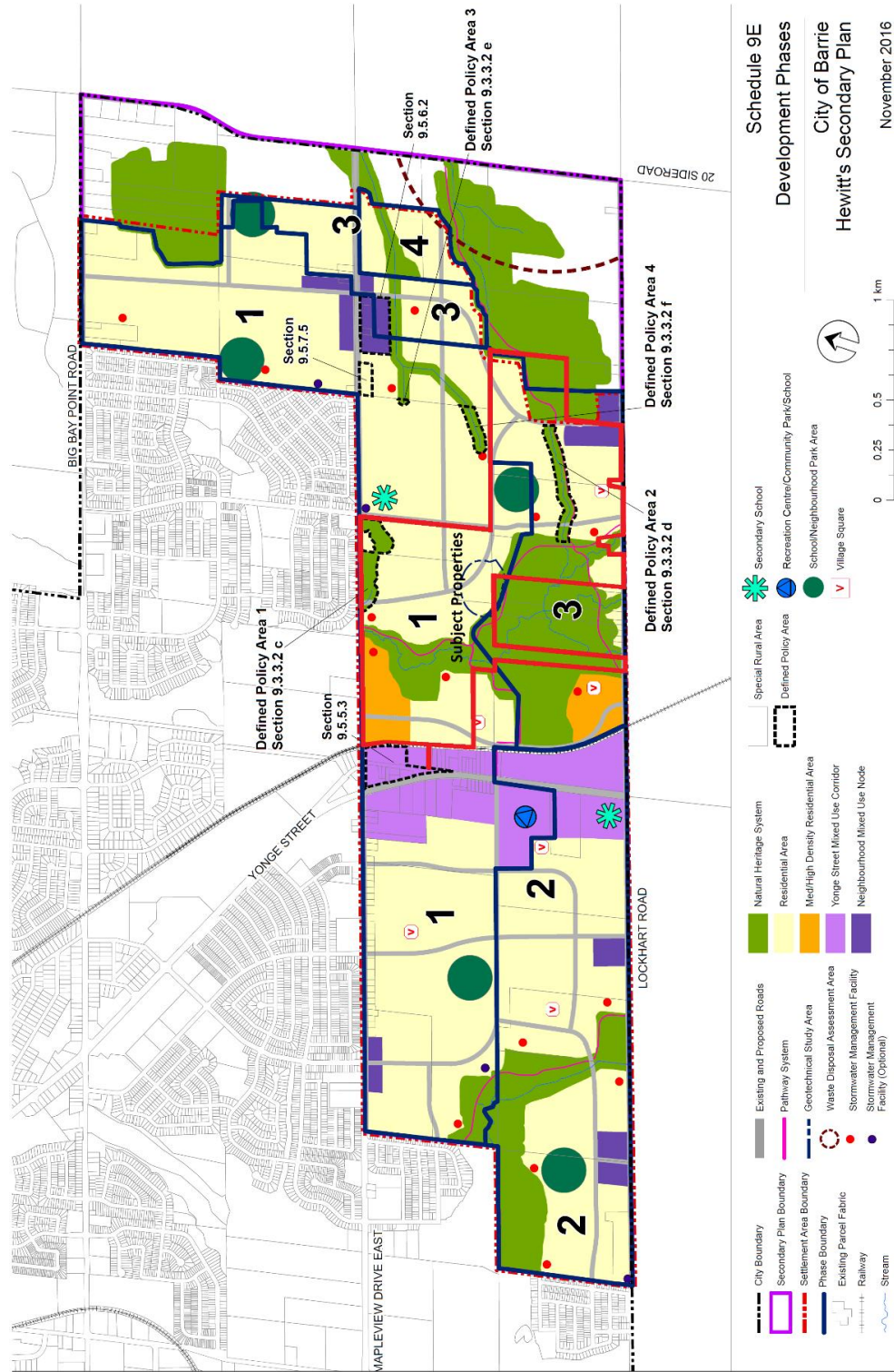
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK - DAWN A. MCALPINE

APPENDIX "B"

Hewitt's Secondary Plan - Land Use Schedule

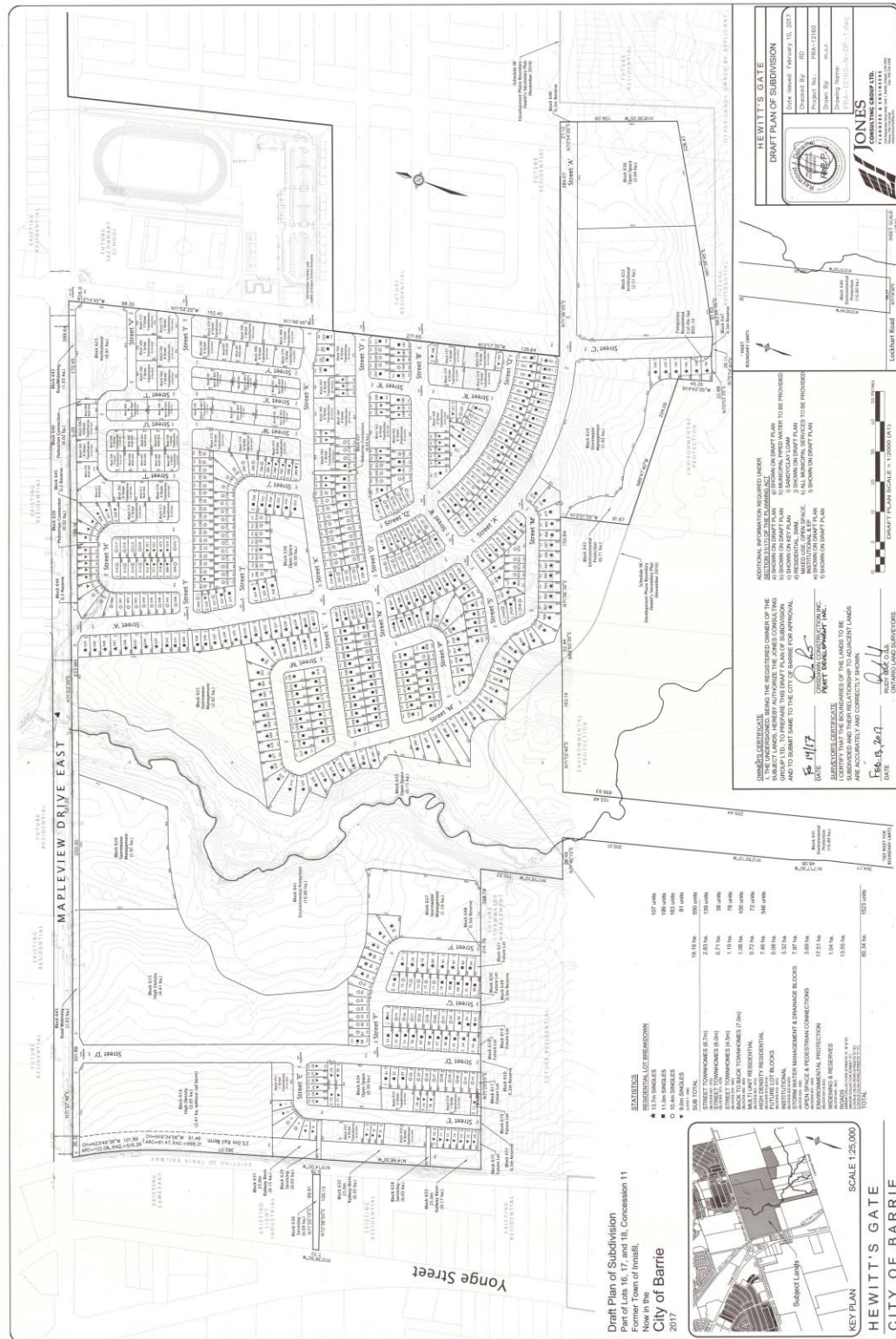


APPENDIX "C"

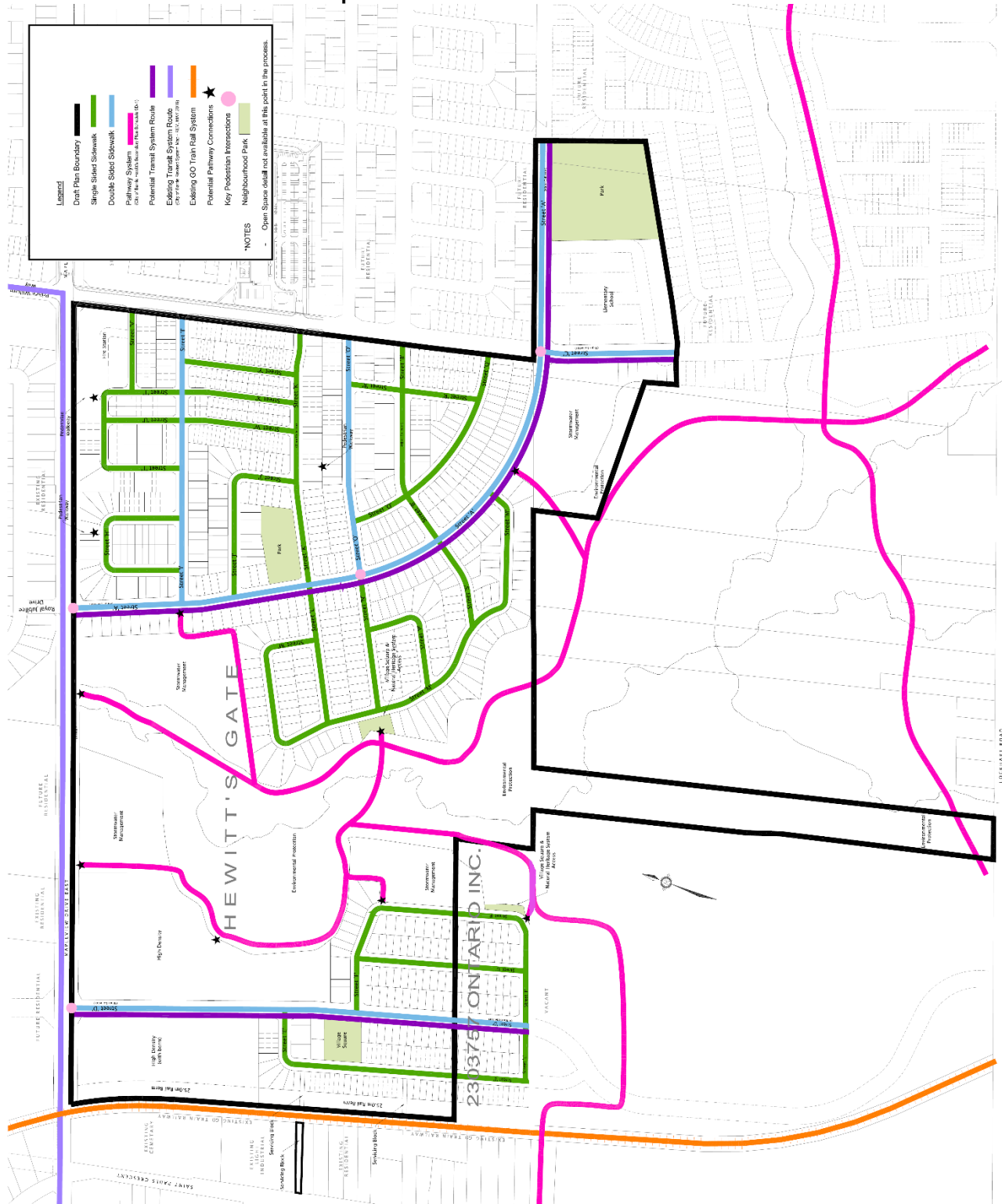
Proposed Development Concept



Proposed Draft Plan of Subdivision

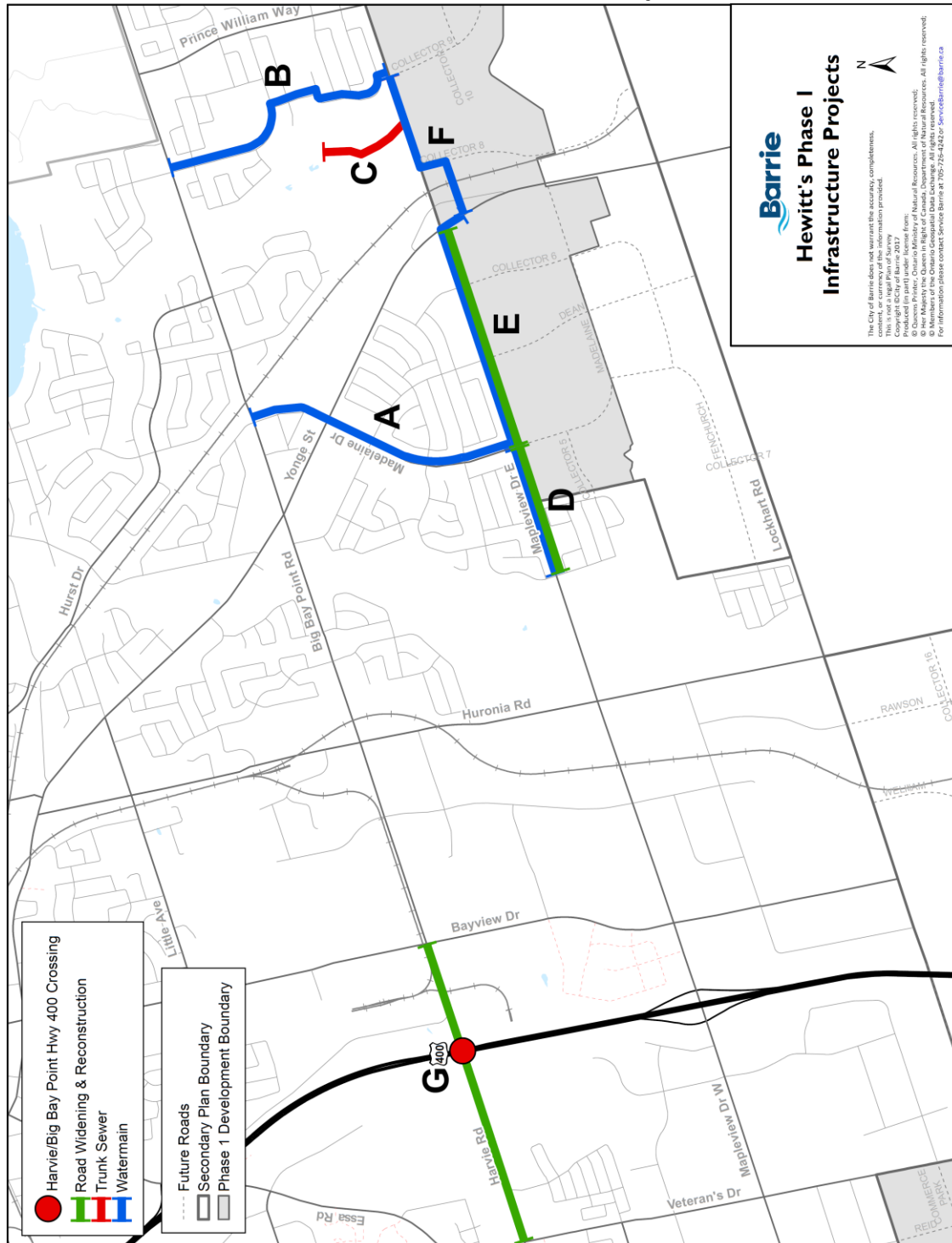


Proposed Pedestrian Circulation Plan



APPENDIX "F"

Hewitt's Phase 1 Infrastructure Projects



APPENDIX "G"

Technical Study Descriptions

Subwatershed Impact Study (SIS) (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 (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.

Preliminary Stormwater Management Report (February 2017): This study provides a review of the proposed stormwater management associated with the proposed Draft Plan of Subdivision consistent with the Subwatershed Impact Study. It the infrastructure required to service the site with regards to stormwater management quality control, quantity control, water balance, and erosion and sediment control. The report concludes that the stormwater management measures can be implemented to meet all required runoff and surface water criteria.

Functional Servicing Report (February 2017): This study determined site traffic generated by the proposed development and recommended lane configurations, intersection controls, and recommended dimensions of any required turning lanes for the proposed development.

Functional Design Review (February 2017): This study examined and identified the property's recommended servicing design options in relation to stormwater, water, and sanitary servicing, roads and grading, and utility servicing.

Slope Assessment (May 2016): This study investigates and assesses the current slope conditions to provide appropriate construction. The study concludes existing slopes are estimated to be adequately stable against slope slides when a 1.5:1 to 2:1 slope or flatter is experienced.

Noise and Vibration Report (January 2017): This study provides a review of the expected noise and vibration levels for the proposed development. The study concludes that the noise levels conform to acceptable limits of the Ministry of the Environment and Climate Change noise guideline NPC-300 and Metrolinx vibration guidelines with proposed mitigation measures.

Planning Justification Report (February 2017): This study reviewed the land use planning merits of the proposed development and concluded that it represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Pedestrian Circulation Plan (February 2016): This plan provides an overview of where dual and single sidewalks are proposed to be located, based on the recommendation of the Jones Consulting Group. In general, all arterial and collector streets are proposed to have sidewalks on each side, and all local streets are proposed to have sidewalks on at least one side of the street. The final placement of sidewalks will be addressed through the draft plan of subdivision process.

Five (5) Stage 1-2 Archeological Assessments (February, August, and October 2013): These studies provided an overview of the survey of the land, including where test pits were taken and where a visual survey was completed, and included letters of acceptance from the approval authority, the Ministry of Tourism, Culture and Sport.

Natural Heritage Evaluation (February 2017): This study serves to identify species at risk and habitats of endangered or threatened species, significant wildlife habitat and other significant natural heritage features through field investigations. The study concludes that by implementing the recommended mitigation measures the proposed development is not expected to impact negatively any identified features.

Species at Risk Screening (February 2017): This study serves to identify species at risk and habitats of endangered or threatened species under Ontario's *Endangered Species Act*. The study concludes that provided that the recommendations and appropriate authorizations are acquired, there is no expectation that the proposed works will contravene the *Endangered Species Act*.

APPENDIX "H"

Public Input and Staff Responses

Neighbourhood Meeting

A Neighbourhood (Ward) Meeting was held on April 20, 2017 in the Rotunda of City Hall that saw approximately 18 members of the public attend. The general concerns / questions expressed by area residents are identified and addressed below:

1. Affordable Housing

There were comments received that indicated affordable housing attracts undesirable neighbours. Residents were advised that land use planning considerations focus on ensuring a range in built forms is provided as part of new subdivisions in order to ensure diversity and choice for future residents. This approach is consistent with good planning practices as it seeks to intentionally accommodate residents with different housing needs and across different socio-economic ranges. Affordable options are an integral part of every neighbourhood and designing such opportunities into the zone standards ensures this key outcome of the Hewitt's Secondary Plan may be provided.

2. Safety

There were also comments received that indicated concerns for resident safety including the need for increased fire and police service, the increase in traffic associated with these new subdivisions, and having homes that are fronting onto busy streets.

Residents were advised that a portion of the development charge that is collected as part of the development process goes toward emergency services, including fire and police services and as such, these growth related expenses were being actively planned for. They were also advised that emergency services are included in the review of development planning applications and as such, they are important technical reviewers to ensure service levels are being monitored and planned for.

To address concerns regarding the increase in traffic, residents were advised that a traffic calming management plan is required to be submitted prior to the registration of the plan of subdivision to address local traffic impacts. The overall traffic system is being invested in based on the infrastructure needs that have been planned for to accommodate growth across the Secondary Plan areas. And to address concerns regarding homes on busy streets, residents were advised that a number of housing options would be provided as part of the overall development of the Hewitt's Secondary area, which include housing options fronting onto a range of streets, allowing residents to choose the housing that is right for them.

3. Parking

Residents also identified parking as a concern and they were advised that the Hewitt's Secondary Plan is designed at transit supportive densities, utilizes a grid-street pattern to support greater connectivity for all modes of transportation, and provides on-street parking where possible. Residents were assured that private dwelling units are still provided with private parking to accommodate personal vehicles at a rate that is consistent with the modern zone standards that are in place.

Public Meeting

A Public Meeting was held on June 26, 2017 in accordance with the *Planning Act*. There was one resident who spoke to General Committee with respect to the following matters:

1. Traffic Safety

There was concern expressed that the anticipated increase in traffic associated with development of the Hewitt's Secondary Plan area will increase road volume beyond what the road network can adequately support.

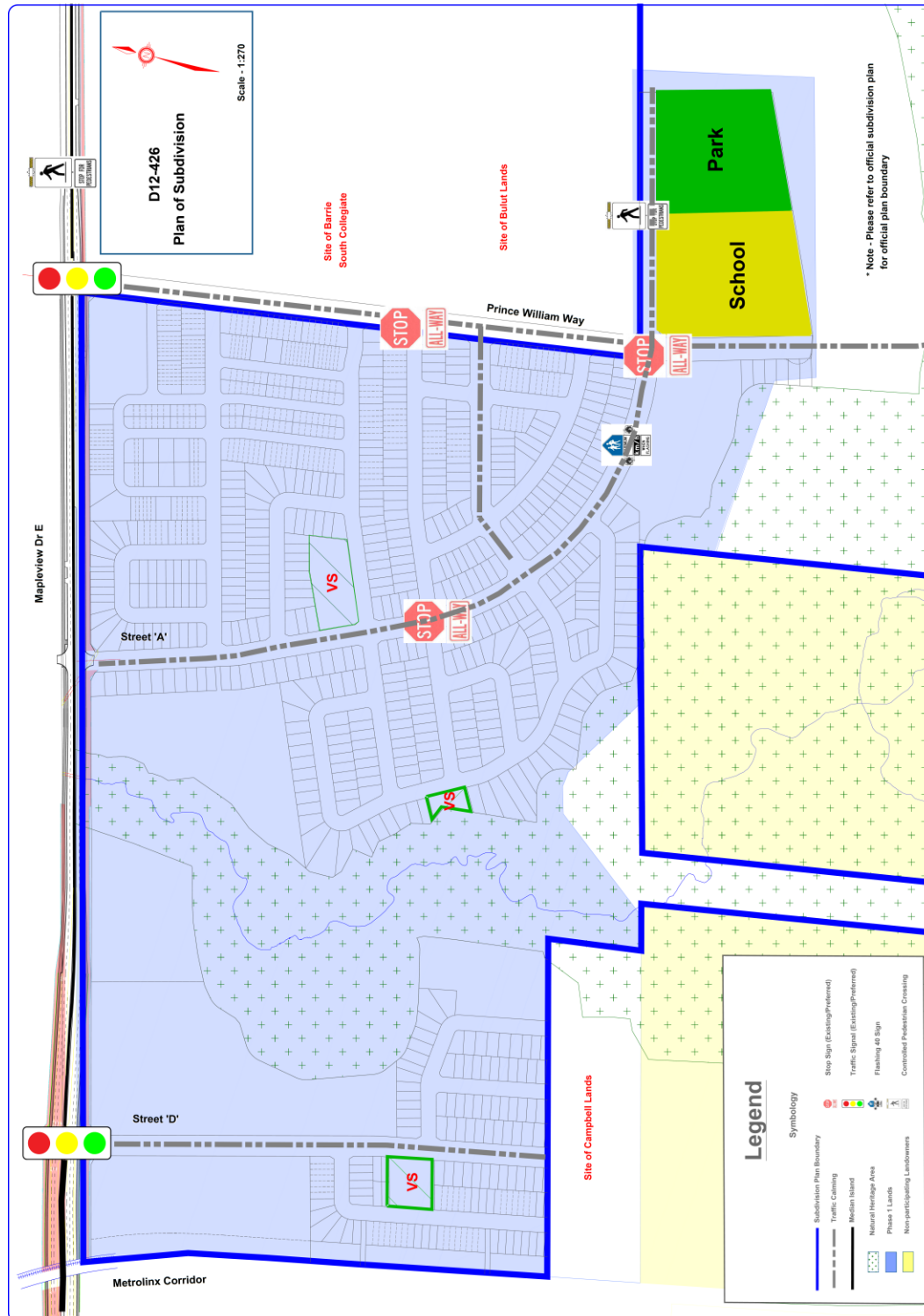
The overall road network within the Hewitt's Secondary Plan has been designed to adequately accommodate the ultimate buildout through coordinated infrastructure investments. As such, the road network will be able to accommodate the proposed development in the Hewitt's Secondary Plan area, as subdivisions cannot be registered without adequate capacity being in-place.

2. Road Widths

There was also concern expressed that the availability of on-street parking will be inadequate given the proposed road rights-of-ways.

The City has designed modernized roads through the Transportation Design Manual (TDM) to integrate active transportation choices and accommodate new built forms. It is important to note that these progressive changes have not precluded the opportunity for on-street parking to be accommodated across the Secondary Plan areas in the future; the ultimate location for on-street parking is defined as part of the detailed subdivision design stages.

Preliminary Traffic Calming Management Plan





APPENDIX “J”

Rezoning & Draft Plan of Subdivision Applications

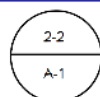
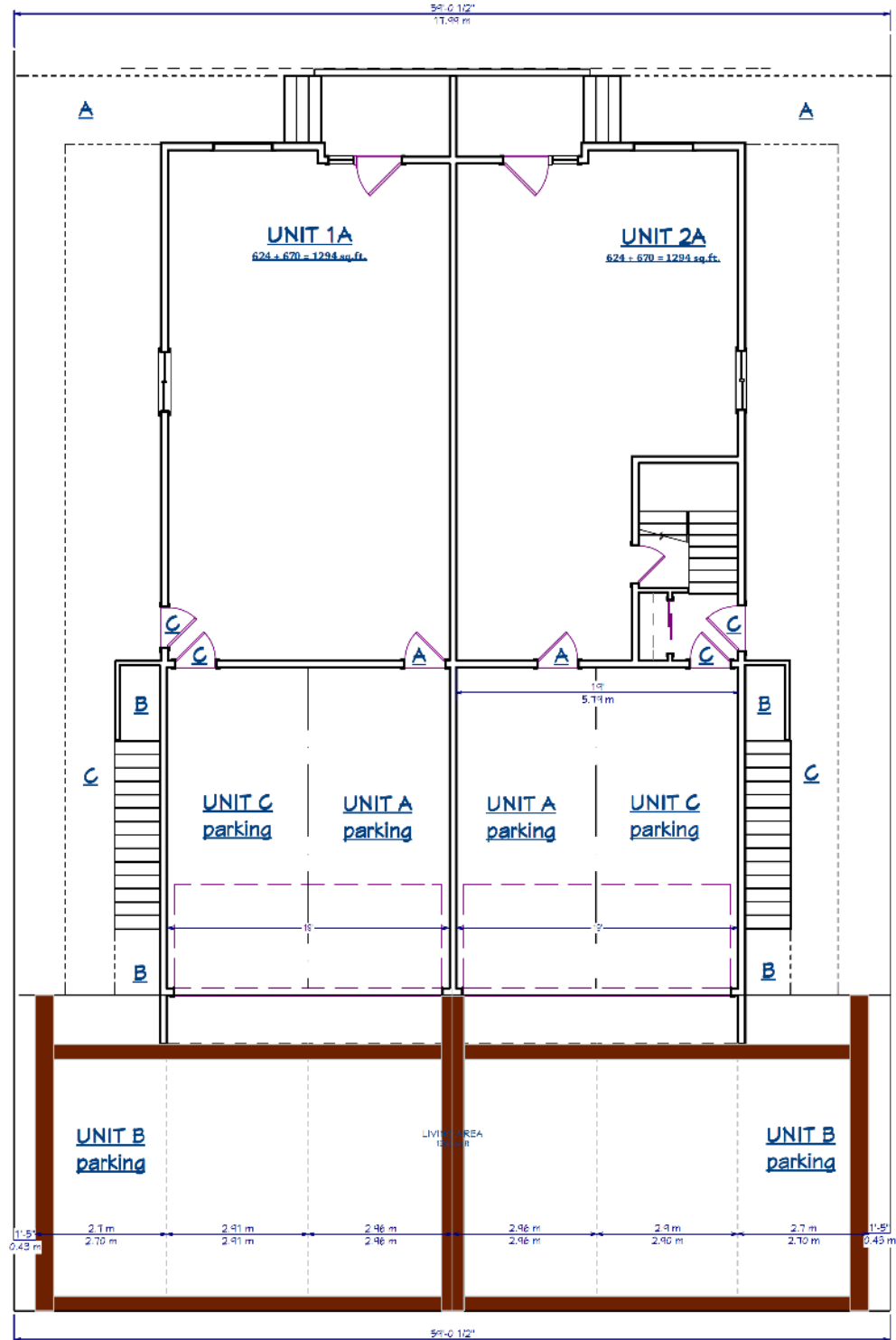
Application Type and Explanation	Development Related Matters that are Addressed
<p>Zoning By-law Amendment</p> <p>This planning application is required when a proposal for development does not conform to the standards defined in a municipal zoning by-law for the use of land, the erecting, locating, or using of buildings or structures.</p>	<p>Limits of Development Size and Massing of Buildings Density of the Development Permitted Uses Standards for Development Including: Setbacks Height Frontage Lot Area Parking Landscaping</p>
<p>Draft Plan of Subdivision</p> <p>This planning application creates new municipal infrastructure such as roads and parks through the subdivision of lands, and facilitates new private development such as homes, commercial centres, and places for employment.</p>	<p>New Block and Lot Creation: Housing Streets and Parks Infrastructure</p> <p>New Municipal Infrastructure Locations: Streets, Sidewalks and Trails Parks, Natural Areas and Open Spaces Street Plantings and Landscaping Fencing Servicing (Water / Sanitary / Stormwater) Utilities (Hydro / Gas / Telecommunications)</p> <p>Details of the Development Build-Out: Traffic Management Planning for Streets Environmental Matters Detailed Design for Infrastructure Conveyance of Land or Easements Decommissioning of Existing Wells/Septic Systems Edge Management Planning for NHS areas Financial Contributions / Security Details Street Naming / Final Layout / Design Compliance with Provincial & Federal Agencies Signage / Utility Locations / Street Layout Clauses for Purchase & Sale Agreements Municipal Roadway Improvements</p>

Affordable Walk-Up Apartments

[illegible]

APPENDIX "L"

Affordable Walk-Up Apartment Parking Concept



MAIN FLOOR CONCEPT

SCALE : N.T.S.