
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
1597229 ONTARIO INC. (BLUE SKY) – 1005 AND 1025 BIG BAY
POINT ROAD AND 3320 20TH SIDEROAD

WARD: WARD 10

PREPARED BY AND KEY CONTACT: C. McLAREN, PLANNER
EXTENSION 4719

S. FORFAR, MBA, RPP, MCIP
MANAGER OF GROWTH PLANNING
EXTENSION 4403

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

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT

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 1597229 Ontario Inc. (Blue Sky), to rezone the lands known municipally as 1005 and 1025 Big Bay Point Road and 3320 20th Sideroad from Agricultural General (AG) to Neighbourhood Residential (R5), Open Space (OS) and Environmental Protection (EP), be approved.
2. 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" of Staff Report PLN002-18.
3. That in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law.

PURPOSE & BACKGROUND

Report Overview

4. The following is a comprehensive report recommending approval of a rezoning application that will provide the framework for the future approval and implementation of a 773 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).
5. The overall development plan includes a 50.88 hectare site that has been designed in a comprehensive manner with the adjacent lands to accommodate the proposed 545 single detached residential units, 100 semi-detached units and 128 street townhouse units at an overall density of



D14-1626 / D12-429
1005/1025/1039 Big Bay Point Rd & 3320 20 Sideroad

GIS Branch 12/20/2017

Surrounding Land Uses

- North: Large single detached residential lots fronting onto Big Bay Point Road and an existing single-detached residential estate subdivision within the Town of Innisfil.
- South: Mapleview Drive East and vacant lands zoned Agricultural General (AG).
- East: Environmental protection lands, existing single detached residential and vacant lands zoned Agricultural General (AG).
- West: An existing residential subdivision consisting primarily of single detached dwelling units, a municipal park (Hyde Park), public elementary school (Hyde Park Public School) and a stormwater management facility and vacant lands zoned Agricultural General (AG) which are currently subject to active Zoning By-law Amendment (D14-1627) and Draft Plan of Subdivision (D12-430) applications to permit residential development in accordance with the Hewitt's Secondary Plan.

Growth Management Program

10. 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.
11. 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.

12. 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.
13. 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)

14. 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.
15. 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.
16. 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 Mapleview Drive East
Status: Construction is currently underway with completion scheduled for the fall of 2017.
 - D. **2018** – Road Widening / Reconstruction and Watermain
Location: Mapleview 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: Mapleview 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

17. 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.

- Sub-watershed Impact Study (SIS) (September 2016)
- Master Transportation Study (February 2017)
- Planning Justification Report (July 2017)
- Functional Servicing and Stormwater Management Report (January 27, 2017, revised July 24, 2017)
- Stage 1-2 Archaeological Assessments (December 2, 2011 and October 25, 2012)
- Functional Design Review (February 2017)
- Natural Heritage Evaluation (November 2016)
- Noise Impact Study (February 14, 2017)
- Pedestrian Connection Plan (July 7, 2017)
- Boundary Tree Inventory and Preservation Plans/Details (January 25, 2017)

Public Consultation

18. A Neighbourhood Meeting was held on July 26, 2017, and was attended by approximately 58 residents, Planning staff and members of the applicant’s consulting team. Following this, a formal Public Meeting was held on November 13, 2017, whereby several residents spoke to General Committee. Public consultation on this proposal occurred in conjunction with two adjacent development proposals at 970, 1002 and 1006 Mapleview Drive East (D14-1627/D12-430) and 961 Big Bay Point Road (D14-1638/D12-435) 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.
19. The comments received by area residents were generally shared across all three applications and included inquiries about boundary tree preservation, traffic management and pedestrian safety, lot grading, built-form and the timing/construction management associated with the proposed development. Please see Appendix “H”: Public Input and Staff Responses for all specific questions and answers with respect to resident inquiries through the public engagement process.
20. 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

21. This rezoning application has been circulated and reviewed concurrently with the implementing draft plan of subdivision application (File Number D12-429). 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.
22. 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

23. 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.
24. 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 watermains and one trunk sanitary sewer main, demonstrating the coordinated approach to growth management that this program has been designed to achieve.

Traffic Calming Infrastructure

25. 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).
26. 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.

27. 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

28. 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 D12-429).

29. In response to the technical nature of this process, City Council has delegated approval authority to both the Director and Managers of Planning & Building Services (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 "J": Rezoning and Draft Plan of Subdivision Applications.

ANALYSIS

Provincial Policy

30. 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.
31. 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.
32. 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.
33. 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.
34. In staff's 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)

35. Development of the subject site is guided by the vision of the Hewitt's Secondary Plan, specifically as it relates to the 'Residential Area', 'Natural Heritage System' and 'School/Neighbourhood Park Area' land use designations. These land use designations and the policies that describe their intended uses, provide the framework for the development standards found in the implementing zoning categories.
36. In accordance with these land use designations, the applicant is proposing 773 residential units that consist of a mix of singles, semis and townhouses. To support the residential component of this development, the applicant is proposing a 7.23 hectare (17.86 acre) Environmental Protection block to be conveyed to the City as part of the overall Natural Heritage System (NHS), a 2.0 hectare block for a neighbourhood park, three (3) additional open space/village square blocks to provide access/vistas into the NHS, and two (2) stormwater management blocks totalling approximately 4.3 hectares (10.5 acres) in size.

-
37. With regards to the Residential Area designation, policy 9.5.7.3 (a) states that low density development shall be a minimum of 20 units per net hectare to a maximum of 40 units per net hectare. In accordance with this policy, the proposed density associated with the concurrent subdivision application is 29 units per net hectare. The Secondary Plan does not identify any specific type of built form to obtain this density, simply that it is ground related. As such, the applicant has proposed a number of built forms to achieve the required density, including a range of single detached lots varying in frontage widths of 9.0 metres to 15 metres, semi-detached lots with 7.5 metre frontages and street townhouses with 6.0 metre frontages.
38. Stormwater management blocks are permitted in any designation within the Secondary Plan save and except within the Natural Heritage System (NHS). There are two stormwater management blocks proposed within the north-westerly and south-easterly portions of the subject lands. Stormwater management blocks 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 further reviewed through the detailed design phase of the subdivision application. At this time, there are no technical considerations with respect to the stormwater management blocks that would preclude the rezoning application from proceeding.
39. The Natural Heritage System (NHS), as established through the Hewitt's Secondary Plan process, 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 NHS is meant to support opportunities for naturalized passive recreation, where appropriate, and will be dedicated to the City of Barrie to be protected as such through the future subdivision process.
40. Three (3) open space blocks (Blocks 644-646) adjacent to the Natural Heritage System are proposed to act as entrance/gateway features to the Natural Heritage System, thereby 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, accessory structures (i.e. gazebos) and way-finding signage.
41. Village Squares, which are small parkettes, have been included in the Hewitt's Secondary Plan to act as recreation facilities 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 hectares in size, but no larger than 0.5 hectares. With respect to the subject application, Block 644 and Blocks 645 and 646, when combined with lands on the adjacent plans of subdivision (D12-430), will be of sufficient size and configuration to be recognized as village squares.
42. Elementary Schools and Neighbourhood Parks have been identified to be 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. While there are no school sites proposed within the associated plan of subdivision, elementary school sites have been set aside in Phase 3 of the Hewitt's Secondary Plan immediately adjacent to the proposed Neighbourhood Park (Block 647) for both the Public and Separate School Boards.
43. Section 3.3.2.2 of the Official Plan provides policies for affordable housing, including the goal to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing under the following criteria:
- i. In the case of home ownership, the least expensive of:
 - a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual households income for low and moderate income households; or,

- b) 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.
- ii. In the case of rental housing, the least expensive of:
 - a) A unit for which the rent does not exceed 30 percent of the gross annual household income for low and moderate income households; or,
 - b) A unit for which the rent is at or below the average market rent of a unit in the regional market.
- 44. Sections 3.3.2.2 also encourages affordable housing to locate in close proximity to shopping, community facilities and existing or potential public transit routes such as arterial or collector roads. Furthermore, Section 3.3.2.2 encourages the provision of second suites in new plans of subdivision where it is demonstrated that they will not have a negative impact on existing residential development.
- 45. To achieve the affordability requirement of Section 3.3.2.2, the applicant has proposed a compact built-form consisting of small-lot single detached dwellings, semi-detached residential units and street townhouse units which are considered to be more affordable housing options. The applicant has also proposed that approximately 15 percent of the street townhouse units may fall within the definition of affordable housing for home ownership, representing a total of approximately 20 units. In addition, the zoning by-law permits second suites in the 'Neighbourhood Residential' (R5) zone. As a result, there is an opportunity for the developer/builder to offer a second suite package as part of the sale of the proposed dwelling units.
- 46. 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, semi-detached residential dwellings and townhouses are all proposed, providing a diversity of housing options, all of which can accommodate home occupations. Additionally, the compact built form supports transit use.
- 47. The range of housing opportunities and the overall neighbourhood design of this proposed subdivision achieves 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

- 48. The subject site is currently zoned 'Agricultural General' (AG) 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. Neighbourhood Residential (R5);
 - 2. Open Space (OS); and
 - 3. Environmental Protection (EP).

-
49. The 'Neighbourhood Residential' (R5) zone will allow the development of the proposed single-detached units, semi-detached units and street townhouse dwellings and will accommodate the range of frontages for these lots, proposed from 9.0 metres to 15.0 metres for the single-detached dwellings, 7.5 metres for the semi-detached units and 6.0 metres for the street townhouses.
50. There are no proposed variances (special provisions) to the implementing zoning by-law to accommodate the proposed built-form and as such, there are no further considerations.
51. 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

52. 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 spring of 2018.

ENVIRONMENTAL MATTERS

53. Should the subject application be approved, the environmentally sensitive lands associated with the previously established Natural Heritage System on site, will be required to be conveyed to the City for Environmental Protection at the time of Draft Plan approval in order to help ensure the protection of this feature in perpetuity.

ALTERNATIVES

54. 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

55. 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 approximately \$33,794,850.00 in Development Charges, in accordance with the following:
- \$29,428,770.00 for the single and semi-detached units (at the rate of \$45,626 per unit, indexed annually)
 - \$4,366,080.00 for the townhouse units (at the rate of \$34,110 per unit, indexed annually).

56. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$4,635 per unit for all lots in Phase 1, which will add approximately \$3,582,855.00 in additional revenues (2018 dollars).
57. 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).
58. 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.
59. 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

60. 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 small-lot singles, semi-detached and townhouse units.
Inclusive Community	Support diverse and safe neighbourhoods	The proposal includes diverse housing types from 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" – Memorandum: Summary of City of Barrie Tree Preservation Policy

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2018-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 18-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) to:
 - i. Neighbourhood Residential (R5);
 - ii. Open Space (OS); and,
 - iii. Environmental Protection (EP)

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

2. **THAT** the 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.
3. **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 , 2018.

READ a third time and finally passed this day of , 2018.



THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

ACTING CITY CLERK – WENDY COOKE

**APPENDIX "A" Continued
Schedule "A"**



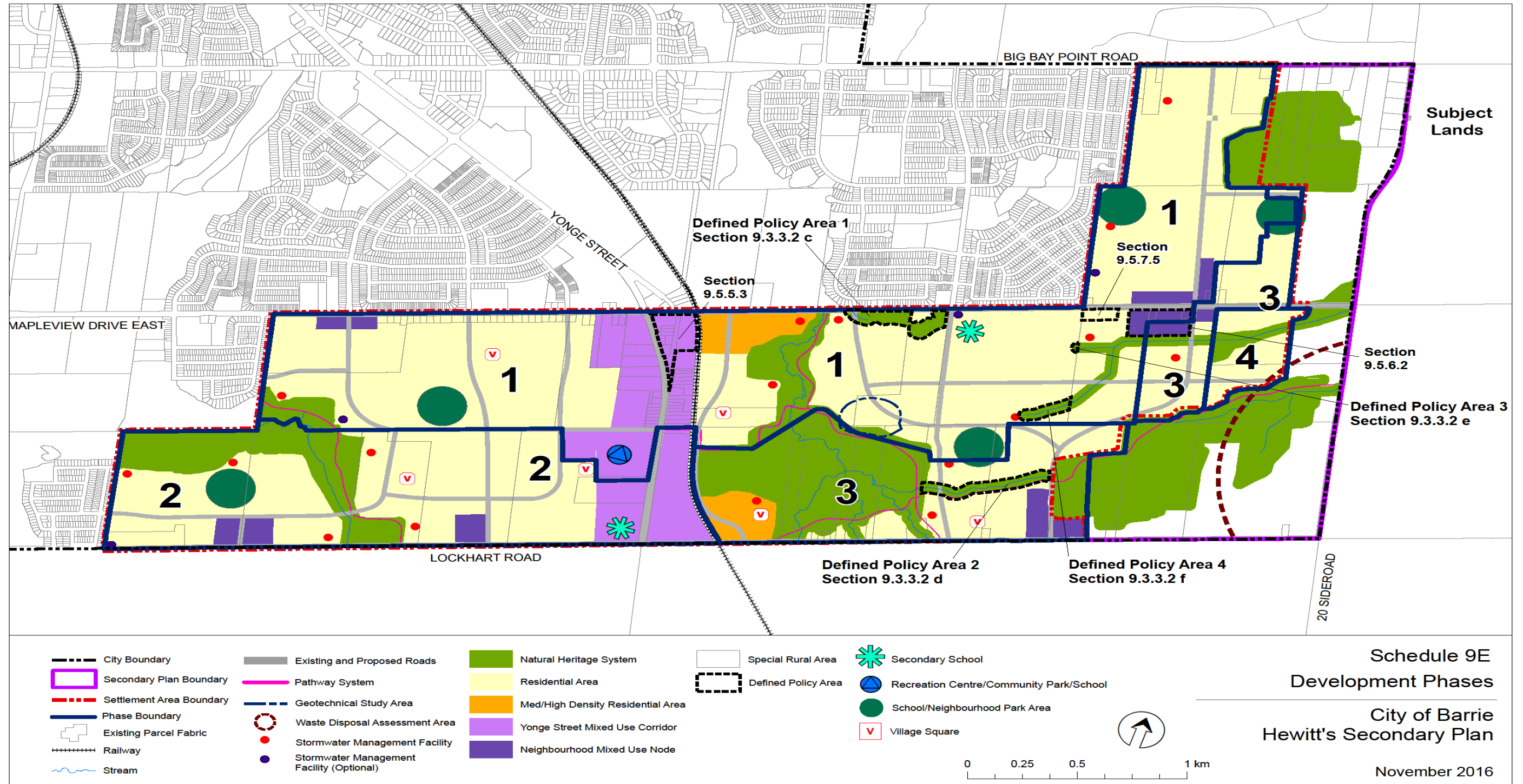
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

ACTING CITY CLERK – WENDY COOKE

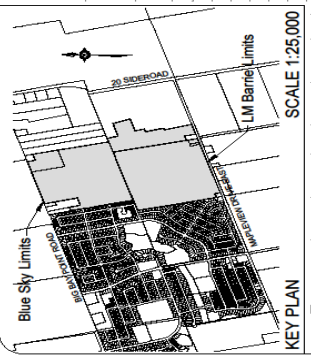
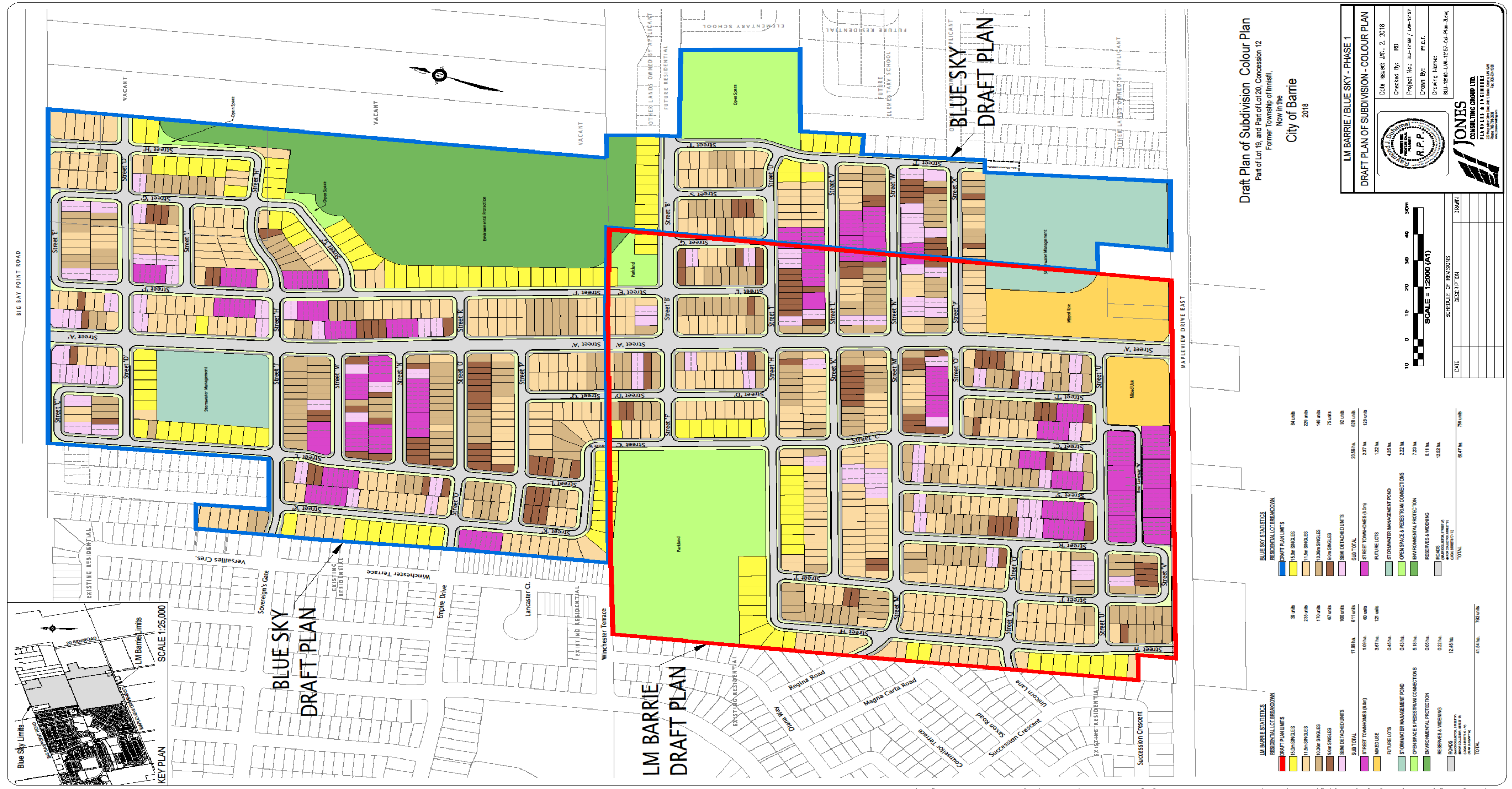
APPENDIX "B"

Hewitt's Secondary Plan - Land Use Schedule



APPENDIX "C"

Proposed Development Concept

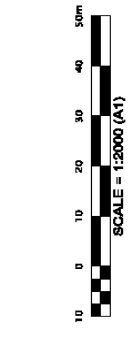


Draft Plan of Subdivision Colour Plan
Part of Lot 19, and Part of Lot 20, Concession 12
Now in the
City of Barrie
2018

LM BARRIE / BLUE SKY - PHASE 1
DRAFT PLAN OF SUBDIVISION - COLOUR PLAN

Date Issued: JAN. 2, 2018
Checked By: RD
Project No.: BU-1816 / 06-1817
Drawn By: m.c.r.
Drawing Name: BU-1816-LM-1817-06-Plan-1.dwg

JONES CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
220 UNIVERSITY AVE. SUITE 200
TORONTO, ONT. M5G 1R7
TEL: 416-593-8888



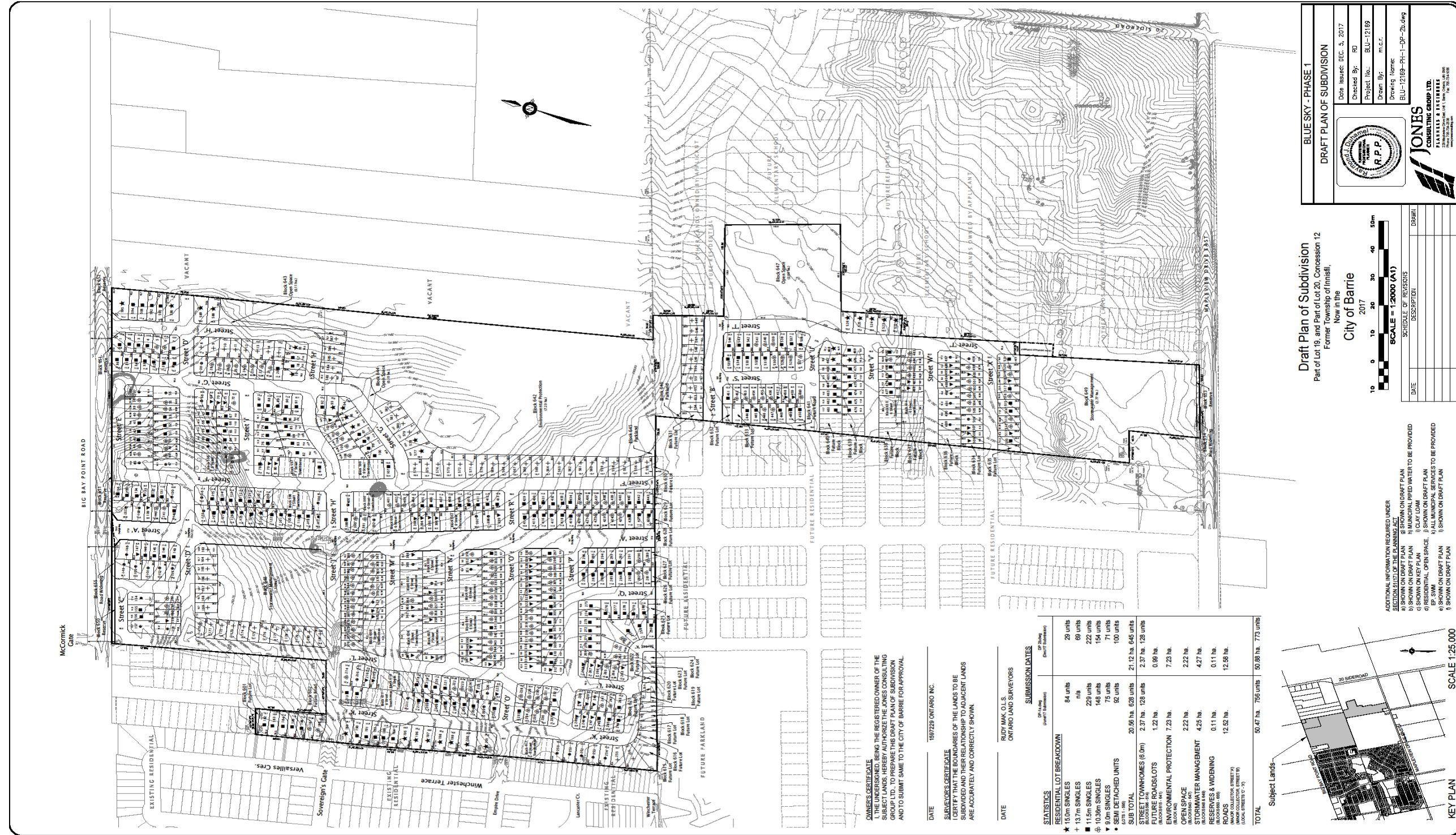
LM BARRIE STATISTICS		BLUE SKY STATISTICS	
RESIDENTIAL LOT BREAKDOWN	DRAFT PLAN UNITS	RESIDENTIAL LOT BREAKDOWN	DRAFT PLAN UNITS
14.0m SINGLES	30 units	14.0m SINGLES	84 units
11.5m SINGLES	235 units	11.5m SINGLES	220 units
10.2m SINGLES	170 units	10.2m SINGLES	148 units
9.0m SINGLES	67 units	9.0m SINGLES	75 units
SEMI DETACHED UNITS	100 units	SEMI DETACHED UNITS	92 units
SUB TOTAL	672 units	SUB TOTAL	629 units
STREET TOWNHOUSES (6.0m)	17.89 ha	STREET TOWNHOUSES (6.0m)	20.59 ha
MIXED USE	1.09 ha	MIXED USE	2.27 ha
FUTURE LOTS	3.97 ha	FUTURE LOTS	1.21 ha
STORMWATER MANAGEMENT POND	0.45 ha	STORMWATER MANAGEMENT POND	4.25 ha
OPEN SPACE & PEDESTRIAN CONNECTIONS	0.63 ha	OPEN SPACE & PEDESTRIAN CONNECTIONS	2.21 ha
ENVIRONMENTAL PROTECTION	5.18 ha	ENVIRONMENTAL PROTECTION	7.21 ha
RESERVES & WEDDINGS	0.05 ha	RESERVES & WEDDINGS	0.11 ha
ROADS	0.22 ha	ROADS	12.51 ha
UNDEVELOPED AREA TO BE ACQUIRED BY THE CITY OF BARRIE	12.48 ha	UNDEVELOPED AREA TO BE ACQUIRED BY THE CITY OF BARRIE	0.47 ha
TOTAL	41.54 ha	TOTAL	79.00 ha

DATE	DESCRIPTION	DRAWN

City of Barrie Planning Department, 2018. All rights reserved. This drawing is the property of Jones Consulting Group Ltd. and is not to be used without the written consent of Jones Consulting Group Ltd.

APPENDIX "D"

Proposed Draft Plan of Subdivision



BLUE SKY - PHASE 1
DRAFT PLAN OF SUBDIVISION

Date Issued: DEC. 5, 2017
Checked By: RJ
Project No.: BU-12189
Drawn By: m.c.c.
Drawing Name: BU-12189-P1-1-DP-2b.dwg

JONES CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
220 Main Street East, Suite 2000
Barrie, Ontario N3Y 4L9
Tel: 705-734-4444

Draft Plan of Subdivision
Part of Lot 19, and Part of Lot 20, Concession 12
Former Township of Innisfil,
Now in the
City of Barrie

SCALE = 1:2000 (A1)

10 0 10 20 30 40 50m

SCHEDULE OF REVISIONS

DATE	DESCRIPTION

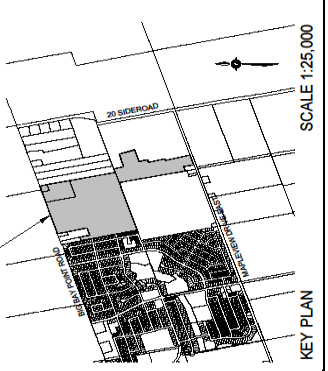
CHANGES CERTIFICATE
THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE
SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING
GROUP LTD., TO PREPARE THE DRAFT PLAN OF SUBDIVISION
AND TO SUBMIT SAME TO THE CITY OF BARRIE FOR APPROVAL.

DATE: 18/02/2018 ONTARIO INC.

SURVEYORS CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE
SUBDIVIDED HAVE BEEN SURVEYED AND ADJACENT LANDS
ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: RUDY MAK O.L.S.
ONTARIO LAND SURVEYORS

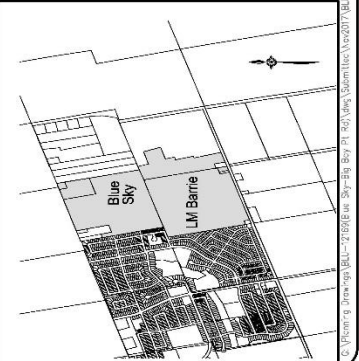
STATISTICS	SUBMISSION DATES	
	9/1/2018 (1st Submission)	9/1/2018 (2nd Submission)
RESIDENTIAL LOT BREAKDOWN	84 units	29 units
15.0m SINGLES	n/a	69 units
11.5m SINGLES	229 units	222 units
10.30m SINGLES	148 units	154 units
9.0m SINGLES	75 units	71 units
DETACHED UNITS	52 units	100 units
SUB TOTAL	20.56 ha, 628 units	21.12 ha, 646 units
STREET TOWNHOMES (8.0m)	2.37 ha, 628 units	2.37 ha, 128 units
BLOCKING WALL	1.22 ha	0.99 ha
ENVIRONMENTAL PROTECTION	7.23 ha	7.23 ha
OPEN SPACE (BLOCKING WALL)	2.22 ha	2.22 ha
STORMWATER MANAGEMENT (BLOCKING WALL)	4.25 ha	4.27 ha
UTILITIES (BLOCKING WALL)	0.11 ha	0.11 ha
ROADS (LOCAL STREETS 15'-30')	12.92 ha	12.98 ha
TOTAL	50.47 ha, 756 units	50.98 ha, 773 units



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(7) OF THE PLANNING ACT

- 1) SHOWN ON DRAFT PLAN
- 2) SHOWN ON DRAFT PLAN
- 3) SHOWN ON KEY PLAN
- 4) SHOWN ON DRAFT PLAN
- 5) SHOWN ON DRAFT PLAN
- 6) SHOWN ON DRAFT PLAN
- 7) SHOWN ON DRAFT PLAN
- 8) SHOWN ON DRAFT PLAN
- 9) SHOWN ON DRAFT PLAN
- 10) SHOWN ON DRAFT PLAN

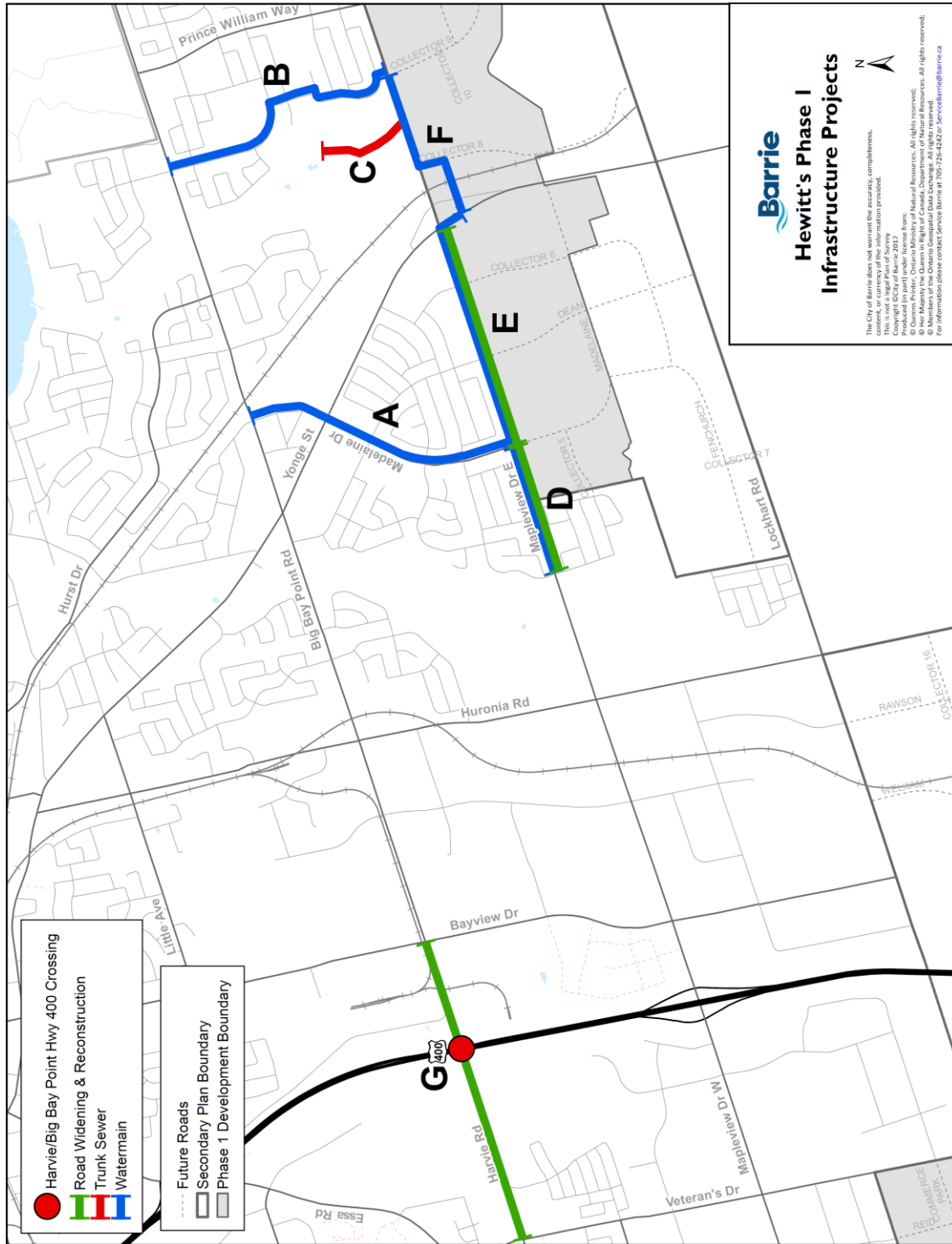
APPENDIX "E"
Proposed Pedestrian Circulation Plan



© Planning Services Ltd. 2017. All rights reserved. This drawing is the property of Jones Consulting Group Ltd. and is not to be reproduced without written permission.

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.

Planning Justification Report (July 2017): This study reviewed the land use planning merits of the proposed development and concludes, in the opinion of the Jones Consulting Group, that the proposal represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Functional Servicing and Stormwater Management Report (January 27, 2017, revised July 24, 2017): This report provides a review of the servicing and stormwater management strategies proposed for the subject lands and demonstrates that the subject lands can be provided with municipal servicing and stormwater management facilities (SWMF) in accordance with all applicable regulatory requirements and design criteria. This report concludes that the subject lands can be developed on full municipal services and stormwater management measures can be implemented to meet all required runoff and surface water quality criteria of the governing agencies.

Stage 1-2 Archeological Assessments (December 2, 2011, October 25, 2012, revised January 21, 2016): These studies provided an overview of the survey of the land, including where test pits were taken and where a visual survey was completed. One First Nations site was encountered through the physical assessment of the study area. As a result, Stage 3 Archeological investigations are required. The results of the Stage 3 Assessment will be used to evaluate the significance of the site and to develop recommendations concerning any mitigation measures that may be necessary. Letters of acceptance from the Ministry of Tourism, Culture and Sport were received confirming that the Ministry is satisfied that the fieldwork and reporting for the Assessments are consistent with the Ministry's 2011 standards and guidelines.

Functional Design Review (February 2017): This report is supplemental to the Master Transportation Study and provides a review of the traffic generated by the proposed development and the impact it may have on the surrounding transportation network. The report further recommends transportation improvements necessary to support the proposed development

Natural Heritage Evaluation (November 2016): This report 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 and functions for the property and adjacent lands. The results of this report, including the recommended mitigation measures, demonstrate that the proposed development will not negatively impact natural heritage features or their ecological functions present on or adjacent to the proposed development, including habitat of Endangered or Threatened Species.

Noise Impact Study (February 14, 2017): This study provides a review of the expected noise levels for the proposed development associated with future traffic on Big Bay Point Road. The study concludes that the

Ministry of the Environment and Climate Change noise guidelines can be met in all dwelling units and outdoor living areas subject to the noise controls recommended in the report. Further, the subject lands can be developed in a manner that satisfies the requirements of the Ministry of the Environment and Climate Change noise guideline NPC-300.

Pedestrian Circulation Plan (July 7, 2017): 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.

Boundary Tree Inventory and Preservation Plan/Details (January 25, 2017): Provides a detailed inventory of all boundary trees and their preservation value based on location, species type and health condition.

APPENDIX "H"

Public Input and Staff Responses

Neighbourhood Meeting

A Neighbourhood (Ward) Meeting was held on July 26, 2017 at the City of Barrie Surface Water Treatment Facility whereby approximately 58 members of the public were in attendance. Following this meeting, written correspondence was received from eight (8) local residents. The general questions/concerns expressed by area residents are identified and addressed below:

1. Boundary Tree Preservation

Concerns were expressed regarding the preservation of existing trees on the subject lands, particularly as they relate to boundary trees adjacent to the existing low-density residential lots fronting Versailles Crescent/Winchester Terrace. On October 25, 2017, City staff, the applicant and their consultants, met on-site with several local residents to discuss boundary tree preservation details. Planning staff advised that the applicant will be required to preserve and protect boundary trees in accordance with the City's tree preservation policies and standards as referenced in a memorandum provided to Council on October 30, 2017, and attached as Appendix K to this report.

As a summary, the City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law. Individual trees on private property may also be protected under a Subdivision Agreement, Site Plan Agreement or Condition of a Consent/Severance application.

2. Timing of Development

Questions were raised about the anticipated timing of development of the subject lands. Provided Council approves the subject Zoning By-law Amendment application, the applicant's planning consultant confirmed that residents could expect construction to commence in 2019 at the earliest.

3. Traffic Management and Pedestrian 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 and will pose risks for pedestrian safety.

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.

The City's technical review team has been working proactively with applicants to determine where traffic calming infrastructure needs to be designed into streets to ensure it is addressed as a condition of development approval for draft plan of subdivision applications.

The City's technical review team has held a number of working sessions with multiple service areas to work through all draft plan of subdivision applications using key criteria to filter, and identify where and what type of traffic calming measures need to be considered. This approach is ensuring that necessary traffic calming infrastructure will be required to be designed and built as part of the final subdivision, ensuring the community will not carry the cost of retrofitting streets for this infrastructure at a future date. The location and design of all traffic calming infrastructure will be finalized through the detailed

design stage of the plan of subdivision through the submission and evaluation of the Traffic Calming and Management Plan.

4. Design of Stormwater Management Facilities

Comments were received regarding the design of the proposed stormwater management facilities. The applicant's consultant confirmed that the intent is to create naturalized stormwater management facilities whereby walking trails could be provided and boundary fencing would be eliminated.

5. Sidewalk Locations and Extensions

Comments were received with respect to the locations of the proposed sidewalks and the extension of same on the north side of Empire Drive within the existing residential subdivision to the west. Planning staff have confirmed that the placement of sidewalks will be addressed through the detailed design stage. Staff further advised that the City is committed to increasing connectivity across our community for residents through the Sidewalk Infill Program. This program provides for the construction of sidewalks to eliminate mid-block sidewalk terminations, increases sidewalk connectivity by eliminating sidewalk dead ends, and results in the installation of sidewalks in locations that are not serviced to meet City service standards. Staff have confirmed that while a sidewalk may be installed along the northern side of Empire Drive in the future, this location is not currently identified for sidewalk infill at this time.

6. Interface between the proposed development and Big Bay Point Road

Questions were raised about the proposed interface between the proposed development and Big Bay Point Road. Planning Staff confirmed no direct access from the proposed lots would be provided to Big Bay Point Road from the subject lands. 'Window Streets' are proposed adjacent to Big Bay Point Road in accordance with the policies of the Hewitt's Secondary Plan. 'Window Streets' are defined as local streets which are parallel or adjacent to arterial streets and permit buildings to face the arterial without requiring direct access to the arterial streets. These streets are designed to provide access for public maintenance and emergency vehicles; and to maximize safety and security.

7. Site/Lot Grading

Additional comments were received regarding the grading of the proposed lots that will back onto the existing residential lots located on Versailles Crescent/Winchester Terrace. Residents raised concerns with the grading of the proposed lots not matching the grading of existing lots to the west. Though it is not uncommon to have a difference in elevation between lots, developers are required to match the existing grade at the property line. Furthermore, the grading of the proposed lots will be reviewed in detail by City Engineering and Building staff to ensure compliance with City policies and standards through detailed design.

8. Safety

There were also comments received that indicated concerns for resident safety including the need for increased fire and police service. 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.

Public Meeting

A Public Meeting was held on November 13, 2017 in accordance with the *Planning Act*. In addition to comments received at the Neighbourhood Meeting, several written submissions and six (6) oral submissions were received with respect to the following matters:

1. Construction Management

Concerns were expressed about the impact construction of the subject lands would have on the existing residential neighbourhoods in the area with respect to the increase in construction traffic, parking and dust. Staff confirmed that as a condition of final approval of the associated Subdivision application, a Construction Management Plan will be required to be submitted to the satisfaction of the City's Engineering Department prior to any construction commencing on the subject lands. This plan would address matters such as construction vehicle access routes and parking, dust mitigation measures and security deposits for road cleanup.

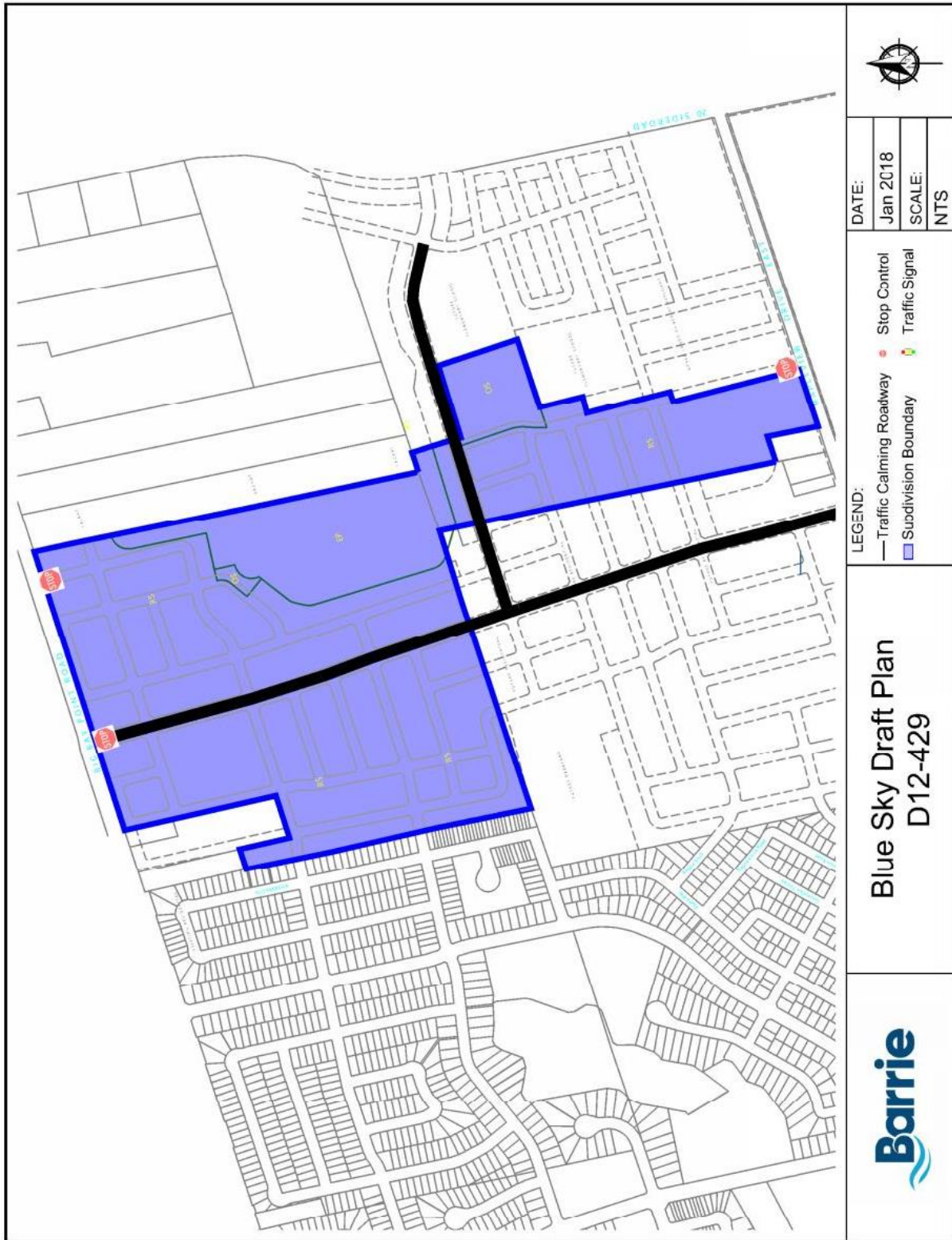
2. Timing of Schools

Concerns were expressed about the availability and timing of elementary schools within the area. Comments were received from the Simcoe Country District School Board and the Simcoe Muskoka Catholic District School Board identifying no concerns with the proposed Rezoning and associated Draft Plan of Subdivision applications. Both School Boards requested that their normal warning/notification clauses be included in the conditions of draft approval advising that pupils generated from the proposed development may be transported to/accommodated in temporary facilities outside the neighbourhood school's area until such time that additional schools are provided within the Planning Area.

3. Written and oral comments were also received from a local resident with respect to the existing Hyde Park Public School site on The Queensway in the adjacent plan of subdivision to the west. Staff note that these concerns are not specifically related to the subject application and have been addressed previously by City staff and the School Board directly.

APPENDIX "I"

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>

APPENDIX "K"

Memorandum: Overview of the City of Barrie Tree Preservation Policy



Planning and Building Services Department
MEMORANDUM

TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

PREPARED BY: ANDREW GAMEIRO, B.E.S., PLANNER

FROM: A. BOURRIE, RPP, DIRECTOR OF PLANNING & BUILDING SERVICES

**NOTED: J. THOMPSON
ACTING GENERAL MANAGER OF INFRASTRUCTURE & GROWTH
MANAGEMENT

M. PROWSE, CHIEF ADMINISTRATIVE OFFICER**

RE: OVERVIEW OF THE CITY OF BARRIE TREE PRESERVATION POLICY

DATE: OCTOBER 30, 2017

The purpose of this Memorandum is to provide members of Council with an overview of the City of Barrie's Tree Preservation Policy and Process. On October 16, 2017, a Statutory Public Meeting was held to consider the following zoning by-law amendment and draft plan of subdivision applications in Phase One (1) of the Hewitt's Secondary Plan Area:

- D14-1628 & D12-431 – 515 Mapleview Drive East;
- D14-1632 & D12-432 – 565, 573 & 577 Mapleview Drive East; and,
- D14-1633 & D12-433 – 680 Lockhart Road.

At the Public Meeting, General Committee asked City Planning staff to provide a memorandum outlining the City's Tree Preservation Policy and Process.

The City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law 2014-115. Individual trees on private property may also be protected under a Subdivision Agreement, Site Plan Agreement or Condition of a Consent/Severance application.

There are three stages of Tree Preservation and/or Removal for development applications in the City of Barrie which include:

Stage 1: Pre-Submission – Tree Inventory, Assessment and Preservation Plan

A qualified professional (i.e. landscape architect) shall be retained by the owner/applicant to complete an inventory and assessment of the vegetation on site to ensure that trees are appropriately addressed. In doing so, a table/chart of all inventoried trees shall be provided identifying the species, health/condition, location (includes trees on and bordering the site) and potential for preservation. The Tree Inventory, Assessment and Preservation Plan is then submitted for review by staff in the City's Parks Planning Division of the Engineering Services Department.

Stage 2: Development Application – Submission, Review and Approval

All development applications are required to address tree removals and/or preservation. In doing so, applicants are required to submit a Tree Inventory, Assessment and Preservation Plan in support of their development application. The Tree Inventory, Assessment and Preservation Plan is reviewed by Parks Planning staff to ensure that the application adheres to the City's Tree Protection Standards. If the plan adheres to the City's Tree Protection Standards, it is approved by Parks Planning staff. Limits of tree removals and/or preservation must be included on the development plans and grading/site alteration plans. If the site is located within a regulated woodlot and tree removals are required, a Tree Removal Permit must be issued in conjunction with a Site Alteration permit prior to any



Planning and Building Services Department
MEMORANDUM

tree cutting. If the site is not located within a woodlot, the applicant may proceed to the implementation of the tree preservation and removals measures outlined in the Tree Inventory, Assessment and Preservation Plan.

Stage 3: Implementation/Administration – Tree Preservation Measures and Tree Removals

Once the Tree Inventory, Assessment and Preservation Plan is approved and/or a Tree Removal permit is issued, the owner is responsible to ensure all tree protection measures are implemented on site prior to tree removals and site alteration commencing. The applicant shall post a Notice of Tree Removals a minimum of seven (7) days prior to any tree removals commencing on site. The applicant must then have the limits of tree preservation surveyed and install tree preservation fencing. Tree preservation fencing must be certified by the applicant's landscape architect and inspected and approved by Parks Planning staff. Tree removals commence under supervision of the applicant's landscape architect who is responsible for providing Parks Planning staff with bi-monthly and end-of-construction inspection reports. Parks Planning staff also complete periodic inspections, as well as a final inspection prior to the removal of Tree Protection Fencing and provide written clearance for the applicant's landscape architect to remove protective fencing.

If you have any questions or require a copy of the City's Private Tree By-law and the Tree Protection Manual, please contact Andrew Gameiro in Planning and Building Services at 705-739-4220 extension 5038 or Andrew.gameiro@barrie.ca.