
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
BEMP HOLDINGS 2 INC.
515 MAPLEVIEW DRIVE EAST

WARD: WARD 9

PREPARED BY AND KEY CONTACT: A. GAMEIRO, PLANNER
EXTENSION 5038

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 a Zoning By-law Amendment submitted by The Jones Consulting Group Ltd., on behalf of Bemp Holdings 2 Inc., for land known municipally as 515 Mapleview Drive East from 'Agricultural General' (AG) and 'Environmental Protection' (EP) to 'Neighbourhood Residential' (R5) and 'Neighbourhood Mixed-use' (NMU), 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" to Staff Report PLN037-17.
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

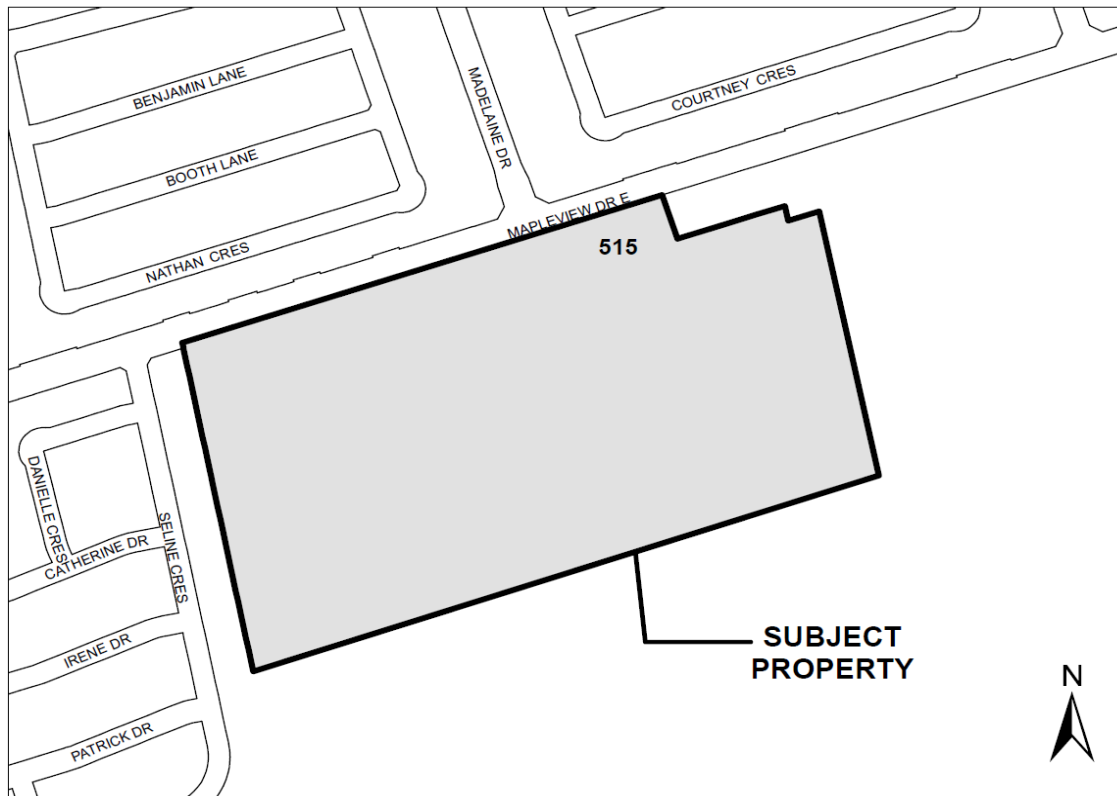
Report Overview

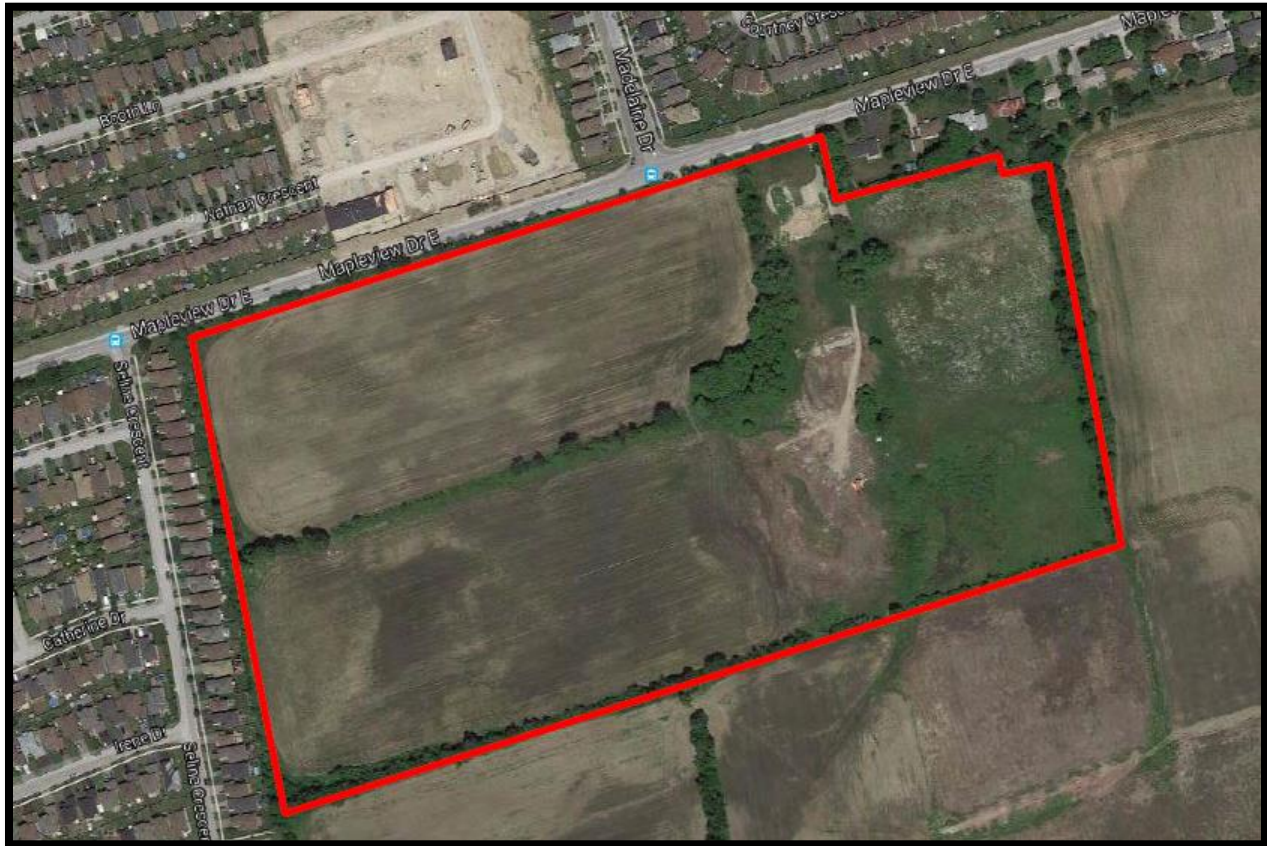
4. The following is a comprehensive report recommending approval for a rezoning application that will provide the framework for the future approval and implementation of a 516 unit residential draft plan of subdivision on this site in the Hewitt's Secondary Plan area. The design of the subdivision is 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 spans a 19.45 hectare site and has been designed in a comprehensive manner with the adjacent lands to accommodate the proposed 288 single detached lots, 32 street townhouse units, and approximately 196 mixed-use residential units at an overall density of 26.5 units per net hectare, or 71 persons per developable hectare. As such, it is anticipated that this subdivision will become home to approximately 1,393 residents upon full build-out (Appendix C: Proposed Development Concept).

6. This application does not contain any Natural Heritage System (NHS) features, parks, village squares, schools or stormwater management blocks that would be transferred into public ownership (Appendix D: Proposed Draft Plan of Subdivision).
7. Approval of this rezoning application will facilitate the eventual creation of approximately 2.56 lane kilometres of new public streets and 3.72 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.
8. With the conclusion of the zoning related technical review and community consultation processes, which included a Neighbourhood Meeting on June 21, 2017 and a Public Meeting on October 16, 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 (D12-431) that is being processed concurrently.

Subject Site Location

9. The subject site is approximately 19.45 hectares (48 acres) in size and is located on the south side of Mapleview Drive East, east of Seline Crescent and west of Dean Avenue in the Hewitt's Secondary Plan Area (Appendix B: Hewitt's Secondary Plan – Land Use Schedule). The subject site is known municipally as 515 Mapleview Drive East.





Surrounding Land Uses

- North: An existing residential subdivision consisting of single-detached and street townhouse dwelling units. There are also large single detached residential lots fronting onto Mapleview Drive East.
- East: Vacant lands zoned 'Agricultural General' (AG) which are currently subject to active Zoning By-law Amendment (D14-1632) and Draft Plan of Subdivision (D12-432) applications to permit residential development in accordance with the Hewitt's Secondary Plan.
- South: Vacant lands zoned 'Agricultural General' (AG) and 'Environmental Protection' (EP) which are currently subject to active Zoning By-law Amendment (D14-1632) and Draft Plan of Subdivision (D12-432) applications to permit residential development in accordance with the Hewitt's Secondary Plan.
- West: An existing residential subdivision consisting of single detached dwelling units, as well as a municipal park and a stormwater management pond.

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.

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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.

- Planning Justification Report (February 2017)
- Sub-watershed 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)
- Noise Impact Study (February 2017)
- Planning Justification Report (February 2017)
- Pedestrian Circulation Plan (February 2017)
- One (1) Stage 1-2 Archeological Assessment (December 2011)
- Species at Risk Screening (December 2016)

Public Consultation

18. A Neighbourhood Meeting was held on June 21, 2017 and was attended by approximately 60 residents, planning staff, members of the applicant's consulting team, and Ward 9 Councillor Sergio Morales. Following this, a formal Public Meeting was held on October 16, 2017 which saw one resident speak to General Committee. Public consultation on this proposal occurred in conjunction with two adjacent development proposals at 565, 573 and 577 Mapleview Drive East (D14-1632/ D12-432) and 680 Lockhart Road (D14-1633 / D12-433) 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 traffic management and pedestrian safety, tree preservation, lot grading, built-form and the density of the proposed development. 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.
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 D12-431). 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 D12-431).

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 within the Hewitt's Secondary Plan, specifically the land use designations which include 'Residential Area' and 'Neighbourhood Mixed-use Node'. 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.
36. In accordance with these designations, the applicant is proposing 516 residential units that are a mix of single detached dwellings, street townhouse units, walk-up apartments, and apartments. Walk-up apartment and apartment uses are proposed to be located within proposed mixed-use blocks and will be developed in conjunction with ground-floor commercial uses. There are no natural heritage systems, village squares, neighbourhood parks, schools, open spaces or stormwater management blocks associated with the subject application as these are provided in adjacent subdivision proposals.
37. Section 9.5.4 of the Hewitt's Secondary Plan requires that Neighbourhood Mixed-use blocks be designed at minimum floor space index (FSI) of 0.5 or a density of 40 units per hectare. The applicant has proposed a total of 196 residential units in the mixed-use blocks, representing a

- density of 68.2 units per hectare. Although the design of these blocks will be reviewed and refined during the Site Plan approval process, the concept plans for these blocks have been designed to meet the minimum density and/or floor space index (FSI) requirements of the Hewitt's Secondary Plan.
38. With regards to the Residential Area designation, policy 9.5.7.3 (a) states that low density development be a minimum of 20 units per net hectare to a maximum of 40 units per net hectare. The density for this subdivision is proposed at 20 units per net hectare in the Residential Area designation which is in accordance with this policy. 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 13.7 metres, and street townhouses with 6.0 metre frontages.
39. 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.
40. 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.
41. 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, street townhouse units and residential apartment units which are considered to be more affordable housing options. The applicant has also proposed that 10 percent of the residential units within the Neighbourhood Mixed-use blocks will be constructed as affordable housing for home ownership or rental, representing a total of 20 units. The final built-form, tenure and number of affordable housing units in these blocks will be determined as part of the site plan approval process. In addition to the Neighbourhood mixed-use blocks, 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.
42. 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.

43. There are no natural heritage features or stormwater management blocks associated with the subject application. The adjacent lands to the south which are also subject to applications for zoning by-law amendment (File No. D14-1632) and draft plan of subdivision (File No. D12-432) contain portions of the overall natural heritage system and two (2) stormwater management blocks. Stormwater management for this subdivision will be accommodated in the stormwater management blocks on the adjacent subdivision proposed on the lands to the south.
44. There are also no park or open space blocks associated with the subject application. Instead, the applicant will provide the City with cash-in-lieu of parkland. Parkland for the residential areas and mixed-use blocks will be provided on adjacent lands to the south in accordance with the approach to the provisions of parkland in the Hewitt's Secondary Plan Area.
45. The range of housing opportunities 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

46. 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. 'Neighbourhood Residential' (R5); and,
 2. 'Neighbourhood Mixed-use' (NMU).
47. The 'Neighbourhood Residential' (R5) zone 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 dwellings and 6.0 metres for the street townhouses.
48. The 'Neighbourhood Mixed-use' (NMU) zone will allow for the development of commercial and institutional uses, as well as residential uses such as apartments, walk-up apartments and townhouse dwelling units. The proposed mixed-use blocks will have an area of 1.36 hectares and 1.51 hectares respectively, and will have frontage on proposed Street 'A' and Mapleview Drive East.
49. There are no proposed variances (special provisions) to the implementing zoning by-law to accommodate any of the proposed built-form and as such, there are no further considerations.
50. 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

51. 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 December of 2017.

ENVIRONMENTAL MATTERS

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

ALTERNATIVES

53. 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

54. 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 \$17,645,128 and \$19,170,596 in Development Charges, in accordance with the following:
- \$12,757,536 for the single detached units (at the rate of \$44,297 per unit, indexed annually).
 - \$1,059,712 for the townhouse units (at the rate of \$33,116 per unit, indexed annually).
 - Between \$3,827,880 (at the rate of \$19,530 per unit for bachelor or one bedroom apartments) and \$5,353,348 (at the rate of \$27,313 per units for two or more bedroom apartments).
55. 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 \$2,322,000 in additional revenues (2017 dollars).
56. 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).
57. 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.

58. 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

59. 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, townhouse units and multi-unit apartment buildings in mixed-use zones.
Inclusive Community	Support diverse and safe neighbourhoods	The proposal includes diverse housing types from single detached housing to more compact townhouses and apartment units, 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: Overview of the City of Barrie Tree Preservation Policy

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); and,
 - ii. Neighbourhood Mixed-use (NMU);

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 , 2017.

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



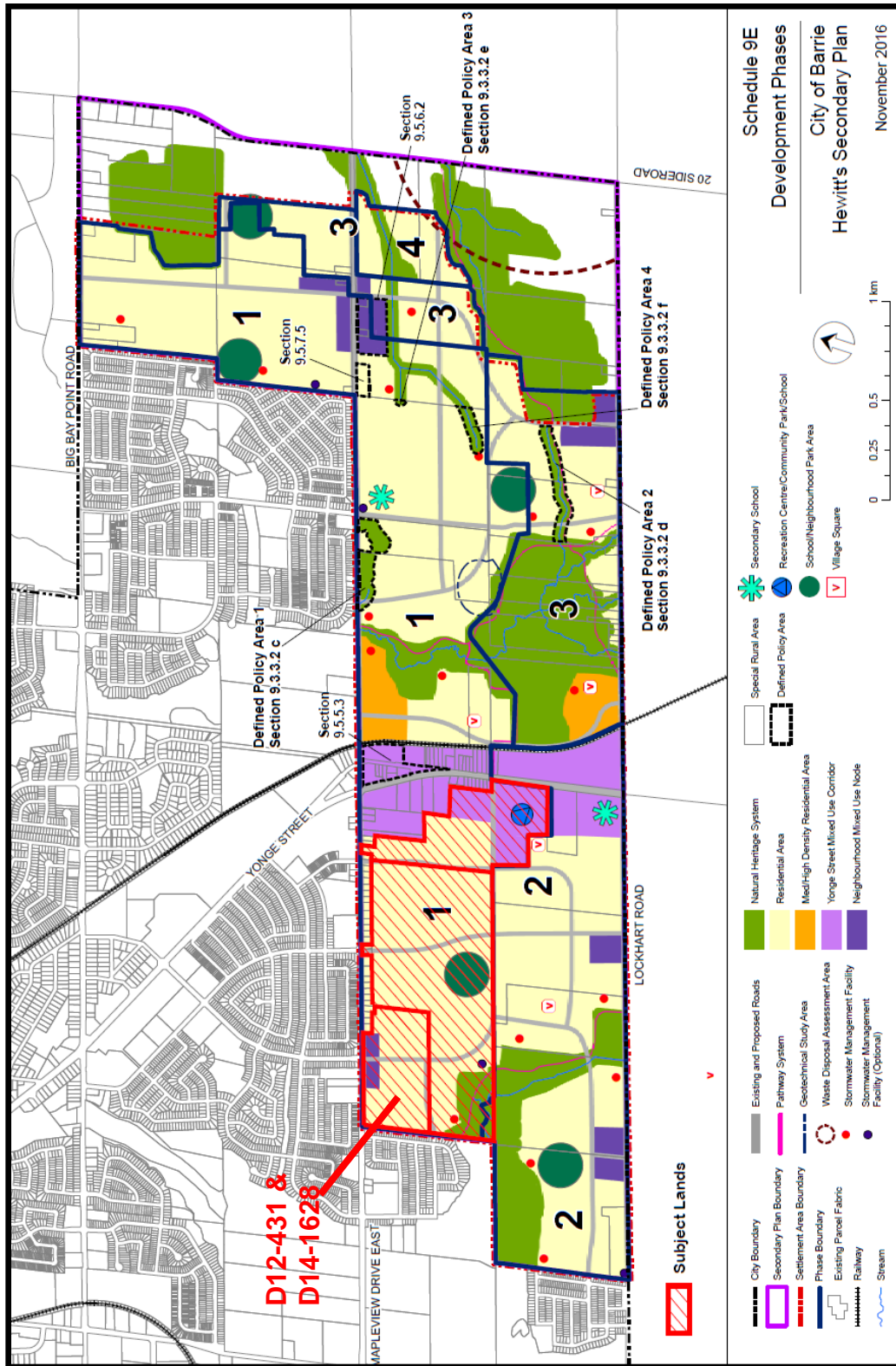
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

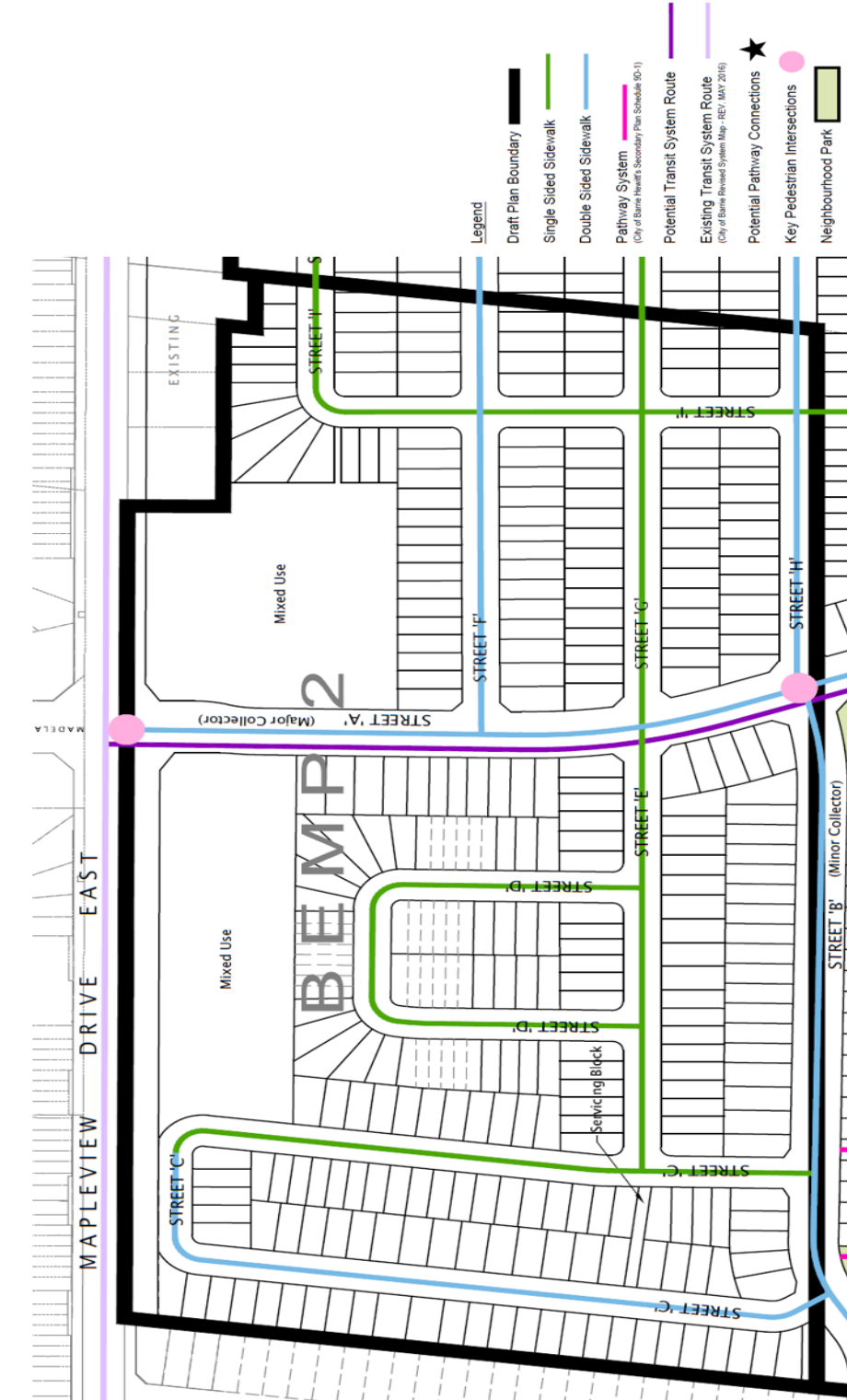
APPENDIX "B"

Hewitt's Secondary Plan - Land Use Schedule



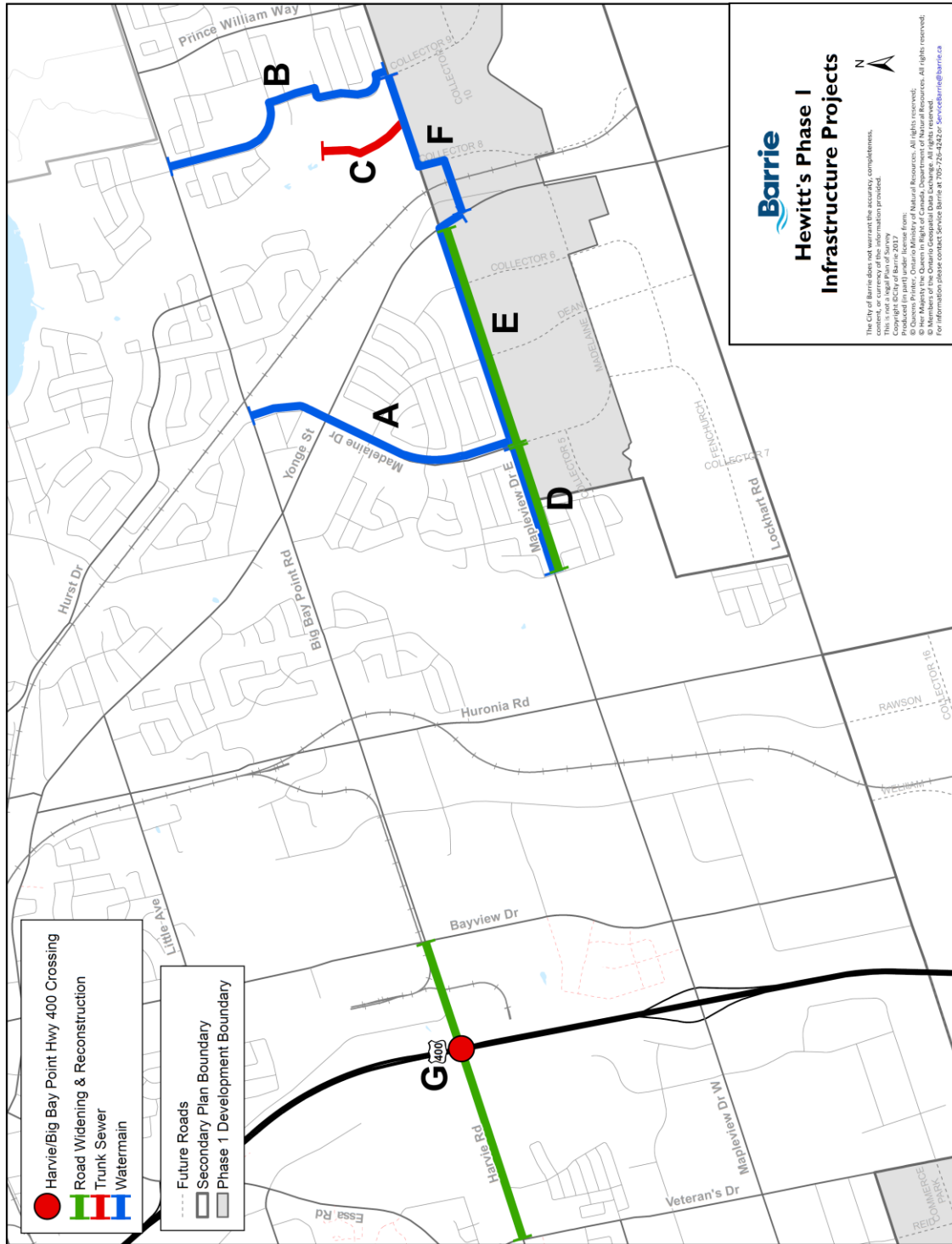
APPENDIX "E"

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 details 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.

Noise Impact Study (February 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.

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 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.

Stage 1-2 Archeological Assessments (December 2011): 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.

Species at Risk Screening (December 2016): 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 June 21, 2017 at St. Paul's Anglican Church that saw approximately 60 members of the public attend. The general concerns / questions expressed by area residents are identified and addressed below:

1. Increased Traffic

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 improvements are 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 Plan area, which include housing options fronting onto a range of streets, allowing residents to choose the housing that is right for them.

2. Tree Preservation

There were concerns regarding the preservation of existing trees on the subject lands, especially adjacent to existing low-density residential lots. Planning staff advised that the applicants will be required to preserve and protect boundary trees in accordance with the City's tree preservation policies and standards.

3. Higher Densities and Affordable Housing

There were comments received that indicated that higher building densities and affordable housing attracts undesirable neighbours. Residents were advised that land use planning considerations focus on ensuring a range of built forms are 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.

4. 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.

5. 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 October 16, 2017 in accordance with the *Planning Act*. The applicant and Planning staff received comments and questions from two (2) residents and some members of City Council with respect to the following matters:

1. 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.

2. Road Widths and On-street Parking

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.

3. Subdivision Access onto Maplevue Drive East

There was concern expressed about a lack of access points to the proposed subdivision from Maplevue Drive East. Specifically, the applicant and staff were asked to reconsider the configuration of proposed Street 'C' to provide a connection to Maplevue Drive East instead of a crescent in order to minimize traffic volumes on Seline Crescent and proposed Street 'A'. Planning staff circulated an alternate design for Street 'C' to Traffic Services staff in the Operations Department. Traffic Services staff confirmed that they would not support an additional access onto Maplevue Drive East as it would be within close proximity to both Street 'A' and Seline Crescent,

and the City is trying to reduce the number of connection points to arterial roadways so as to prevent negative impacts on traffic.

4. Tree Preservation

There was concern expressed about the preservation of boundary trees located between the subject lands and adjacent residential lots. Planning staff noted that the applicants will be required to protect and preserve boundary trees in accordance with City policies and standards. City Council asked Planning staff to provide a follow-up memorandum on the City's tree preservation policies and processes which was provided on October 30, 2017, and attached in Appendix K of this staff 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.

4. Phosphorous Offsetting Strategy - Lake Simcoe Region Conservation Authority (LSRCA)

City Council asked for clarification regarding whether the proposed application will be subject to the LSRCA's recent Phosphorous Offsetting Strategy. The applicant confirmed that the application will be subject to the policies in the LSRCA's Phosphorous Offsetting Strategy. A design charrette will also be held with the LSRCA and the City's technical review staff to explore design strategies for the proposed development to ensure that phosphorous offsetting is addressed through the use of Low Impact Development (LID) features.

5. Site Access During Construction

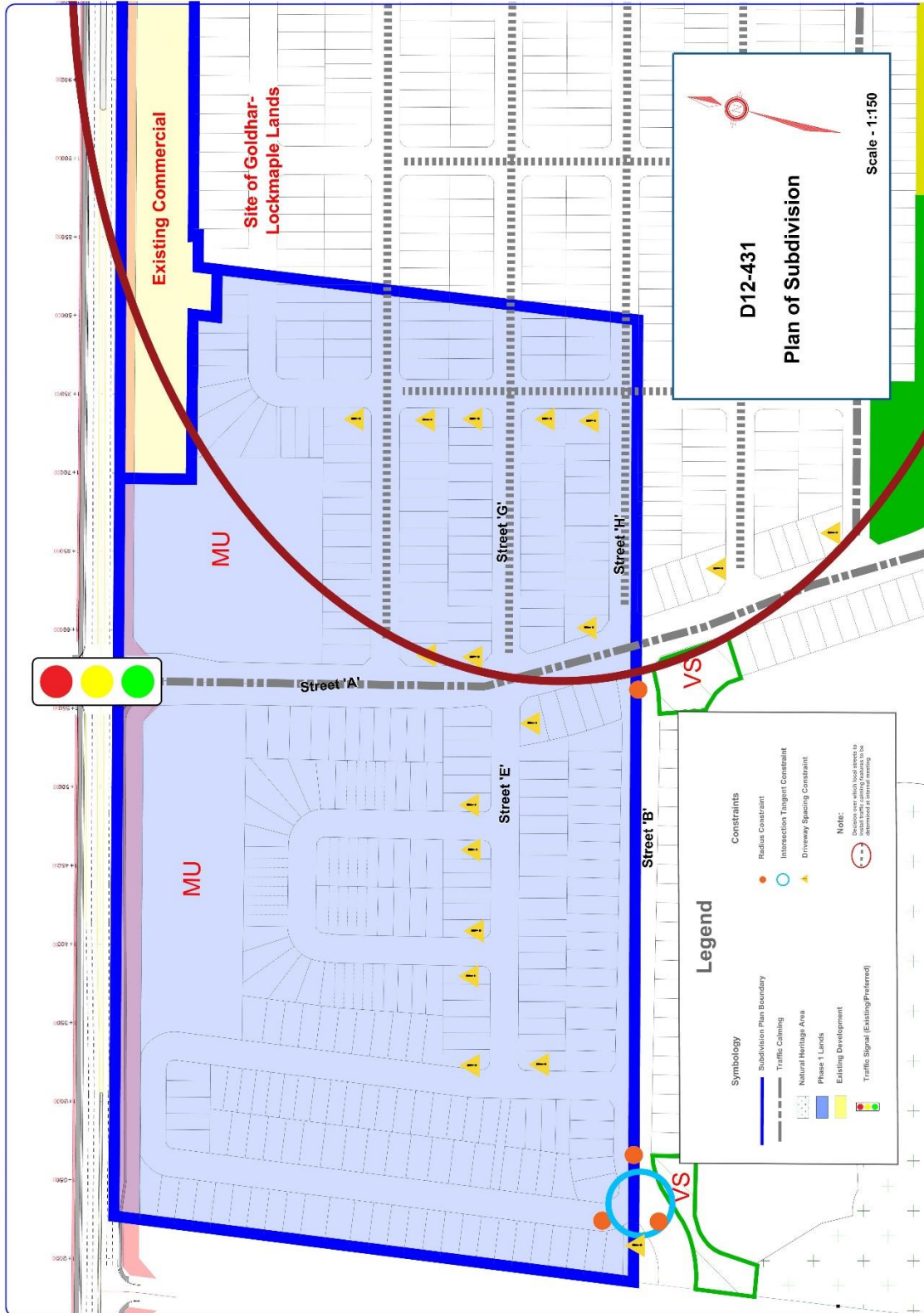
A local resident asked the applicant where the site access will be located during construction and was concerned that the site would be accessed through Patrick Drive. It was noted that the applicant will have to prepare a Construction Management Plan which will be reviewed and approved by the City prior to any construction commencing on the subject lands. The applicant confirmed that site access from a local residential street such as Patrick Drive is unlikely during the construction of the proposed development.

6. Site/Lot Grading

Written correspondence was received regarding the grading of the proposed lots that will back onto the existing residential lots located on Seline Crescent. Residents raised concerns with the grading of the proposed lots not matching the grading of existing lots on Seline Crescent. 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.

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



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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.