
TO: GENERAL COMMITTEE

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

WARD: 9

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

SUBMITTED BY: M. BANFIELD, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by The Jones Consulting Group Ltd. on behalf of Honeyfield Bemp 2 Ltd. and Bemp Holdings 2 Inc. to rezone a portion of land known municipally as 515 Mapleview Drive East from 'Neighbourhood Residential' (R5) to 'Neighbourhood Mixed-use' (NMU), be approved.
2. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended and including the matters raised in those submissions and identified within Staff Report PLN039-19.
3. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law. (PLN039-19) (File: D14-1679)

PURPOSE & BACKGROUND

Report Overview

4. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for a portion of lands known municipally as 515 Mapleview Drive East, Barrie (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would rezone an additional 1.13 hectares of land within a Draft Approved Plan of Subdivision (File: D12-431) from 'Neighbourhood Residential' (R5) to 'Neighbourhood Mixed-use' (NMU). If approved, the application would facilitate a red-line revision to the Draft Approved Plan of Subdivision to enlarge the proposed mixed-use block located west of Madeline Drive (see Appendix "B" – Red-lined Draft Plan of Subdivision (Final) and Appendix "C" – Original Draft Plan of Subdivision).
5. With the conclusion of the technical review and community consultation processes, which included a Public Meeting on October 7th, 2019, Planning staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to the Growth Plan for the Greater Golden Horseshoe

(2019), the City of Barrie Official Plan (2010), and the Hewitt's Secondary Plan. As such, this application is being recommended for approval.

Site and Location

6. The subject lands are located on the south side of Mapleview Drive East, east of Seline Crescent and west of Dean Avenue in the Phase 1 Development Lands in the Hewitt's Secondary Plan Area (see Appendix "D" – Hewitt's Secondary Plan Area Phasing). The subject lands are irregular in shape and comprise 19.45 hectares (48 acres) with approximately 469 metres of frontage along Mapleview Drive East.

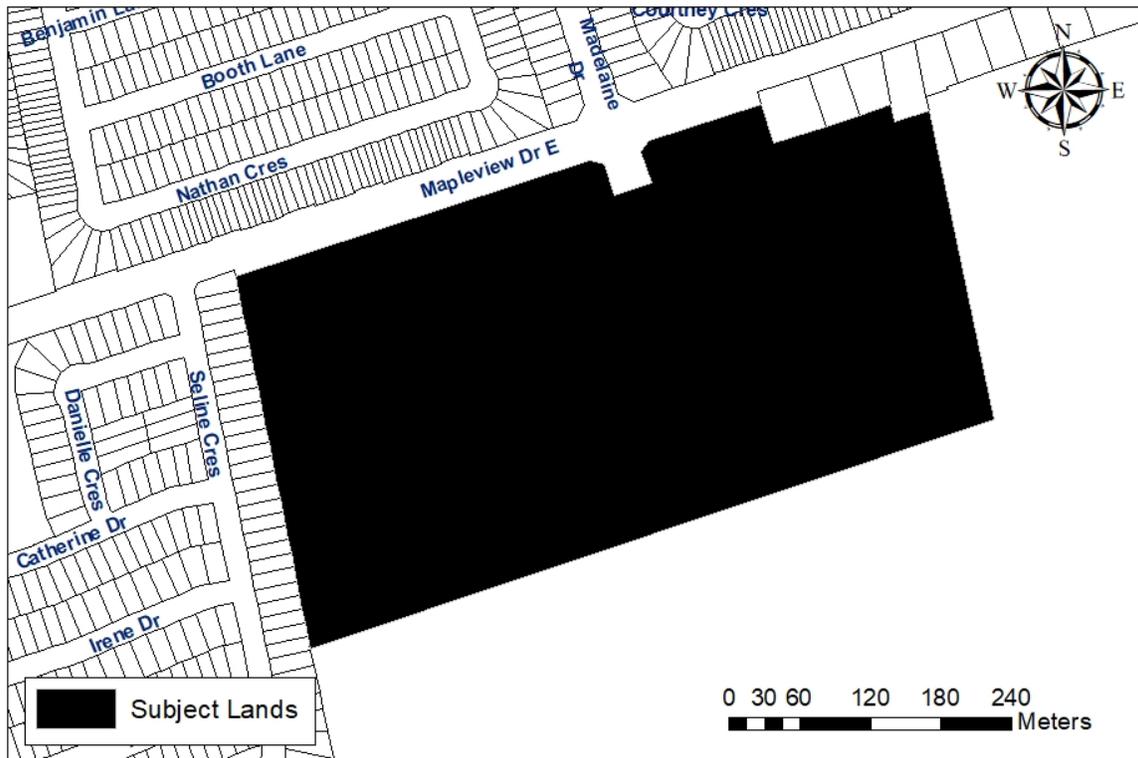


Figure 1: Key Map - 515 Mapleview Drive East

7. The existing land uses surrounding the subject property are as follows:
 - North: An existing residential subdivision consisting of single-detached and street townhouse dwelling units. Large single single-detached residential lots also exist along the south side of Mapleview Drive East.
 - East: Future development lands which are draft approved for a Plan of Subdivision (File: D12-432) consisting of 1,074 residential units, a neighbourhood park, 3 village squares, an elementary school and a stormwater management block.
 - South: Future development lands which form part of the draft plan of subdivision noted above (File: D12-432) on the lands to the east of the subject property.
 - West: An existing residential subdivision consisting of single-detached dwelling units, a park and a stormwater management pond.



Figure 2: Aerial Photograph - 515 Mapleview Drive East

Existing Policy

8. The Official Plan includes the Hewitt's Secondary Plan and designates the subject lands as Residential Area and Neighbourhood Mixed Use Node (see Appendix "E" Hewitt's Secondary Plan Land Use). The subject lands are currently zoned 'Neighbourhood Residential' (R5) and 'Neighbourhood Mixed Use' (NMU) pursuant to Zoning By-law 2009-141, as identified in Figure 3 below. While the policies of the Official Plan permit the proposed development, the current zoning of the subject lands does not permit the enlargement of the westerly mixed-use block (Block 257) as proposed by the red-line revision to the Draft Plan of Subdivision. To facilitate the red-line revision, a rezoning is required to amend the zoning of a portion of the subject lands from R5 to NMU.
9. The Master Plan for the Hewitt's Secondary Plan Area identifies an alternative layout for the development of the subject lands, which includes larger mixed-use blocks. The proposed enlargement of the westerly mixed-use block (formerly Block 294, now Block 257), as identified in Appendix "B" and "F" of this report, is deemed to be generally consistent with the development form and lot/block layout in the Master Plan for the Hewitt's Secondary Plan Area. A copy of the Hewitt's Secondary Plan – Master Plan can be found in Appendix "G" of this staff report.

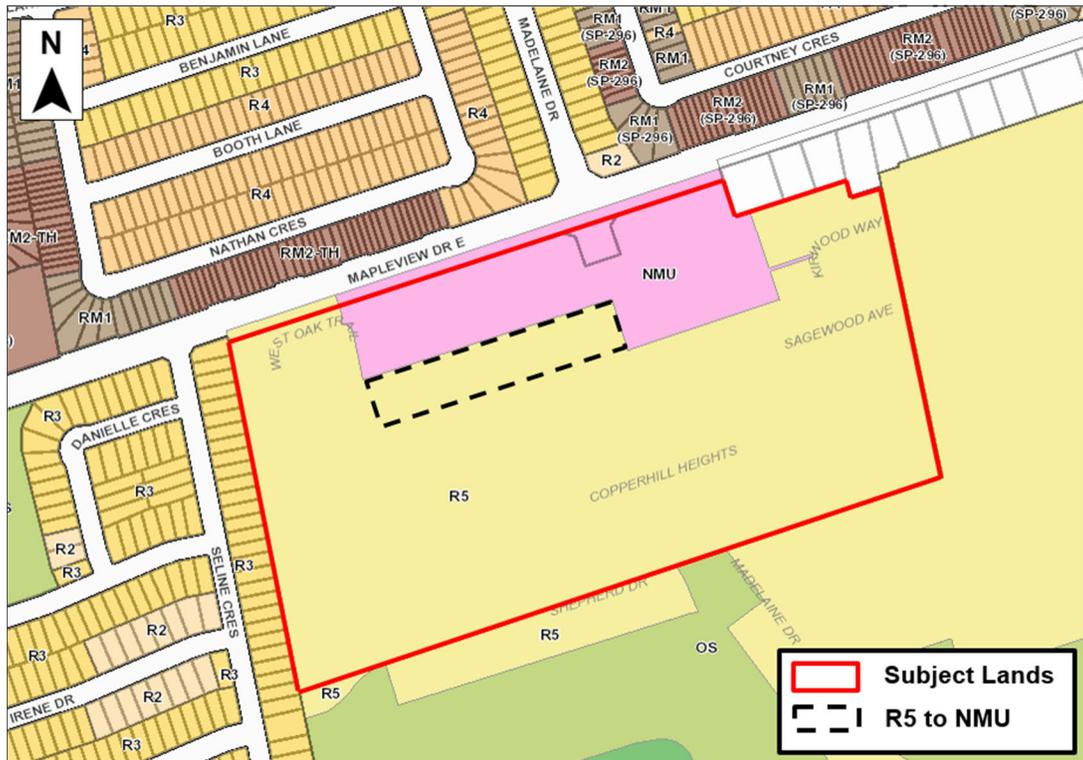


Figure 3: Zoning Map - 515 Mapleview Drive East

Previous Applications – Zoning By-law Amendment and Draft Plan of Subdivision

10. Approvals for Zoning By-law Amendment and Draft Plan of Subdivision were granted for the subject lands in December 2017 (Files: D14-1628 and D12-431).
11. The previous Zoning By-law Amendment application amended the zoning of the subject lands from 'Agricultural' (AG) and 'Environmental Protection' (EP) to 'Neighbourhood Residential' (R5) and 'Neighbourhood Mixed Use' (NMU). On December 20th 2017, City of Barrie Council passed By-law 2017-136 to amend the zoning of the subject lands. The file and staff report numbers associated with this rezoning approval are D14-1628 (file) and PLN037-17 (staff report).
12. The previous Draft Plan of Subdivision application proposed a subdivision containing 320 residential lots and two (2) mixed-use blocks with 196 multi-residential units, as identified in Appendix "C" – Original Draft Plan of Subdivision. Draft Plan Approval for this Plan of Subdivision was granted by the City on December 28th, 2017.

Red-line Revisions to the Draft Approved Plan of Subdivision

13. Since the issuance of Draft Plan Approval in 2017, the applicant has revised the Draft Approved Plan of Subdivision to adjust lot/block frontages and the layout to create a more compact built form, enlarge the Neighbourhood Mixed Use (NMU) block west of Madelaine Drive (formerly Block 294, now Block 257), and make other adjustments in response to comments provided by the City's Engineering and Traffic Services Departments through the detailed design process for the subdivision. The revisions to the plan are identified in Appendix "F" of this report, and are generally summarized below:

- The required road widening along Mapleview Drive East has been adjusted in accordance with the Draft Plan Approval;

- Daylight triangles and the width of corner lots have been adjusted in accordance with the City's Transportation Design Manual;
- The westerly mixed-use block has been enlarged from 1.36 hectares to 2.59 hectares which resulted in the elimination of Street 'D';
- The types and number of lots have been adjusted as shown in Table 1 below; and,
- The walkway block to the easterly mixed-use block has been relocated from Street 'I' to Street 'F'.

Table 1: Unit Count - Red-lined Plan of Subdivision vs. Original Plan of Subdivision

Lot/Unit Type	Number of Units	
	Proposed Red-lined Plan	Draft Approved Plan
13.7 m	0	28
11.6 m	87	0
11.5 m	0	140
10.4 m	0	80
10 m	87	0
9 m	0	40
Semi-detached – 15 m to 7.5 m per unit	130	0
Subtotal (Single & Semis)	304	288
Street Townhouse (6 m per unit)	47	32
Mixed Use	164-493	196
Subtotal (Townhouses & Mixed Use)	211 to 540	228
Future Lots & Blocks	3	0
TOTAL	518 to 847	516

14. Among the items listed above, the enlargement of the westerly mixed-use block and the overall lotting adjustments are the most notable changes to the Draft Plan of Subdivision. These two changes have resulted in an increase in the total unit count from 516, to a minimum of 518 units with an opportunity to develop a maximum of 847 units, depending on the future built-form on the mixed-use blocks. This represents a total increase of 2 to 331 units, as identified in Table 1 above. It is important to note that the revisions to the Draft Approved Plan of Subdivision will not change the limits of development or the width of the collector roads. Please refer to Appendix "F" of this report for a comparison between the original and red-lined Draft Plans of Subdivision.
15. The red-lined Draft Plan of Subdivision was approved by Planning staff in August 2019, conditional upon the applicant successfully re-zoning the subject lands.

Proposed Zoning By-law Amendment

16. The subject Zoning By-law Amendment application is required to facilitate the proposed red-line revisions to the Draft Approved Plan of Subdivision. The purpose of the Zoning By-law Amendment application is to re-zone a small portion of the subject lands south of the westerly mixed-use block (formerly Block 294, now Block 257) located on the west side of Madeline Drive, as identified in Appendix "A" – Draft Zoning By-law Amendment. The proposed Zoning By-law Amendment proposes to re-zone this portion of land (1.13 hectares) from Neighbourhood Residential (R5) to Neighbourhood Mixed-Use (NMU) to recognize the red-line revision to enlarge the westerly mixed-use block.

Supporting Information

17. In support of the subject application, the following reports and studies were submitted. For additional information on all materials, please refer to Appendix "I" – Technical Study Descriptions.

- Planning Justification Brief (May 2019);
- Stormwater Management and Servicing Compliance Brief (May 2019); and,
- Transportation Design Manual – Conformity Review (April 2019).

18. A number of reports and studies were also submitted in support of the original Zoning By-law Amendment and Draft Plan of Subdivision applications in 2017 (Files: D14-1628 and D12-431). For a list and description of the reports and studies, please refer to Planning Staff Report PLN037-17. A copy of Staff Report PLN037-17 can be accessed online on the December 11, 2017 General Committee Meeting Agenda: <http://barrie.legistar.com/Calendar.aspx>.

Public Engagement

19. A Neighbourhood Meeting was not held regarding the subject application as the revisions to the Draft Approved Plan of Subdivision and the proposed Zoning By-law Amendment generally maintain the nature of the original subdivision approval.
20. A Public Open House and a statutory Public Meeting were held on October 7th, 2019. No comments or concerns were received from members of the public.

Department & Agency Comments

21. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The following comments were received:
- i. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied, from a watershed management and natural heritage perspective that the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, and conforms to the Growth Plan of the Greater Golden Horseshoe, the Lake Simcoe Protection Plan, Ontario Regulation 179/06 under the *Conservation Authorities Act*, and the Natural Heritage policies of the City of Barrie Official Plan and as such, they have no objection to the approval of the subject application.
 - ii. The Simcoe County District School Board (SCDSB) provided comments indicating that they had no objection to the approval of the application.
 - iii. The Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating that they had no objection to the approval of the subject application.
 - iv. Based on a review of the documents submitted in support of the subject application, the City's Engineering Department provided comments indicating that the proposed development, particularly the enlargement of the westerly mixed-use block, can be accommodated by the existing and anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie Master Plans and standards.
 - v. Traffic staff in the Roads, Parks, and Fleet Department have reviewed the subject application and have not identified any concerns or objections to the proposed development. The detailed design of City streets and sidewalks is currently underway through the Draft Plan of Subdivision process.
 - vi. Transit Services staff in the Roads, Parks and Fleet Department have reviewed the subject applications and have not identified any concerns or objections to the proposed development. The subject lands will be serviced by the City's existing transit system. The detailed design of transit stops is currently underway through the Draft Plan of Subdivision process.

- vii. Engineering Services - Development Approvals (Parks/Landscaping staff), Building Services, Environmental Operations, Water Operations, Ministry of Transportation (MTO), Enbridge Gas, Hydro One, Bell, and Barrie Fire and Emergency Services all provided comments indicating that they have no objection to the approval of the subject application.

ANALYSIS

22. The original Draft Plan of Subdivision and Zoning By-law Amendment applications were reviewed in detail for conformity with Provincial Planning Policies and the City's Official Plan, including the Hewitt's Secondary Plan in City of Barrie Staff Report PLN037-17 which was approved by General Committee in December 2017. A copy of Staff Report PLN037-17 can be accessed online on the December 11, 2017 General Committee Meeting Agenda: <http://barrie.legistar.com/Calendar.aspx>.
23. Staff Report PLN037-17 and the analysis contained in the following subsections of this report provide a review of the subject application in accordance with applicable Provincial and Municipal policy documents.
24. Planning staff have reviewed the subject application in the context of the entire subdivision. However, it is important to note that the lands have received approval for a Draft Plan of Subdivision and the subject application seeks to facilitate a red-line revision to the plan to enlarge the westerly mixed-use block (formerly Block 294, now Block 257). The zoning on the balance of the lands would remain 'Neighbourhood Residential' (R5) and 'Neighbourhood Mixed Use' (NMU), as previously approved.

Ontario Planning Act, R.S.O. 1990

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

Provincial Policy Statement (2014)

27. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.

28. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- The use of land surrounded by developed or draft plan approved parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (policy 1.1.1.a.);
 - The provision of street townhouse, multi-residential (apartment) and single detached dwelling units along with second suites aids in achieving a range and mix of residential units. The proposed development also includes commercial uses within two mixed-use blocks and access to service existing and future residents (policy 1.1.1.b.);
 - The proposal provides “eyes on the street” by way of street-oriented development and locating commercial and high density residential uses (mixed-use blocks) at key intersections. In addition, the development proposal promotes active transportation by providing a mix of dual and single sidewalks on all streets, with connections to existing and proposed developments (policy 1.1.1.c.);
 - The proposal is located within the settlement area and is adjacent to lands which are designated for and have received approvals for development. The applicant has demonstrated how the proposed road network and parcel fabric can be continued onto adjacent lands, so as to not hinder the ability to develop future subdivisions. Furthermore, the Hewitt’s Secondary Plan represents a recent expansion of the Barrie settlement area boundary. The proposed development will not prevent the further expansion of the settlement area boundary because such an expansion, if it were to occur, would occur on the south side of Lockhart Road (policy 1.1.1.d.);
 - The proposal includes compact development adjacent to existing and planned services and infrastructure, thereby promoting cost efficiency and minimizing the consumption of land (policy 1.1.1.e.);
 - The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. The development proposal will contain dual sidewalks on major streets (Madeline Drive, Shepherd Drive and Streets ‘C’, ‘F’, and ‘H’) with connections to proposed parks and schools on adjacent lands to the east and south which have receive draft plan approval for a plan of subdivision. All other streets within the development will contain one sidewalk. The proposed development will also be connected to the municipal sidewalk network located beyond the limits of the subject property, and will be serviced by public transit, thereby improving accessibility for persons with disabilities and the elderly (policy 1.1.1.f.); and,
 - Based on the comments received from the Engineering Services Department, the proposal conforms to the approved Master Plans and will be serviced by planned municipal infrastructure, and the proposed transportation system can accommodate the anticipated traffic (policy 1.1.1.g.).
29. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. This proposal is consistent with these policies as the subject lands are located within the settlement area of Barrie, will use planned and available infrastructure and will be serviced by public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with sidewalks to support active transportation.

30. Policy 1.1.3.6 identifies a requirement that new development taking place in designated growth areas should occur adjacent to the built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities. The proposal is consistent with this policy as the lands are located immediately adjacent to an existing residential subdivision as well as future development lands to the east and south. Sidewalks and roads within the development proposal would be connected directly to existing and future developments adjacent to the subject lands, and a variety of land uses are proposed in a compact form that allows for the efficient use of land, infrastructure and public service facilities.
31. Policy 1.1.3.7 identifies a requirement for planning authorities to establish and implement phasing policies to ensure that specified targets for intensification and redevelopment are achieved prior to new development within designated growth areas and to ensure the order progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs. The Hewitt's Secondary Plan contains phasing policies and a phasing schedule that provides a method to control the timing of final approvals relative to growth in the built-up area. All development occurring in the Hewitt's Secondary Plan Area is required to adhere to the Infrastructure Implementation Plan to ensure the timely provision of infrastructure. The proposal is consistent with this policy of the PPS as intensification and redevelopment are continuing within the existing built-up areas of the City and the proposed development is located within Phase 1 of the designated growth area (see Appendix "D" – Hewitt's Secondary Plan Phasing).
32. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposed development is consistent with this policy as it is proposing a mix of compact housing types, including apartment units and second suites in an area with existing low density housing, where sufficient infrastructure and public service facilities (such as transit and schools) exist and are planned, and is designed with sidewalks and trails to support active transportation.
33. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development is consistent with this policy as the proposed mixed use blocks are located along major streets and at intersections so as to increase visibility from multiple vantage points, thereby providing an opportunity to create safe spaces. In addition, the development provides sidewalks on all streets with connections to existing and planned developments in the surrounding area, thereby facilitating community connectivity and active transportation.
34. Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. This proposed development is consistent with this policy by developing in a manner that conforms to the City's approved Master Plans and anticipated infrastructure and by coordinating infrastructure with the surrounding developments. Finally, the infrastructure is planned in a financially viable manner as demonstrated through the Long-Range Financial Plan and will be available to meet current and projected needs.
35. Policy 1.6.2 identifies that the City should promote green infrastructure to complement infrastructure. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID)

- treatment approach in order to provide stormwater quality control and reduce phosphorous levels from the site.
36. Policy 1.6.3 identifies that prior to consideration being given to developing new infrastructure and public service facilities that a) the use of existing infrastructure and public service facilities should be optimized and b) opportunities for adaptive re-use should be considered, wherever feasible. In accordance with this policy, the use of existing infrastructure was considered. While the proposed development will require the construction of new infrastructure within the limits of the site, it would be connected to existing City services and infrastructure located along Mapleview Drive East and within the existing residential subdivision immediately west of the subject lands.
 37. Policy 1.6.6.2 identifies the promotion of development of areas serviced by municipal sewage and water services. The proposal is consistent with this policy as the subject lands will be serviced by municipal sewage and water services.
 38. Policy 1.6.6.7 outlines the requirements for stormwater management. The requirements include minimizing or preventing increases in contaminant loads and changes in water balance and erosion, not increasing risks to human health and safety and property damage, maximizing the extent and function of vegetative and pervious surfaces, and promoting stormwater management best practices, including low impact development. This proposal is consistent with this policy as the proposed stormwater management design is generally consistent with the Subwatershed Impact Study for the Hewitt's Secondary Plan Area. The majority of the stormwater is proposed to be conveyed to the existing and proposed storm sewer system and discharged into the stormwater management pond proposed in the draft approved plan of subdivision on adjacent lands to the south and east, known municipally as 565, 573 and 577 Mapleview Drive East (Lockmaple Subdivision). The stormwater management design will also include Low Impact Development (LID) features and other quality control structures to ensure that the quality of the water entering the municipal storm sewer system will not threaten human health and safety or damage property. Additionally, the development is designed with areas of vegetation (grass, trees, and shrubs) which aid to minimize increases in contaminant loads, changes in water balance and erosion.
 39. Policy 1.6.7.1 identifies that Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as the transportation system for the draft approved plan of subdivision has been designed to be safe, energy efficient, facilitate the movement of people and goods, and is appropriate to address the needs of the Hewitt's Secondary Plan Area and beyond. This is accomplished using a modified grid system, with municipal sidewalks, that will be serviced by public transit.
 40. Policy 1.6.7.2 identifies the efficient use of planned infrastructure. As it conforms to the Multi-Modal Active Transportation Master Plan, Traffic staff in the City's Roads, Parks and Fleet Department have determined that the proposed development would be efficiently serviced by the existing and proposed road network, and is therefore considered to be consistent with this policy.
 41. Policy 1.6.7.3 identifies connectivity within and among the transportation system and modes to be maintained, and where possible, improved. The proposed development is consistent with this policy as the proposed transportation network within the draft approved plan of subdivision would connect to the existing and planned transportation system, and improve connectivity and route options.
 42. Policy 1.6.7.4 promotes land use patterns, densities, and mix of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development is consistent with this policy as the transportation network within the draft approved plan of subdivision ties into the grid network, offering route options and is proposing densities and a mix of uses that are transit supportive, on a modified grid transportation network that supports active transportation through the provision of sidewalks on all streets.

43. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it provides for a compact built form on a transportation network that supports active transportation, and is located along transit routes that support transit use.
44. Policy 2.1.1 states that natural heritage features and areas should be protected for the long term. The application conforms to this policy as the subject lands are not located within or adjacent to any natural heritage features.
45. Policies 2.6.1, 2.6.2, and 2.6.3 require the preservation of significant built heritage resources and significant cultural heritage landscapes and prohibits development and site alteration on or adjacent to lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. The proposed development conforms to these policies as the property is not a designated heritage property, is not a municipal heritage property, and the parcel has been assessed for, and does not include, any archaeological resources.
46. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this Policy as it is not located within a natural hazard area.
47. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

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

48. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. A Place to Grow (2019) can be found in its entirety here: <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>.
49. Policy 1.2.1 outlines the guiding principles of the Growth Plan. They include, but are not limited to:
 - Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
 - Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
 - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and,
 - Protect and enhance natural heritage, hydrologic, and landform systems, features and functions.

The subject application conforms to these guiding principles as the subject lands are located within a draft approved plan of subdivision that is designed to support healthy and active living and meet people's needs for daily living through the provision of sidewalks on all streets with connections to existing and planned developments in the surrounding area. Further, the compact built-form and density of the proposed development results in the efficient use of land and supports the use of the City's transit service. The proposal also contributes to providing a variety of housing options by creating opportunities to provide more apartment and townhouse units to serve a variety of household sizes, incomes and demographics. In addition, the proposal is not located within or

adjacent to any natural heritage features, therefore protecting and minimizing impacts on the environment.

50. In accordance with policies 2.2.1.2(a), 2.2.1.4(a-d) and 2.2.6.1(a), the enlargement of the western mixed-use block (formerly Block 294, now Block 257) will permit an increased mixture of land uses (residential and commercial) and a greater range of housing options, including more affordable forms of housing, in a compact built form within a designated settlement area.
51. Policy 2.2.7.1 requires that new development in designated Greenfield areas be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The proposed development conforms to this policy in that complete communities are supported by providing housing options and the opportunity for affordable housing through smaller units (i.e. apartments and townhomes), supports active transportation through the provision of sidewalks on all streets with connections to existing and planned developments, and a proposed density that supports the use of public transit. The proposed development would also be serviced by proposed municipal parks and schools located on a draft approved plan of subdivisions on lands located immediately south and east of the subject property, known municipally as 565, 573 and 577 Mapleview Drive East (Lockmaple Subdivision).
52. Policy 2.2.7.2 requires that the minimum density target applicable to designated Greenfield areas in the City of Barrie shall be a minimum of 50 residents and jobs combined per hectare. Policy 9.2.8 of the Hewitt's Secondary Plan states the average density for both the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per developable hectare. In accordance with these policies, the red-lined draft plan of subdivision would achieve a density between 76 to 106 people and jobs per hectare. The residential component is derived from 518 to 847 residential units generating between 1,391 to 1,940 people living on the subject lands. The estimate is based on an average number of persons per household, including 3.248 for single and semi-detached dwellings, 2.571 for multiples and 1.669 for apartments. The employment component is derived from approximately 96 to 126 jobs being generated from office uses, retail uses and home-based businesses.
53. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019).

Lake Simcoe Protection Plan (LSPP)

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

City of Barrie Official Plan (OP)

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

General Policies

3.3 – Housing

56. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan.
57. This proposal conforms to this policy as the expansions of the westerly mixed-use block in the draft plan of subdivision would facilitate the provision of more alternative forms of housing such as apartments and townhouse units, in conjunction with commercial uses. This would contribute to the overall mix of housing proposed within the draft plan of subdivision which includes single-detached units, townhouse units and apartments. Housing types such as townhouse units and apartments are considered to be generally more affordable than traditional single-detached dwelling units. In addition, the Neighbourhood Residential (R5) zoning over much of the subject lands permits the provision of second suites, creating opportunities provide more affordable forms of housing and contribute to the City's rental housing stock. Finally, the draft plan of subdivision is proposing a residential density of 27.4 units per hectare for low density uses, 41.6 units per hectare for medium density uses and 39 to 117 units per net hectare for medium/high density uses in the mixed-use blocks, in accordance with policies 9.5.4.2 and 9.5.7.3 of the Hewitt's Secondary Plan.
58. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:
- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
 - Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

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

3.7 – Energy Conservation and Renewable Energy Systems

59. Policy 3.7.1 identifies the goals for energy conservation and renewable energy systems for the City. They include:
- Ensuring land use and development patterns support energy efficiency and improved air quality;
 - Encouraging conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources;

- Promoting the use of alternative energy systems where appropriate and in accordance with the goals and policies of this Plan and in accordance with Federal and Provincial requirement; and,
- Facilitating development of renewable energy systems and to support the establishment of a green economy in accordance with the *Green Energy and Green Economy Act* (2009).

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

60. Policies 3.7.2.1(a) and (c) promote a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a compact development in the form of single detached housing on smaller lots, townhouse units and apartments, within a modified grid street system to support active transportation and transit, and to support energy conservation.

Land Use Policies

4.2.2.7 Secondary Planning Areas

61. Policy 4.2.2.7(a) identifies the Hewitt's Secondary Plan as an approved secondary plan within the City of Barrie, while policy 4.2.2.7(b) identifies that new development proposed within these areas shall be in accordance with the Secondary Plan policies for the applicable Secondary Plan. Please refer to the Hewitt's Secondary Plan section (paragraphs 72 to 119) later in this report for analysis regarding the Hewitt's Secondary Plan.

Servicing and Transportation

5.1 – Servicing

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

5.3 – Stormwater Management

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

5.4 – Transportation

64. It is a goal of this plan to promote healthy communities, active living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms to these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops,

which provide connections to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies that pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of sidewalks along all of the proposed streets with connections to the existing municipal sidewalk network.

Implementation

6.5 – Urban Design Guidelines

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

6.8 – Height and Density Bonusing

71. The Bonusing Policies (Section 6.8) within the Official Plan permit the negotiation of community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is permitted in the Zoning By-law. With respect to the subject application, the applicant is proposing to rezone a portion of the subject lands from 'Neighbourhood Residential' (R5) to 'Neighbourhood Mixed Use' (NMU) to facilitate the enlargement of the westerly mixed use block within the draft approved plan of subdivision. The Master Plan for the Hewitt's Secondary Plan Area (see Appendix "G" and "H" attached) identifies an alternative layout for the mixed use blocks on the subject lands, which allows them to be larger in area, as proposed by the applicant in the subject application. As such, the proposed zoning by-law amendment will implement the land use designations in the Hewitt's Secondary Plan. The proposed building heights and densities do not exceed the maximum permissions of Zoning By-law 2009-141 or the Hewitt's Secondary Plan. Therefore, the Bonusing Policies of the Official Plan would not apply to the proposed development.

Hewitt's Secondary Plan

72. The Hewitt's Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt's Secondary Plan Area. The Hewitt's Secondary Plan Area is comprised of five residential districts and the Yonge Street mixed use corridor. The Hewitt's Secondary Plan can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
73. Policy 9.2.4.3 identifies that Mixed Use Nodes and Corridors are the most urban component of the Hewitt's Secondary Plan area providing for the most dense development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses. Mixed-use development is encouraged but development may also occur in single purpose buildings. The proposal conforms to this policy as the highest densities within the subdivision are proposed within the mixed-use block. The future development would provide for a mix of residential and street-level commercial uses to service the existing and planned community.
74. Policy 9.2.4.6 identifies that the community will be developed based on a modified grid street system and related off-street pathway/trail system. The proposal conforms to this policy as the proposed development is based upon a modified grid pattern which contributes to the overall grid network proposed for the Hewitt's Secondary Plan Area.
75. Policy 9.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable Plan Areas combined. The proposal conforms to this policy as the development provides a density of approximately 76 to 106 persons per developable hectare, as noted in paragraph 52.
76. Policy 9.2.9.2 identifies how the affordable and special needs housing will be supported in conformity with the provisions of Section 3.3 – Housing of the Official Plan. As noted in paragraphs 56 to 58 above, the proposed development conforms to these policies.
77. Policy 9.3.6.1 identifies that stormwater management facilities shall be established in accordance with the directions in the Drainage and Stormwater Management Master Plan, provided that the final number, size and configuration of such facilities shall be determined through required Subwatershed Impact and Functional Servicing Studies. The use of Low Impact Development features will be utilized in accordance with the outcome of the design charrette that was held with the Lake Simcoe Region Conservation Authority (LSRCA). The proposal is consistent with this policy as the City's Engineering Services Department and the Lake Simcoe Region Conservation Authority (LSRCA) have confirmed that the proposed stormwater management system conforms to the Subwatershed Impact and Functional Servicing studies for the Hewitt's Secondary Plan Area.
78. Policy 9.3.7 identifies that the relevant policies of the Lake Simcoe Protection Plan (LSPP) shall apply to lands in the Lake Simcoe Watershed. As noted above in paragraphs 21(i) and 54, the Lake Simcoe Region Conservation Authority (LSRCA) has indicated that they have no objections to the proposed zoning by-law amendment application and the proposal is deemed to conform to the LSPP.
79. Policy 9.3.10 requires the protection of surface water and ground water in accordance with the applicable recommendations of the Drainage and Stormwater Management Master Plan. The Engineering Services Department has confirmed that the proposal conforms to the Drainage and Stormwater Management Master Plan.
80. In accordance with Policy 9.4.2, the applicant submitted a Conformity Plan for the original Draft Plan of Subdivision application to demonstrate that the proposed development is generally consistent with the policies and schedules of the Hewitt's Secondary Plan. A new Conformity Plan

was not required prior to the submission of the subject application as the revisions to the plan and the proposed rezoning are considered minor and maintain the general nature of the original plan of subdivision, which received draft plan approval in December of 2017.

81. In reviewing the development proposal, consideration has been given to the Community Design policies in section 9.4.4.2 of the Hewitt's Secondary Plan. While Policy 9.4.4.2 applies to individual Draft Plans of Subdivision, it must also be considered in a larger context beyond the limits of the subject lands, as the policies apply at a neighbourhood scale. Policy 9.4.4.2 describes the general design of communities within the Hewitt's Secondary Plan Area. They include:
- Compact and pedestrian and transit oriented built form, with building densities and land uses designed at densities which are transit supportive [Policy 9.4.4.2(a)].
 - Distinctive characteristics, but a number of common features including a central focal point (Neighbourhood Park or elementary school), a character that is primarily residential but includes a range of uses, a range of lot sizes, building types, architectural styles, and price levels to accommodate a diverse population, and a variety of open space in accessible locations to act as 'meeting places' for residents [Policy 9.4.4.2(b) i)-iv)].
 - Given the barriers to connectivity and accessibility, development shall be based on:
 - i) A modified grid street system generally as identified on Schedule 9D1 of the Hewitt's Secondary Plan, with an interconnected networks of streets to support transit, walking and cycling;
 - ii) A local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system; and,
 - iii) Connections will be made to other parts of the City whenever possible through street, pedestrian and bicycle links to ensure the community functions in an integrated manner [Policies 9.4.4.2(d) i), ii), and v)].
 - Where new development abuts existing development, it will be designed to be generally compatible with the existing development, while maintaining options for future redevelopment [Policy 9.4.4.2(g)].
82. The proposal conforms to Policy 9.4.4.2(a) as the densities exceed the minimum density required for low and medium density residential and medium-high/mixed-use development, and provides a built form that is more compact, and is transit supportive. The enlargement of the westerly mixed-use block (formerly Block 294, now Block 257) would facilitate the provision of more residential units (apartment units), increasing the overall density within the plan of subdivision and supporting the City's transit system. Please refer to paragraphs 101 and 102 for more information on the proposed densities within the proposed Draft Plan of Subdivision.
83. The proposal conforms to Policies 9.4.4.2(b) i)-iv) as two mixed-use blocks will function as central focal points within the plan of subdivision and frame the main intersection/access to the development at Madeline Drive and Mapleview Drive East. The overall subdivision consists of a variety of residential uses with a range of lot sizes, buildings types and varying price levels. The enlargement of the westerly mixed-use block would contribute to the variety and affordability of residential units by providing opportunities for more apartment units within the development. Commercial uses would also be permitted on the proposed mixed-use blocks to service existing and future residents in the area.

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84. The proposal conforms to Policies 9.4.4.2(d) i)-ii), v) as the overall draft plan of subdivision includes a modified grid street pattern that is consistent with and connected to existing and future developments, with access to the arterial road to the north (Mapleview Drive East), and collector roads and local streets to the west (Patrick Drive). The proposal is also designed to support active transportation as residential blocks are a maximum of 250 metres in length and sidewalks are proposed on all streets. Additionally, the proposal will provide direct connections to existing and future developments located immediately east and west of the subject lands. The enlargement of the westerly mixed-use block (formerly Block 294, now Block 257) further enhances the modified grid street pattern of the original draft plan of subdivision approval, which was granted in December of 2017.
 85. The proposal conforms to Policy 9.4.4.2(g) as connections are proposed from the draft approved plan of subdivision to the existing and future developments in the surrounding area (see Appendix "B" – Red-lined Draft Plan of Subdivision). The proposed built form is also considered to be generally compatible with surrounding land uses which consist primarily of a mix of residential land uses. The detailed design of the mixed-use blocks, including building placement and buffering and transitioning to lower density land uses, would be determined through a subsequent Site Plan Control process.
 86. Policies 9.4.4.4(b)ii) and iii) identify that sidewalks shall generally be provided on both sides of all streets with the exception of window streets and some local streets where the City is satisfied through a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or village square, and the street has a maximum right-of way width of 18 metres. The proposal conforms to this policy as sidewalks will be provided for throughout the plan of subdivision. Specifically, dual sidewalks will be provided on streets 'C', 'F' and 'H', Madeline Drive and Shepherd Drive. Streets with double sidewalks would provide access to the mixed-use blocks and to two village squares, a neighbourhood park and an elementary school within the draft approved plan of subdivision on the lands located immediately east and south of the subject property, known municipally as 565, 573 and 577 Mapleview Drive East (Lockmaple Subdivision). All other streets within the proposed subdivision will have at least one sidewalk.
 87. Policy 9.4.4.4(b)iv) requires that the length of a residential block be generally no greater than 250 metres in length. The proposal conforms to this policy as the length of the proposed blocks do not generally exceed 250 metres.
 88. Policy 9.4.4.4(c)i) does not permit reverse lotting unless the City is satisfied that there is no other alternative due to topographic or other physical site constraints. The draft plan of subdivision has been designed to avoid reverse lotting in favour of window streets and flankage lot treatments.
 89. Policy 9.4.4.4(c)iii) requires that buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street and the heights of buildings should be related to street widths to create a comfortable pedestrian environment. The proposal conforms to this policy as the proposed built form is primarily low and medium density with a maximum building height of 3 storeys (10 metres). This is complementary to the 18 and 24 metre rights-of-way and will aid in creating a "sense of enclosure" to the street and a pedestrian friendly environment. Additionally, garages cannot project beyond the front wall or porch of the home, which creates a more appealing environment for pedestrians.
 90. The proposed mixed-use blocks will permit a building height of 12-storeys, however, the blocks are located at the intersection of Madeline Drive and Mapleview Drive East, which are both arterial and collector roads. Increased building height and density is generally encouraged to locate at intersections along arterial and collector roads where transit and municipal infrastructure is readily available. The development of the mixed-use blocks would be subject to a subsequent site plan control application, whereby Planning staff will ensure that the design of the block conforms to the

- policies of the Hewitt's Secondary Plan, including but not limited to, supporting active transportation, creating a pedestrian friendly environment, adhering to a high standard of urban design, massing buildings toward the intersection, and providing an appropriate transition to the street and abutting land uses.
91. Policy 9.4.4.4(c)iv identifies that buildings located on corner lots on arterial and collector streets should be sited and massed toward the intersection. The applicant is required, as condition of Draft Plan Approval, to site buildings toward the intersection on corner lots and provide enhanced façade treatments. This matter will be addressed through the Draft Plan of Subdivision process. Additionally, the future development of the mixed-use blocks will require a subsequent site plan control application, whereby Planning staff will address building placement and massing. Specifically, future development on the mixed-use blocks shall be sited and massed along the Mapleview Drive East and Madeline Drive frontages.
 92. Policy 9.4.4.7 requires that the City work with the Barrie Police Service to promote safety and security and accessibility to all development based on the principles of Crime Prevention. Through Environmental Design (CPTED). The Barrie Police Service was circulated as part of the technical review and confirmed that the draft plan of subdivision adheres to the 'eyes on the street' CPTED principle, as homes will face the street, and the mixed-use blocks are located with frontage on arterial and collector streets where they will be more visible to residents.
 93. Policies 9.4.4.8(b) i) and ii) encourages development to be designed in a manner which promotes green building and site design, maximizes the efficient use and management of water resources including the use of Low Impact Development (LID) stormwater management practices. The proposal conforms to these policies as the design of the development is more compact and is utilizing Low Impact Development (LID) stormwater management practices.
 94. Policy 9.4.4.11 identifies that the principles of universal design will be generally applied to all public spaces and within new developments to ensure access for all individuals. The proposal conforms to this policy as all sidewalks within the draft plan of subdivision will be constructed in accordance with City standards, which includes accessibility considerations.
 95. Policies 9.5.4.1 (a) and (b) outline the goals for the mixed-use nodes and corridors within the Hewitt's Secondary Plan, and include creating mixed-use nodes and corridors with medium and high density residential development with institutional and commercial facilities as a focus of community and neighbourhood activity; and, creating a meeting place for residents, which is designed to be pedestrian friendly and maximize the use of public transit.
 96. These goals have been satisfied, in part, by this development as the proposed mixed use blocks are centrally located in the north half of the subdivision at the intersection of Mapleview Drive East and Madeline Drive, which are classified as arterial and collector roads. Arterial and collector roads will be serviced by dual sidewalks and public transit, providing greater access to pedestrians. Introducing higher density residential developments with street-level commercial uses in the mixed-use blocks will support the use of public transit and active transportation, and contribute to creating a pedestrian friendly environment in the mixed-use nodes and corridors. The final built-form, density and site design of the mixed-use blocks would be determined through a subsequent site plan control application.
 97. Policy 9.5.4.2 outlines the permitted uses within mixed-use nodes and corridors, which includes high and medium density residential uses (stacked/back-to-back/street townhouses and apartments), senior citizen and special needs housing, and a variety of commercial and institutional uses. Policy 9.5.4.3(e) details that residential density in the mixed-use nodes and corridors shall range from a minimum of 50 units per net hectare and a maximum of 120 units per net hectare. The density proposed for the mixed-use blocks is 39 to 117 units units per net hectare depending

- on the final built-form within the blocks. As noted above, the density of the mixed-use blocks will be further defined through a subsequent Site Plan Control process.
98. Policy 9.5.4.3(a) states that the mixed-use boundaries are approximate and subject to adjustment during the development review process. The Mixed-use Areas in the Hewitt's Master Plan are approximate and not planned around specific dimensions or areas. Instead, the Master Plan was designed based on relationships to streets and intersections and to contain sufficient frontage along Maplevue Drive East to activate the streetscape.
 99. Specific to the mixed-use blocks within the draft plan of subdivision, the Hewitt's Master Plan contains both a primary and alternative layout for those blocks (see Appendix "G" and "H"). The original draft plan of subdivision was designed based on the primary layout for the mixed-use blocks, while the red-line revision is based on the alternative layout for said blocks.
 100. Policies 9.5.7.1 (a) and (b) outline the goals for the residential areas within the Hewitt's Secondary Plan, and include developing a residential community with its own special character, providing for a diverse range of housing options as well as live-work opportunities and transit-supportive development patterns and densities. Goals are also to develop residential districts and neighbourhoods that have a "sense of place" created by the design of the development, including pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks and village squares which are designed as "meeting" points for the immediate area.
 101. These goals have been satisfied by this development. The proposal includes a number of housing options such as single detached, semi, townhouse and apartment dwelling units, while second suites and home occupations are also permitted. The density of the development is greater than the minimum required density of 20 units per net hectare for low density development and 30 units per net hectare for medium density development, thereby supporting transit, and the modified grid pattern of streets makes transit more easily accessible. Sidewalks are being included throughout the proposed development with connections to existing and future sidewalks located beyond the limits of the subdivision. Finally, there are two mixed-use blocks which will be accessible via public sidewalks.
 102. Policy 9.5.7.2 outlines the permitted uses and includes low and medium density residential development in a mix of housing types. Policy 9.5.7.3(a)i) details that low density residential development is permitted at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare. Policy 9.5.7.3(a)ii) further states that the density for medium density residential development shall be no less than 30 units per net hectare and no greater than 70 units per net hectare. The proposed development has a density of approximately 27 units per net hectare for low density residential development and 42 units per net hectare for medium density residential development, in accordance with the Hewitt's Secondary Plan.
 103. Policy 9.5.7.3(b) requires that a variety of residential building types and densities be developed throughout the Residential designation in each residential district. The proposal conforms to this policy as there are a variety of residential building types within the proposed subdivision, including single detached, semi, townhouse and apartment units, which aid in achieving the target of 80% low density and 20% medium density throughout the residential designation of the Hewitt's Secondary Plan.
 104. Policies 9.6.3.1(a)iii)-iv) detail how minor collector and local streets shall generally develop and that they should be consistent with the recommendations of the City of Barrie Multi-Modal Active Transportation Master Plan (MMATMP). These policies restrict the right-of-way width to a maximum of 24 metres for minor collector streets and a maximum of 20 metres for local streets. Minor collector and local streets provide direct access from individual properties, and allow for 2 vehicular travel lanes. The City's Engineering and Traffic Services Departments have confirmed that the proposed right-of-way widths conform to the MMATMP. Both, the minor collector and local streets

will have two lanes of vehicular traffic and have direct access from individual properties. Finally, on-street parking will be permitted. Window streets are required to meet the same parameters as local streets.

105. Policy 9.6.3.1(c) details the potential street widenings to existing streets as identified on Schedule 9D-2 of the Hewitt's Secondary Plan. Schedule 9D-2 identifies a maximum right-of-way width of 41 metres along Mapleview Drive East. However, the City's Multi-Modal Active Transportation Master Plan (MMATMP) and the Municipal Class Environmental Assessment identifies a maximum right-of-way width of only 34 metres. As such, the applicant is required to convey a 13 metre road widening to allow for the expansion of Mapleview Drive East. This has been provided for and identified on the red-lined Draft Plan of Subdivision (see Appendix "B" – Red-lined Draft Plan of Subdivision).
106. Policies 9.6.3.2(a) and (b) require that the City work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services and that transit facilities and services for pedestrians will be planned so that the majority of residents and employees are within a 400 metre walking distance of a transit stop. These policies have been complied with as the proposed development would be serviced by the City's existing transit system which services Mapleview Drive. Additionally, the City's Transit staff in the Roads, Parks and Fleet Department has been circulated as part of the technical review to ensure that transit service can be accommodated throughout the Hewitt's Secondary Plan in a timely fashion. The exact locations and details of the transit stops and routes will be finalized as part of the detailed design of the subdivision.
107. Policy 9.6.3.5(a) requires the provision of adequate parking and loading facilities. The proposed development is providing parking consistent with the zoning by-law and does not require loading facilities for the proposed single-detached, semi-detached and townhouse dwellings. Loading facilities associated with the mixed-use blocks would be addressed at the time of a subsequent Site Plan Approval.
108. Policy 9.6.4(a) requires that all new urban development in the Hewitt's Secondary Plan area be connected to municipal water and wastewater systems. The proposed development will connect to municipal water and wastewater systems.
109. Policy 9.6.4(b) requires the City to have approved the following City-wide plans:
 - Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
 - Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
 - Water Storage and Distribution Master Plan; and,
 - Water Supply Master Plan Update Class EA (Phases 1 and 2).

These studies have been completed.

110. Policy 9.6.4(c) requires the provision of water and wastewater services relate to the phasing of development as set out in Section 9.7.3.2 of the Hewitt's Secondary Plan and the Master Plans and Class EAs identified above. The proposed development is within Phase 1 of the Hewitt's Secondary Plan, conforming to policy 9.7.3.2. Additionally, the Engineering Department has confirmed that the development conforms to the above-mentioned Master Plans and Class EAs.

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111. Policies 9.6.5(a) and (b) outline the requirement for development to comply with the recommendations of the Drainage and Stormwater Management Master Plan and the need to submit a Subwatershed Impact Study as part of the submission of a complete application. The proposal conforms to these policies as the Engineering Services Department has confirmed that the development conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Hewitt's Secondary Plan Area prior to the submission of a complete application.
112. Policies 9.6.6(a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design associated with the subdivision, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way, in conformity with policies 9.6.6(a) and (b).
113. In accordance with Policy 9.6.7.3, the City has entered into a Master Parkland Agreement with the Hewitt's Landowners Group. The agreement outlines the land and cash-in-lieu obligations for the Landowners. With respect to the subject lands, the cash-in-lieu obligations have been satisfied.
114. Policies 9.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Hewitt's Secondary Plan Area. To satisfy these policies, Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review and no service has identified the need for a site within the proposed development.
115. Policy 9.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation and no concerns have been identified. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
116. Policy 9.7.2 identifies the reports and studies required as part of a complete *Planning Act* application. To be deemed complete, the applicant had to submit a Subwatershed Impact Study. A Subwatershed Impact Study was submitted and approved for the entire Hewitt's Secondary Plan Area.
117. Policy 9.7.3.1 outlines the requirements prior to development and includes the following:
- Policy 9.7.3.1(a) – Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP);
 - Policy 9.7.3.1(b) - The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under *the Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
 - Policy 9.7.3.1(c) - Landowners in the Hewitt's Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or

agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan;

- Policy 9.7.3.1(d) - Landowners have entered into a Master Parkland Agreement for the Hewitt's Secondary Plan Area with the City where required in accordance with the provisions of Section 9.6.7.3 of this Plan; and,
- Policy 9.7.3.1(e) - Landowners in the Hewitt's Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area.

Council for the City of Barrie has adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2019-055) in full force and effect; the applicant will be required to enter into a subdivision agreement with the City to move forward with the registration of the Draft Plan of Subdivision; a Master Parkland Agreement has been entered into for the landowners within the Hewitt's Secondary Plan Area; and, the landowners within the Hewitt's Secondary Plan Area have entered into a cost sharing agreement.

118. Policy 9.7.3.2(a) details how development shall proceed in four phases as designated on Schedule 9E of the Hewitt's Secondary Plan and that prior to the commencement of development in each phase, the policies of Section 9.7.3.1 shall be satisfied, required Subwatershed Impact Studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law. The subject lands are located within the Phase 1 development lands as identified in Schedule 9E of the Hewitt's Secondary Plan. Furthermore, an approved Subwatershed Impact Study exists for the entire Hewitt's Secondary Plan Area, the availability of water and wastewater have been confirmed as per the municipal master plans, the availability of internal and external transportation infrastructure to support the development has been confirmed, and the City is satisfied that the development can be undertaken in a financially responsible manner.
119. Policy 9.7.3.2(c) requires that the City plan for the provision of municipal services, including internal and external road infrastructure, in a coordinated manner with land use approvals including plans of subdivision, plans of condominium and site plans, as well as with the City's LRFP, Transportation Master Plan, and Infrastructure Master Plan, to ensure services, and roads infrastructure, are available prior to occupancy. The proposed development is consistent with planned services, will connect to an existing residential subdivision to the west and will not be occupied prior to the availability of these same services. More specifically, policies 9.7.3.1(c)i) and iv) require that stormwater management facilities be constructed and dedicated as a condition of draft approval and road infrastructure is constructed or secured to be constructed. The proposal conforms to these policies as the proposed development will utilize stormwater management systems located on adjacent lands at 565, 573 and 577 Mapleview Drive East which received conditional approval for a draft plan of subdivision in December of 2017. Additionally, the roads shown on the red-lined Draft Plan of Subdivision (Appendix "B" – Red-lined Draft Plan of Subdivision) will be dedicated to the City free of charge through the subdivision process.

120. The proposal seeks to amend the zoning of a 1.13 hectare portion of subject lands from 'Neighbourhood Residential' (R5) to 'Neighbourhood Mixed-use' (NMU) to facilitate a red-line revision to a draft approved plan of subdivision. Specifically, the rezoning, if approved, would permit the enlargement of the westerly mixed-use block (formerly Block 294, now Block 257) within the draft plan of subdivision, as originally contemplated in Appendix 9B of the Hewitt's Secondary Plan. It is important to note that the applicant is not seeking any special provisions for the mixed-use blocks. As such, Planning staff are of the opinion that the subject application is consistent with Zoning By-law 2009-141, as amended.

Summary

121. Staff have reviewed the public, departmental, and agency comments received and have reviewed the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment application. For all of the reasons stated in this report, the proposed development is considered appropriate and is consistent with, and conforms to, relevant Provincial Policy, the City's Official Plan, and the Hewitt's Secondary Plan while being respectful of the existing and planned developments in the surrounding area.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

14. There are no environmental and climate change impact matters associated with the subject application.

ALTERNATIVES

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

Alternative #1 General Committee could refuse the Zoning By-law Amendment application and maintain the current 'Neighbourhood Residential' (R5) zoning over the 1.13 hectare portion of the subject lands.

This alternative is not recommended as the Hewitt's Master Plan provides an alternative layout for larger mixed-use blocks on the subject lands, as proposed by the applicant through the proposed Zoning By-law Amendment application and the associated red-line revision to the draft approved plan of subdivision. The applications would also facilitate an increase in density on the site and the creation of more affordable forms of housing, such as apartment units, and opportunities for the provision of more commercial uses.

FINANCIAL

123. In accordance with the Memorandum of Understanding (MOU) between the City and the Hewitt's Secondary Plan Landowners Group, the applicant is required to pay a capital contribution in the amount of approximately \$1,968,874 to \$3,134,521 (\$6,640 for single and semi-detached units, \$4,964 for townhouse units and \$3,543 for apartment units).
124. Through the subdivision process, the applicant will be required to enter into a subdivision agreement with the City, which requires the payment of Development Charges (DCs) and securities for site development works. Through the subdivision registration process, the City will collect approximately \$20,439,972 to \$28,789,493 in development charges (\$47,998 single detached units, \$35,883 townhouse units and \$25,378 average for bachelor/1-bedroom and 2+ bedroom

apartment units) in accordance with current DC rates in accordance with current DC rates. Of these fees, residential DCs for the mixed-use blocks account for approximately \$4,162,079 to \$12,511,600, depending on the final built form of the blocks which would be determined through a subsequent Site Plan Control process.

- 125. The MOU between the City and Hewitt’s Secondary Plan Landowners Group requires that DC advance funding be paid to the City upon the execution of a subdivision agreement for development within the Phase 1 development lands of the Hewitt’s Secondary Plan. In accordance with the MOU, the applicant shall pay \$1,387 for single and semi-detached units, \$1,040 for townhouse units and \$739 for apartments.
- 126. An Education Levy of \$2,359 per unit will be calculated and collected at the time of issuance of the building permit. The Education Levy amount for the proposed development is estimated to be approximately \$1,221,962 to \$1,998,073.
- 127. In accordance with the Hewitt’s Master Parkland Agreement, cash-in-lieu of parkland in the amount of \$273,251 was received on December 28, 2018 for the subject lands.
- 128. Municipal property taxes are collected annually. The total municipal taxes collected in 2019 for the subject site was \$88,199.37. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future subdivision as building permits are not expected until late 2020 at the earliest. However, the assessed value of the future housing is anticipated to be greater than the current assessed value of the property as a result of the proposed enlargement of the westerly mixed-use block, and would therefore increase the amount of property tax that is collected on the subject site today.
- 129. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
- 130. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City’s Capital Planning process.

LINKAGE TO 2018-2022 STRATEGIC PLAN

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

Goal	Elements to Achieve Goals
Fostering a safe and healthy City	The proposal includes compact development that provides “eyes on the street” and supports active transportation.
Building strong neighbourhoods	The proposal integrates with existing and future developments and aids in creating a complete community given the variety of uses proposed on the subject lands (residential and commercial/mixed-use).



Improving the ability to get around Barrie	The compact nature of the proposed built form, along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options.
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- Attachments:
- Appendix "A" – Draft Zoning By-law Amendment
 - Appendix "B" – Red-lined Draft Plan of Subdivision - Final
 - Appendix "C" – Original Draft Plan of Subdivision
 - Appendix "D" – Hewitt's Secondary Plan – Phasing Plan
 - Appendix "E" – Hewitt's Secondary Plan Land Use
 - Appendix "F" – Original and Red-lined Draft Plan of Subdivision – Mark-up
 - Appendix "G" – Hewitt's Secondary Plan – Master Plan
 - Appendix "H" – Mixed-use Blocks – Alternative Layout
 - Appendix "I" – Technical Study Descriptions

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone a portion of lands known municipally as 515 Mapleview Drive East and as shown on Schedule "A" to this By-law, from Neighbourhood Residential (R5) to Neighbourhood Mixed Use (NMU).

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

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

1. **THAT** the zoning map is amended to change the zoning of a portion of the lands known municipally as 515 Mapleview Drive East from Neighbourhood Residential (R5) to Neighbourhood Mixed Use (NMU), in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands.
3. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

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

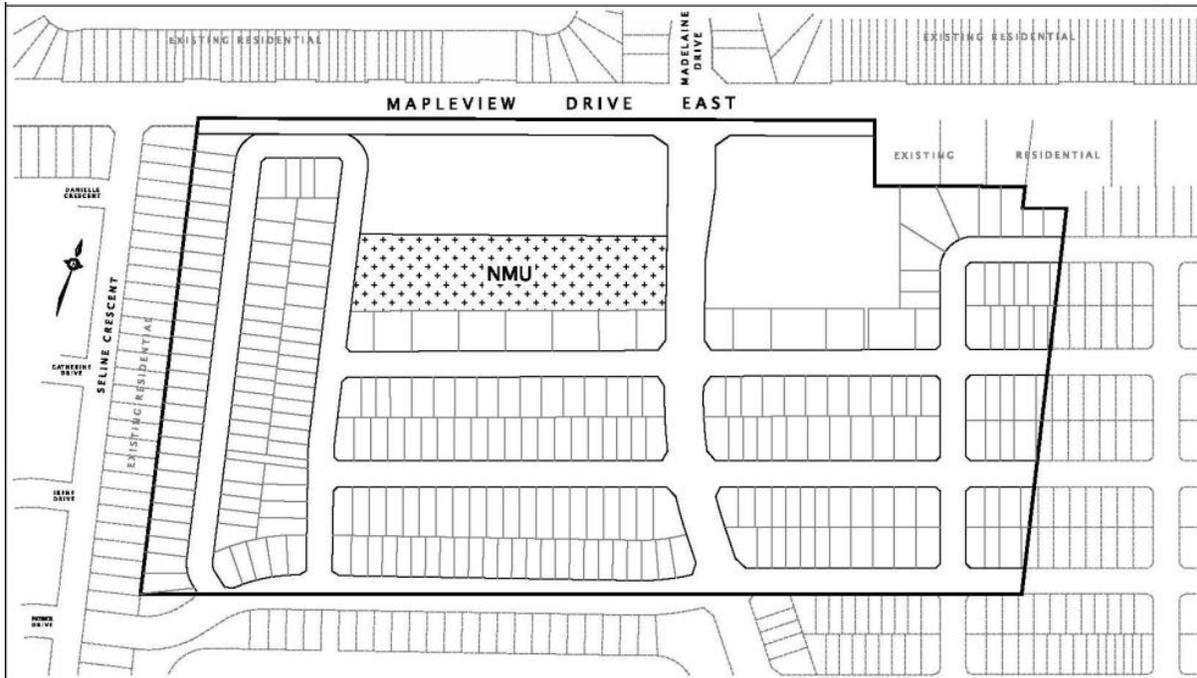
READ a third time and finally passed this this date day of month, 2019.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

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



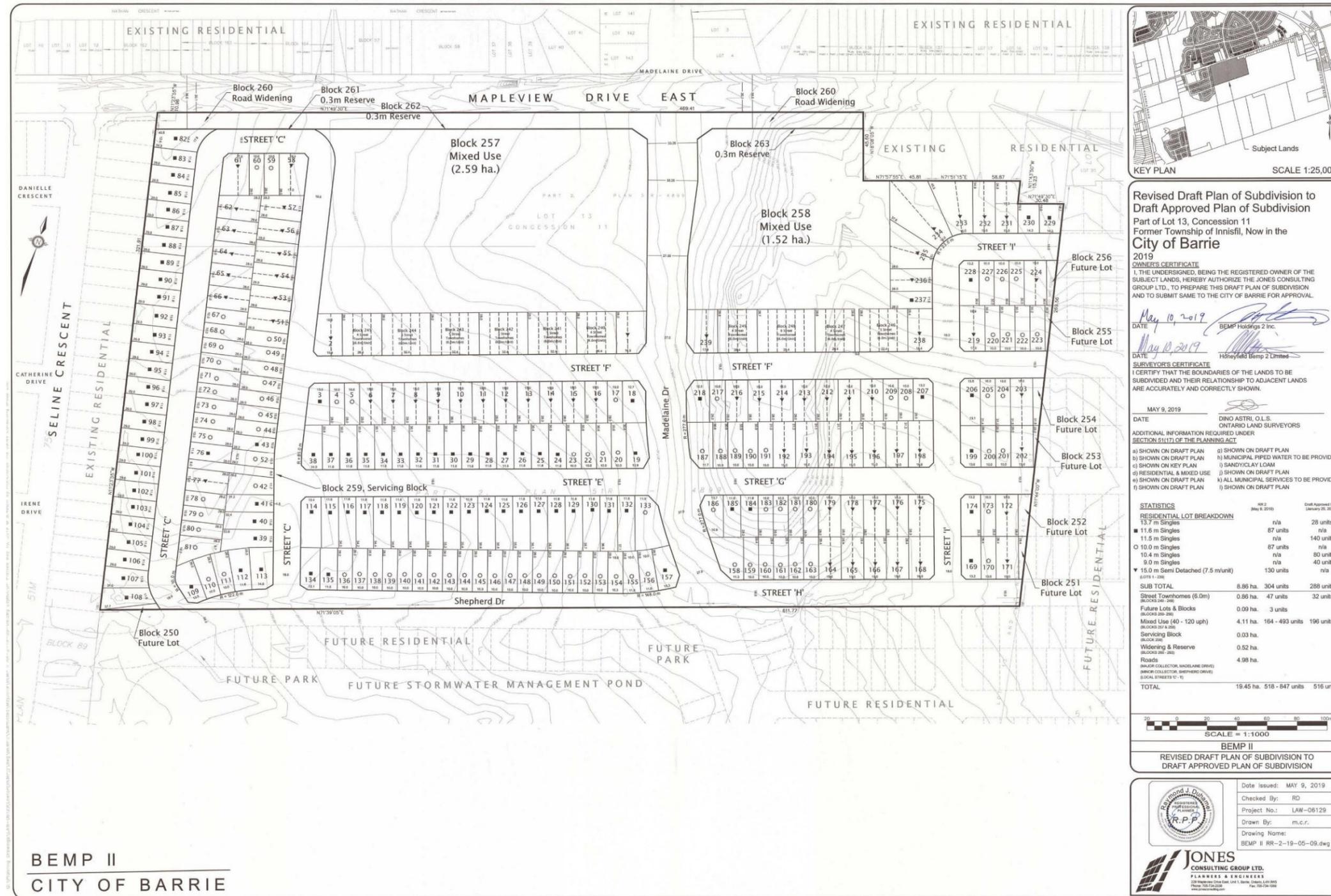
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-  Lands Subject to Zoning By-Law Amendment
-  Lands to be Neighbourhood Mixed Use (NMU)

File No. D14-1679
515 Mapleview Drive East

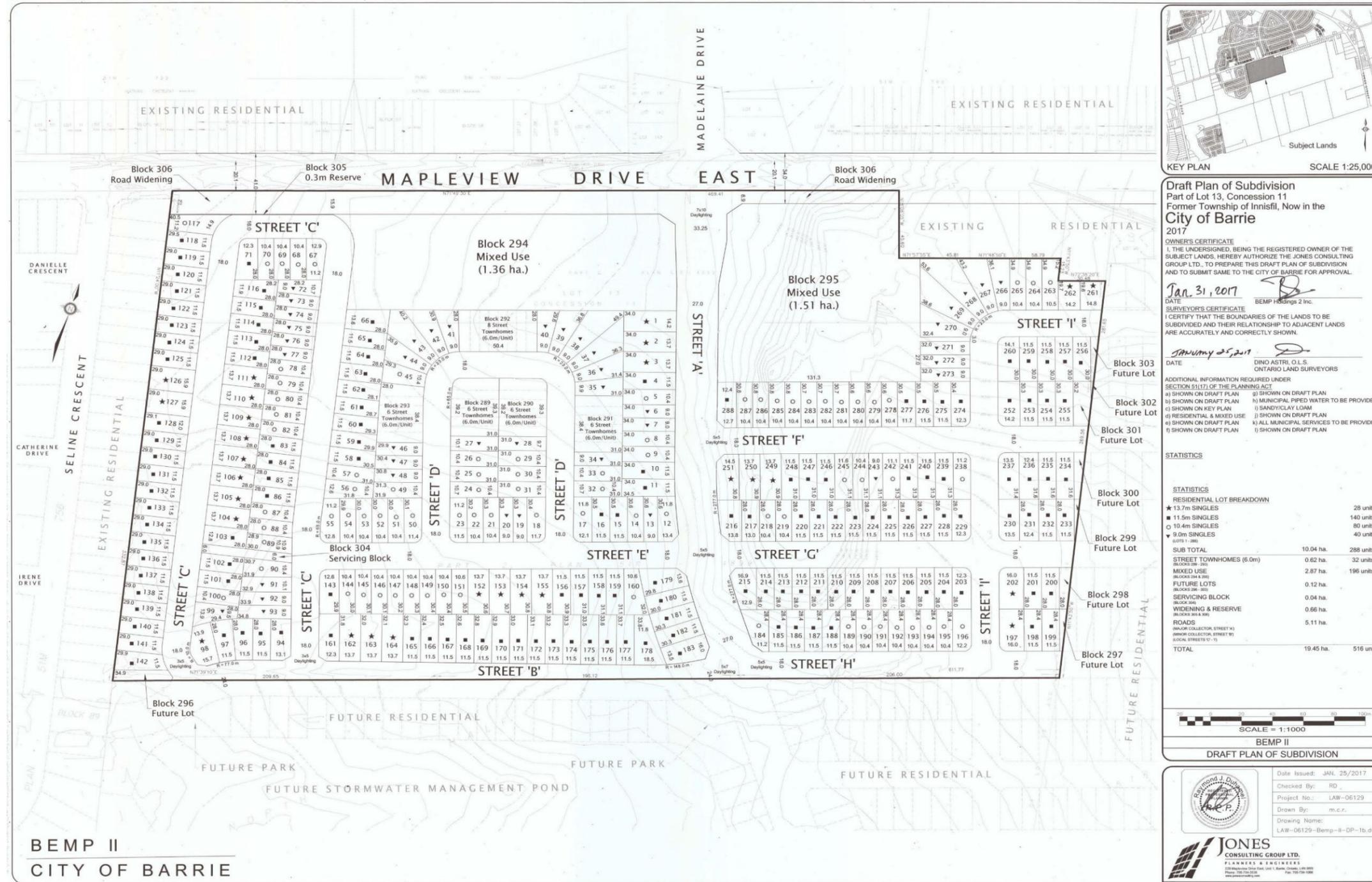
APPENDIX "B"

Red-lined Draft Plan of Subdivision (Final)



BEMP II
CITY OF BARRIE

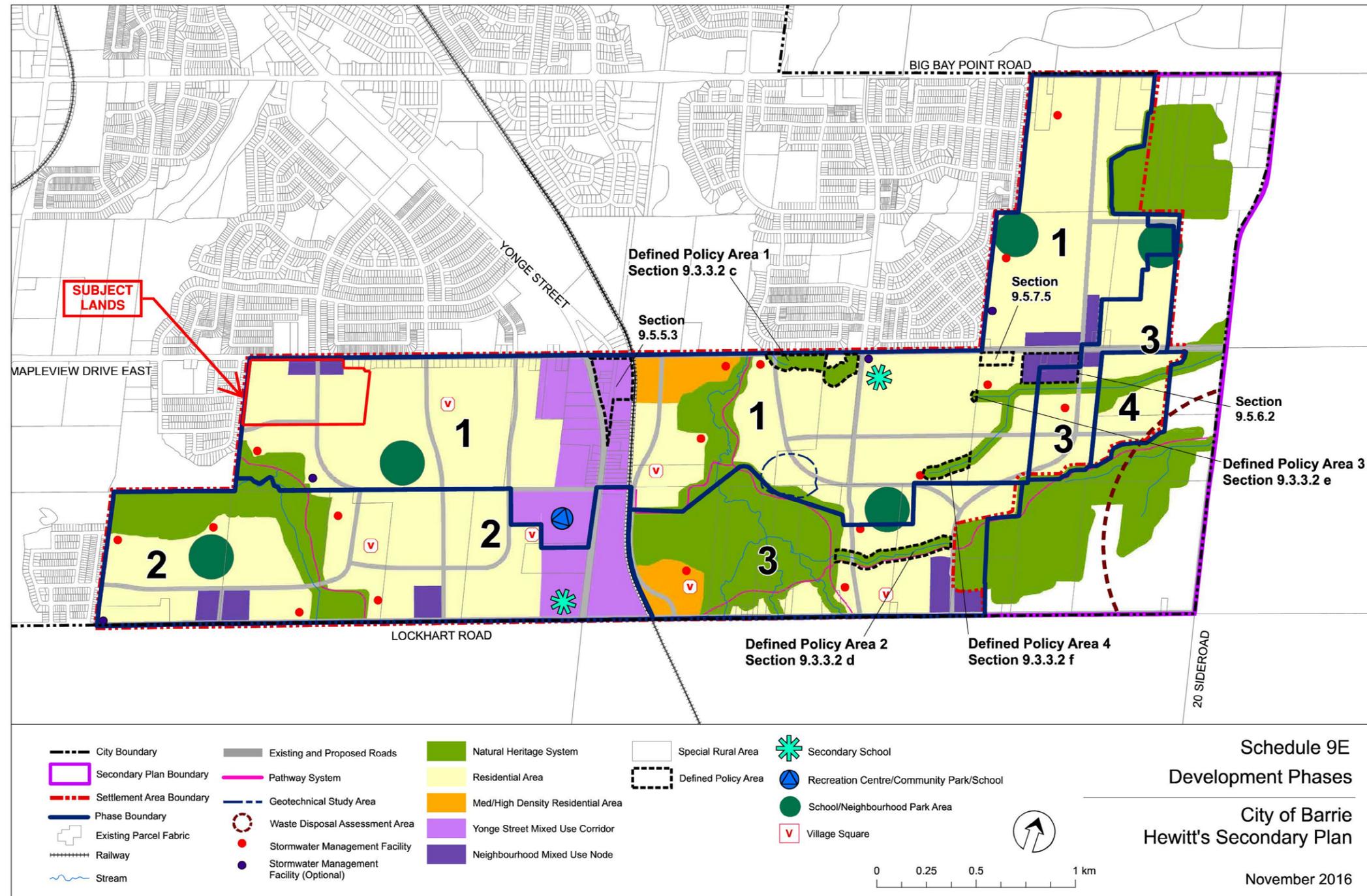
APPENDIX "C"
Original Draft Plan of Subdivision (Draft Approved December 2017)



BEMP II
CITY OF BARRIE

APPENDIX "D"

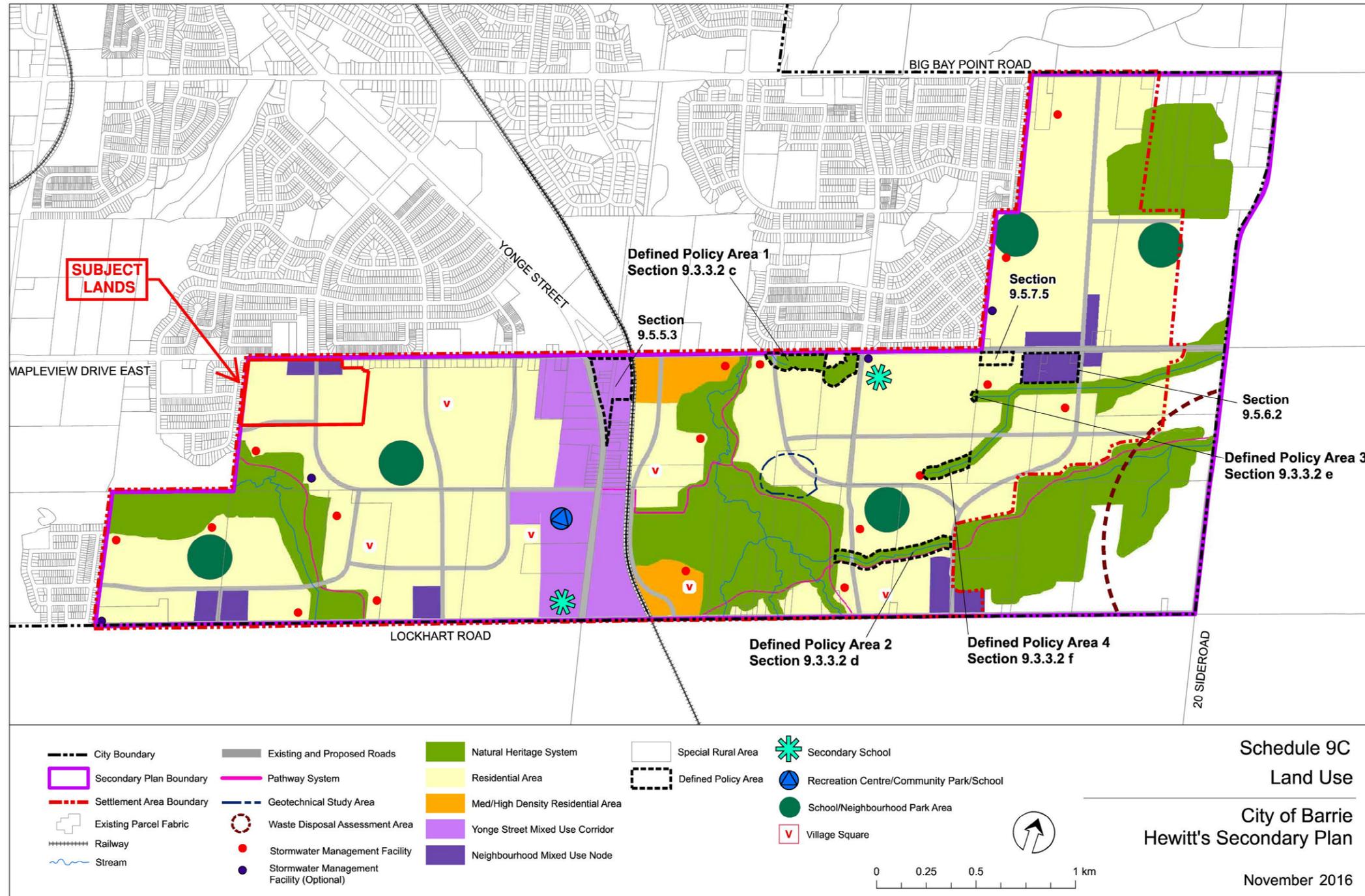
Hewitt's Secondary Plan – Phasing Plan



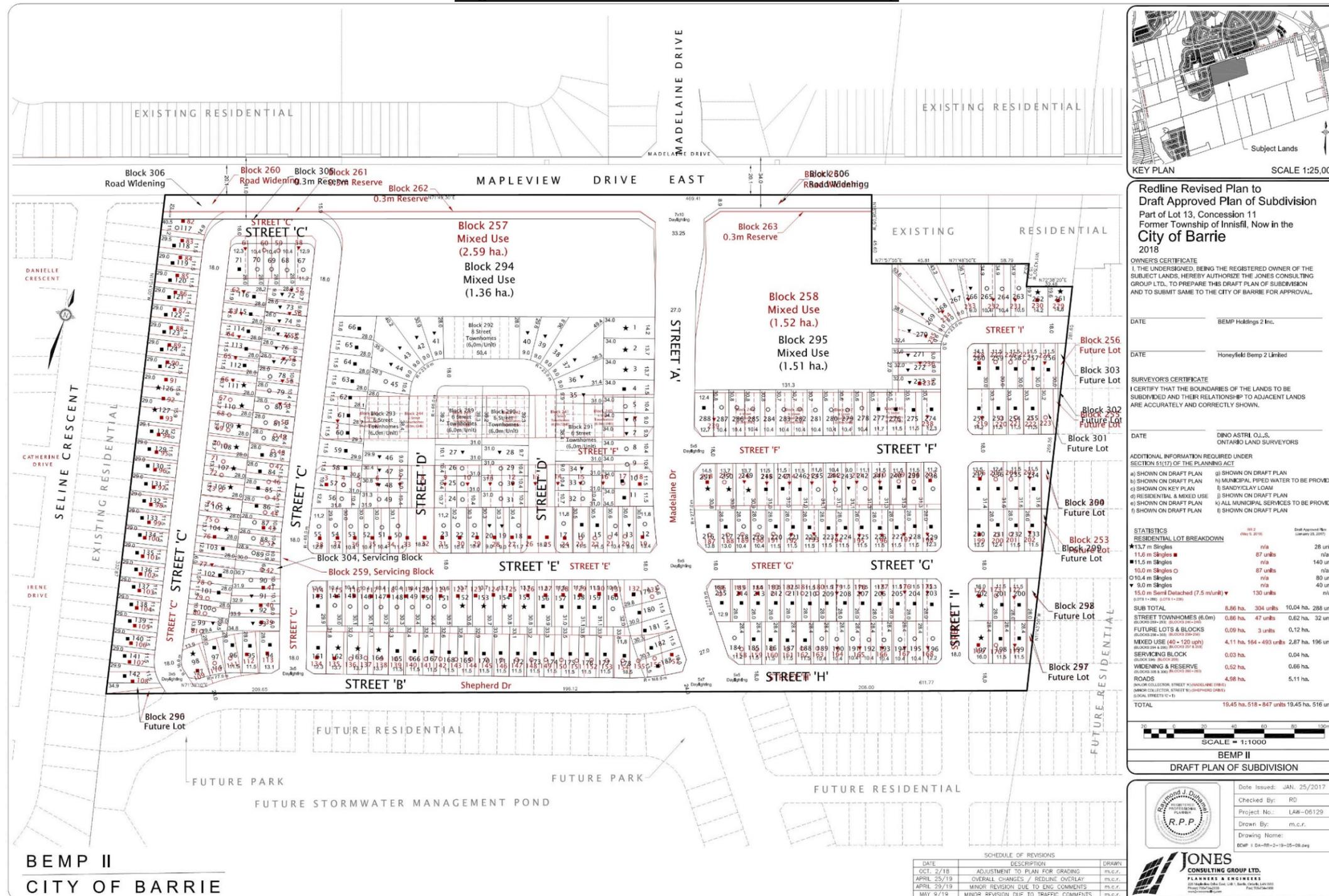
Schedule 9E
Development Phases
City of Barrie
Hewitt's Secondary Plan
November 2016

APPENDIX "E"

Hewitt's Secondary Plan – Land Use



APPENDIX "F"
Original and Red-lined Draft Plan of Subdivision – Mark-up



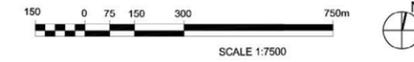
BEMP II
CITY OF BARRIE

APPENDIX "G"
Hewitt's Secondary Plan – Master Plan

APPENDIX 9B

HEWITT'S SECONDARY PLAN - MASTER PLAN

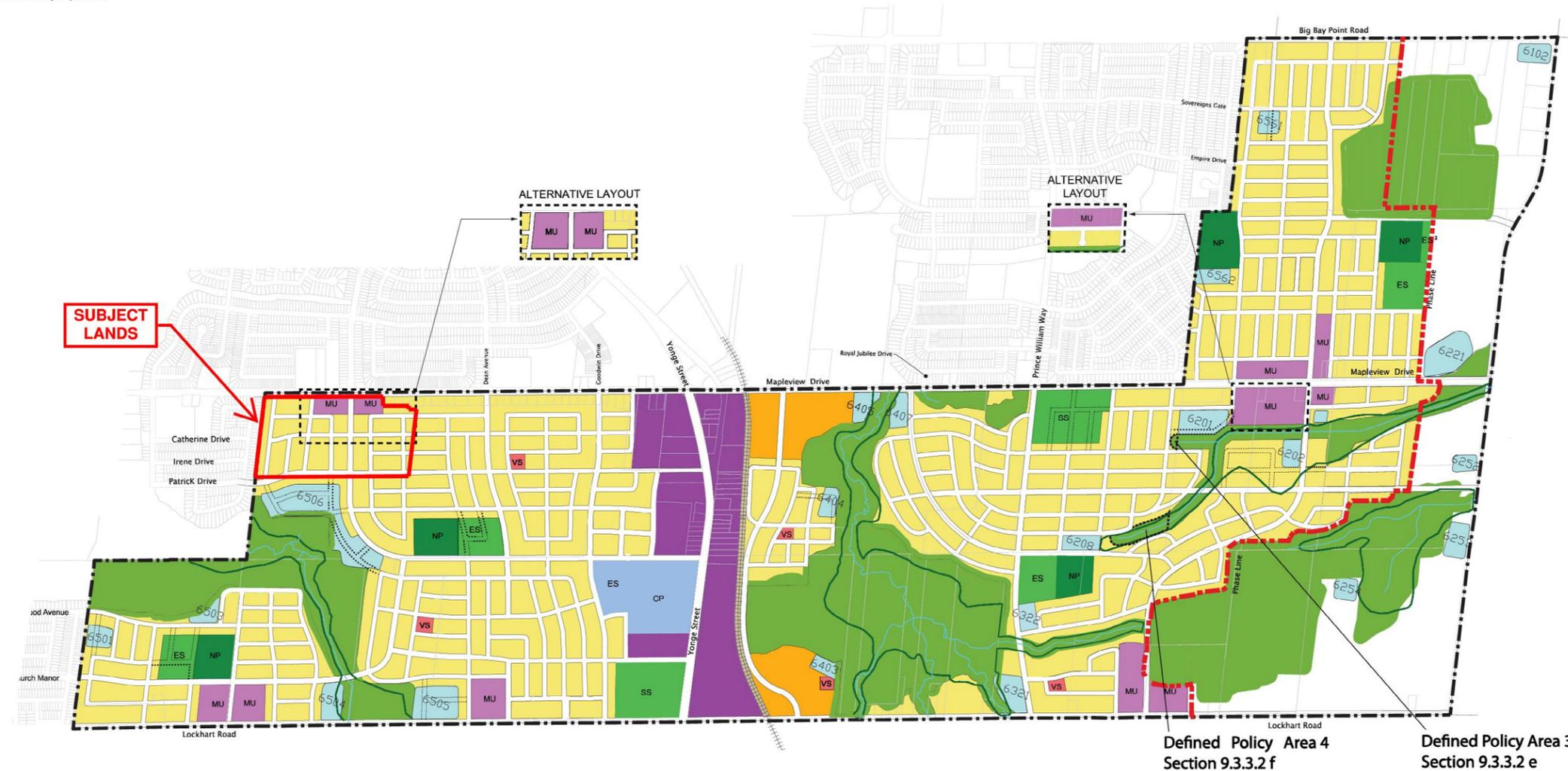
November 2016



LEGEND

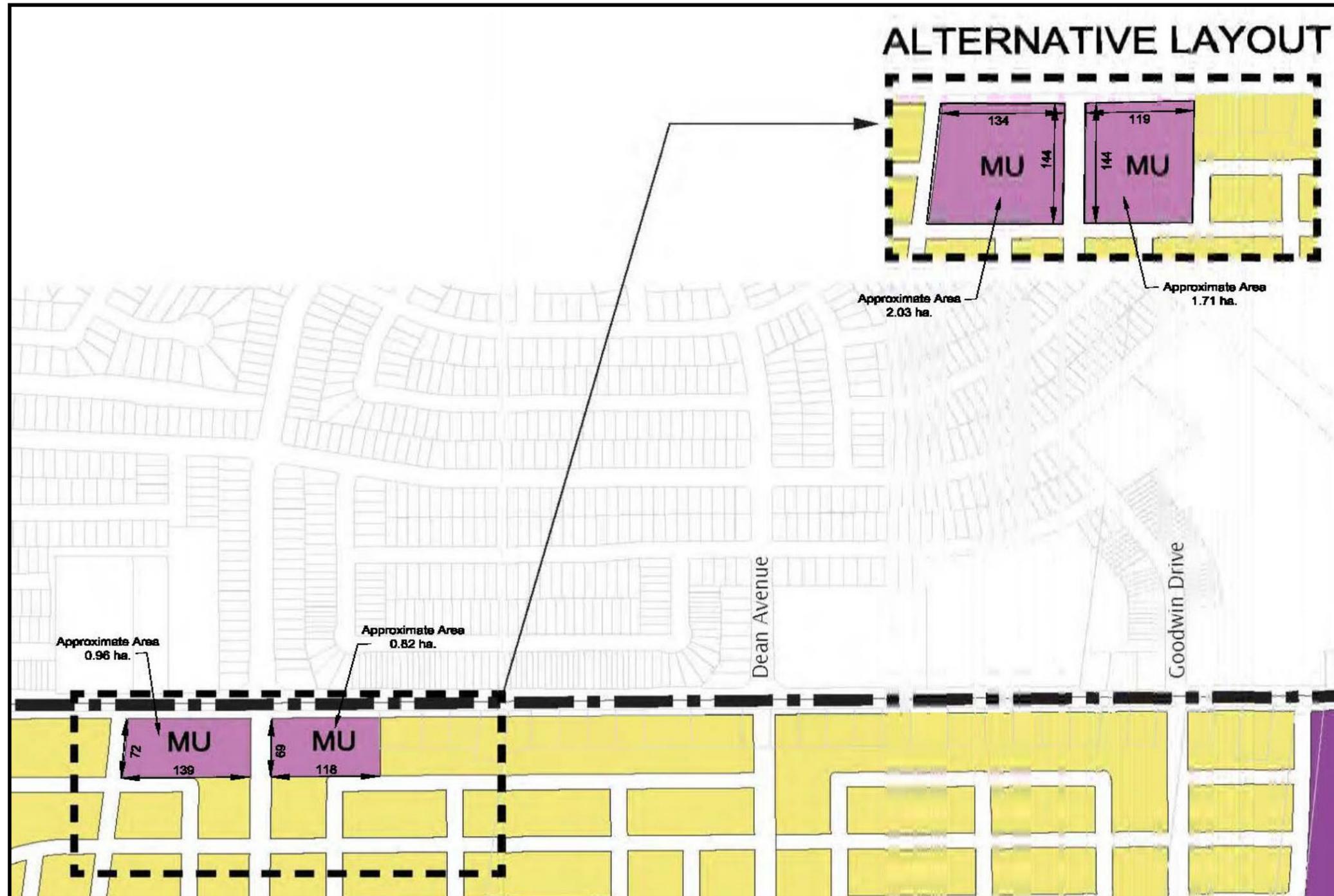
- | | | | |
|------------------------------|-------------------------------------|------------------------------|--|
| Secondary Plan Boundary | Railway | Yonge Mixed Use Corridor | Recreation Centre/Community Park/ School |
| Settlement Area Boundary | Natural Heritage System | Neighbourhood Mixed Use Node | Village Square |
| Potential Floodline Boundary | Residential Area | Neighbourhood Park Area | Stormwater Management Facility |
| Existing and Proposed Roads | Med / High Density Residential Area | School | Special Rural Area |

- ¹ The Potential Floodline reflects a floodline which could result from modifications such as culvert improvements which reduce areas subject to flooding. It is recognized that these floodlines have not been approved and that the detailed delineation of the Regulatory Floodplain is required to be completed at the planning/design stages of development. The actual developable area will be defined at that time.
- ² A partial Public Elementary School with potential to be realized in the future if a municipal comprehensive review results in a settlement area boundary expansion



APPENDIX "H"

Mixed Use Block Alternative Layout



APPENDIX "I"

Technical Study Descriptions

- **Planning Justification Report** (Jones Consulting Group Ltd., May 2019): provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the professional opinion of the Jones Consulting Group Ltd. that the proposal is an appropriate form of development, is consistent with the policies contained in the Provincial Policy Statement (PPS), conforms to the policies of the Growth Plan, City of Barrie Official Plan, and the Hewitt's Secondary Plan, and represents good planning.
- **Stormwater Management and Servicing Compliance Brief** (Jones Consulting Group Ltd., May 2019): reviews the proposed increase in density of the draft plan of subdivision as it relates to impacts on the stormwater management and sanitary and water servicing infrastructure. The brief concludes that the increase in density can be accommodated through the existing and proposed municipal infrastructure identified in the adjacent draft plan of subdivision (565, 573 and 577 Mapleview Drive East) and the Subwatershed Impact Study (SIS) servicing scenarios.
- **Transportation Design Manual – Conformity Review** (JD Engineering Inc., April 2019): identifies locations within the proposed subdivision design that do not conform to the City of Barrie Transportation Design Manual (2017) [City TM]. All non-conforming elements have been assessed to determine if they will result in operational or traffic safety issues. Recommendations for mitigation have been included where necessary.