



TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (MIELE DEVELOPMENTS INC. c/o TONY MIELE) – 967 AND 973 BIG BAY POINT

WARD: WARD 10

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

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

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by MHBC, on behalf of Miele Developments Inc. c/o Tony Miele to rezone the lands known municipally as 967 and 973 Big Bay Point Road, Barrie (Ward 10) from Agricultural General (AG) and Rural Residential (RR) to Neighbourhood Residential (R5) be approved.
2. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the matters raised in those submissions and identified within Staff Report PLN003-19.
3. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of this by-law.

PURPOSE & BACKGROUND

Report Overview

4. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 967 and 973 Big Bay Point Road, Barrie (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 43 single detached residential units (see Appendix "B" – Proposed Draft Plan of Subdivision).

5. With the conclusion of the technical review and community consultation processes, which included a Neighbourhood Meeting on May 10, 2018 and a Public Meeting on June 11, 2018, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to the Growth Plan for the Greater Golden Horseshoe (2017), the City of Barrie Official Plan (2010), and the Hewitt's Secondary Plan. As such, this application is being recommended for approval.

Site and Location

6. The subject site is comprised of two adjacent parcels known municipally as 967 and 973 Big Bay Point Road, Barrie and form part of the Hewitt's Secondary Plan Area. The site totals approximately 2.04 hectares (5.0 acres) in size, is generally flat, and contains two existing homesteads on the northern portion of the subject lands (one on each parcel), a treed area in the centre, and farmed fields on the southern portion of the subject lands. The site is located east of Versailles Crescent, on the south side of Big Bay Point Road, within Phase 1 of the Hewitt's Secondary Plan (see Appendix "C" – Hewitt's Secondary Plan Phasing). It is anticipated that the proposed development will be serviced by a single sidewalk on the local and window roads, with double sidewalks on Big Bay Point Road and the easterly extension of Sovereign's Gate (see Appendix "D" – Proposed Pedestrian Circulation Plan). The design of the subdivision integrates with surrounding draft approved plans of subdivision (see Appendix "E" – Neighbourhood Context).

7. The existing land uses surrounding the subject property are as follows:

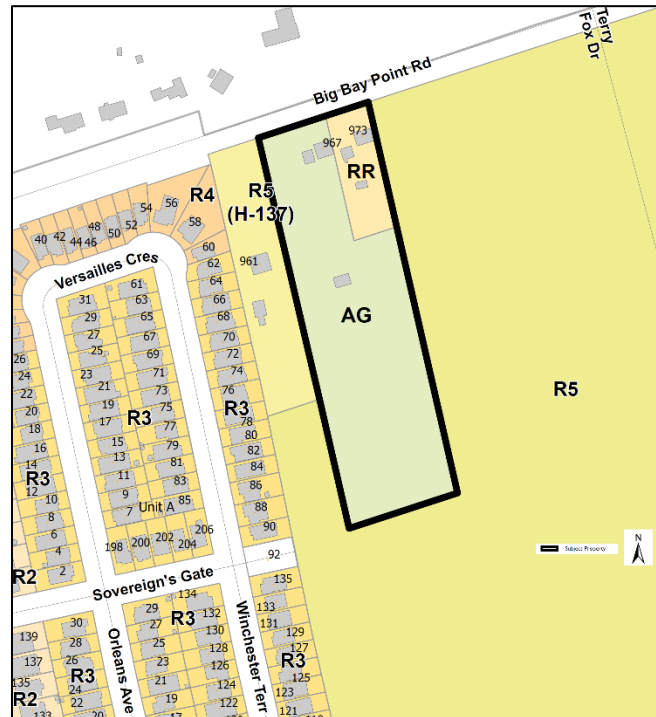
- North: Existing single detached residential development located within the Town of Innisfil
- South: Single detached development approved as part of Phase 1 of the Hewitt's Secondary Plan
- East: Single detached development approved as part of Phase 1 of the Hewitt's Secondary Plan



West: Single detached development approved as part of Phase 1 of the Hewitt's Secondary Plan and existing single detached development.

Existing Policy

8. The Official Plan includes the Hewitt's Secondary Plan and designates the lands as Residential Area. The subject parcels are currently zoned Agricultural General (AG) and Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil). The predominant use of the Residential Area designation shall be for low and medium density built forms. The proposed single detached residential units would be permitted within the existing Residential area designation, but not within the current AG or RR zones.



Supporting Information

9. In support of the subject application, the following reports and studies were submitted. For additional information on all materials, please refer to Appendix "F" – Technical Study Descriptions.
 - Subwatershed Impact Study (SIS) (RJ Burnside, September 2016)
 - Master Transportation Study (LEA Consulting Ltd., February 2017)
 - Planning Justification Report (MacNaughton Hermsen Britton Clarkson Planning Ltd. [MHBC], March 2018)
 - Arborist Report (MacNaughton Hermsen Britton Clarkson Planning Ltd. [MHBC], January 2018)
 - Functional Servicing Report (AECOM, January 2018)
 - Geotechnical Report (Toronto Inspection Ltd., December 2017)
 - Hydrogeological Report (Watermark Environmental Ltd., December 2017)
 - Noise Impact Study (R. Bouwmeester & Associates, February 2018)
 - Species at Risk Assessment (Azimuth Environmental Consulting Inc., February 2018)
 - Stage 1 Archaeological Assessment (AECOM, February 2018)
 - Stage 2 Archaeological Assessment (AECOM, September 21, 2018)
 - General Vegetation Inventory (MacNaughton Hermsen Britton Clarkson Planning Ltd. [MHBC], December 2017)
 - Tree Preservation Details (MacNaughton Hermsen Britton Clarkson Planning Ltd. [MHBC], December 2017)

Public Engagement

10. A Neighbourhood Meeting was held on May 10, 2018 to present the proposed development to local residents. Two (2) residents were in attendance in addition to the applicant's consultants, and planning staff. Members of the public did not identify any concerns with the proposed development.
11. A statutory Public Meeting was held on June 11, 2018. No members of the public spoke.

12. No written comments have been received from the public.

Department & Agency Comments

13. 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 perspective that the proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan of the Greater Golden Horseshoe, the Lake Simcoe Protection Plan, Ontario Regulation 179/06 under the *Conservation Authorities Act*, and the Natural Heritage policies of the City of Barrie Official Plan and as such, they have no objection to the approval of the subject application.
 - ii. The Simcoe County District School Board provided comments indicating that they had no objection to the approval of the subject application.
 - iii. The Simcoe Muskoka Catholic District School Board provided comments indicating that they had no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. Michael the Archangel Catholic Elementary School and St. Peter's Catholic High School.
 - 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 can be accommodated by the anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie master plans and standards.
 - v. The Traffic Services branch of the Department of Roads, Parks, and Fleet provided comments indicating they will require updates to the Master Transportation Impact Study (by LEA Consulting Ltd.) however, those amendments can be completed during the detailed design phase of the Plan of Subdivision.
 - vi. Development Approvals (Parks), Enbridge Gas, Hydro One, Bell, and Barrie Fire and Emergency Services provided comments indicating that they have no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters can be adequately addressed through the Draft Plan of Subdivision process.

ANALYSIS

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

Ontario Planning Act, R.S.O. 1990

15. 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.

16. The proposed development has regard for these matters as it is located within the settlement area of Barrie; it is not within nor adjacent to any environmental features; will utilize planned and available infrastructure (sewage, water, and waste management systems) and public service facilities such as transit and schools; provides for a more compact style of single detached housing; provides a more compact form of development that helps to minimize impacts to climate change than traditional single detached housing; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk.

Provincial Policy Statement (2014)

17. 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>.
18. 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:
- a) The use of land surrounded by developed or approved parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (policy 1.1.1.a.);
 - b) The provision of single detached units along with second suites aids in achieving a range and mix of residential units. In the neighbourhood that the proposal forms part of also includes semi-detached and townhouse units, as well as park facilities and access to the Natural Heritage System to meet long term needs (policy 1.1.1.b.);
 - c) The proposal is not adjacent to any environmentally sensitive features, provides “eyes on the street” by way of street oriented development, and provides a pedestrian connection to the municipal sidewalk and trails network, promoting active transportation (policy 1.1.1.c.);
 - d) The proposal is within the settlement area and is adjacent to draft approved lands (policy 1.1.1.d.);
 - e) The proposal includes compact development adjacent to existing serviced lands thereby promoting cost efficiency and minimizing the consumption of land (policy 1.1.1.e.);
 - f) The subject lands are mostly flat with proposed sidewalks connecting to the municipal sidewalk network beyond the property, and will be serviced by public transit thereby improving accessibility for persons with disabilities and older persons (policy 1.1.1.f.);
 - g) Based on the comments received from the Engineering Department, the proposal conforms to the approved master plans and will be serviced by planned municipal infrastructure, and the proposed transportation system can accommodate the anticipated traffic (policy 1.1.1.g.); and,
 - h) The proposal is not adjacent to any environmentally sensitive features and is more compact than standard development in the City, reducing consumption of land and improving access to transit (policy 1.1.1.h.).

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19. 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 it is 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.
 20. 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 proposal is surrounded by draft approved developments, is adjacent to the existing residential areas, includes a compact form that contributes to a mix of uses in the area and allows for the efficient use of land, infrastructure, and public service facilities.
 21. 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 proposal is consistent with this policy as intensification and redevelopment are continuing within the built up areas and the proposed development is within phase 1 of the designated growth area (see Appendix "C" – Hewitt's Secondary Plan Phasing).
 22. 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 proposal is consistent with this policy as it is providing compact housing with second suites in an area with low and medium density housing, where sufficient infrastructure and public service facilities (such as transit and schools) exist and are planned, and is designed with sidewalks to support active transportation.
 23. 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 it provides pedestrian connections to the municipal sidewalk for easy access to existing schools and proposed parks and connections to the Natural Heritage System, thereby facilitating community connectivity and active transportation.
 24. 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 demonstrated through the Long-Range Financial Plan and will be available to meet current and projected needs.

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25. Policy 1.6.2 identifies 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 water quality control and reduce phosphorous levels from the site.
 26. 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 policy 1.6.3, the use of existing infrastructure was considered. The existing infrastructure includes private well and septic systems which do not have the ability to support the anticipated density in the area and is not a practical way to service urban lands. Therefore, new infrastructure and public services are required.
 27. 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 land will be serviced by municipal sewage and water services.
 28. 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 in that the stormwater is proposed to drain to the municipal storm sewer. The system includes quality control structures to ensure the quality of the water entering the municipal storm sewer which has been designed to prevent threats to human health and safety, mitigate any risk to property. Additionally, the development is designed with areas of vegetation (grass, trees, and shrubs) which aid to minimize increases in contaminant loads and changes in water balance and erosion.
 29. Policy 1.6.7.1 identifies that Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as the transportation system has been designed to be safe, energy efficient, facilitate the movement of people and goods, and is appropriate to address the needs of the Hewitt's Secondary Plan Area and beyond. This is accomplished using a grid system, with municipal sidewalks, that will be serviced by public transit.
 30. Policy 1.6.7.2 identifies the efficient use of planned infrastructure. As it conforms to the Multi-Modal Active Transportation Master Plan, the Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing and proposed road network surrounding the subject land and is therefore consistent with this policy.
 31. 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 is connecting to the existing system, improving connectivity and route options.
 32. Policy 1.6.7.4 identifies land use pattern, density, and mix of uses should be used to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development is consistent with this policy as the transportation network ties into the grid network, offering route options and is proposing densities that are transit supportive, on a transportation network that supports active transportation through sidewalks and bike lanes.
 33. 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 as it is a compact built form, on a transportation network that supports active transportation, along transit routes to support transit.

34. 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.
35. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this section as it is not within a natural hazard area.
36. 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).

Growth Plan for the Greater Golden Horseshoe (2017)

37. The Growth Plan for the Greater Golden Horseshoe (2017) (the 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. The Growth Plan for the Greater Golden Horseshoe (2017) can be found in its entirety here: <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>.
38. Policy 1.2.1 outlines the guiding principles for the Growth Plan. They include:
 - Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
 - Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability; and,
 - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development conforms to these guiding principles as it is designed to support healthy and active living and meet people's needs for daily living through the provision of pedestrian connections to the municipal sidewalk network and the Natural Heritage System beyond. Further, the density of the proposed development results in the efficient use of land and including proposed transit service. The proposal also provides housing options through single detached homes with second suites to serve a variety of sizes, incomes and ages of households.

39. Policy 2.2.7.1 requires that new development in designated greenfield areas be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The proposed development conforms to this policy in that complete communities are supported by providing housing options and the opportunity for affordable housing through second suites, supports active transportation through sidewalks connected to the larger municipal network and the Natural Heritage System beyond, and is at a density that supports public transit.
40. Policy 2.2.7.5 requires that greenfield development be planned at a density consistent with the local Official Plan so long as it was approved and in effect as of July 1, 2017. The City of Barrie Official

Plan was approved in 2010 and the Hewitt's Secondary Plan (Official Plan Amendment 39) was approved in 2014. Both were in effect on July 1, 2017. Policy 9.2.8 of the Hewitt's Secondary Plan states the average density for both the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per developable hectare. The proposed development conforms to this policy as there are 43 single detached units proposed over 2.04 hectares, with an overall density of 21.08 units per developable hectare. The average persons per household for low density residential is 3.248, for a total of 72.26 persons per developable hectare. Additionally, homebased businesses are permitted in the Neighbourhood Residential (R5) zone which has the potential to increase the job counts.

41. Based on the foregoing, staff are of the opinion that the proposed development conforms to the relevant policies of the Growth Plan for the Greater Golden Horseshoe (2017).

City of Barrie Official Plan (OP)

42. 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

43. 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. This proposal conforms to this policy as the applicant has agreed to provide second suite packages for some of the single detached units (which will offer tenure choice [rent vs. own]), at a density of approximately 23 units per hectare, consistent with policy 9.5.7.3(a)i) Residential Land Use Policies of the Hewitt's Secondary Plan.
44. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- a) A unit 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,
 - b) A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, the developer has agreed to offer 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

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

- a) Ensuring land use and development patterns support energy efficiency and improved air quality;
- b) Encouraging conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources;
- c) 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,
- d) 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.

46. Policies 3.7.2.1(a) and (c) promotes 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, within a grid street system to support active transportation and transit, and to support energy conservation.
47. Policies within sections 3.7.3 and 3.7.4 identifies that the City promotes the use of alternative and renewable energy within development. This proposal conforms to these policies as purchasers of the homes can erect solar panels or small wind turbines to allow their homes to operate using renewable energy.

Land Use Policies

4.2.2.7 Secondary Planning Areas

48. 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 see the Hewitt's Secondary Plan section later in this report for analysis regarding the Hewitt's Secondary Plan.

Servicing and Transportation

5.1 – Servicing

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

5.3 – Stormwater Management

50. 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 will be used to minimize stormwater management flows and reliance on

end-of-pipe controls, minimizing of changes between pre-development and post-development water balance and phosphorus loading, and reducing stormwater runoff volume and pollutant loadings. The Engineering Department has confirmed that the proposal conforms to these policies.

5.4 – Transportation

51. 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 connection to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of sidewalks along the proposed municipal right-of-way, connecting to the municipal sidewalk network. Additionally, trails through the Natural Heritage System within the Hewitt's Secondary Plan area are being developed. The municipal sidewalks will connect with these new trail systems.

Implementation

6.5 – Urban Design Guidelines

52. The goals and policies of the urban design guidelines of the Official Plan are intended for medium and high density forms of development. However, the relevant policies have been identified and their conformity has been demonstrated below.
53. Policy 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 homes are consistent with the surrounding draft approved developments and will be designed using high quality materials such as stone or brick, and will have windows facing the public rights-of-way.
54. 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 public right-of-way.
55. 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.
56. Policy 6.5.2.2(a)vii) identifies that corner locations should emphasize the building, not the car, as the dominant feature of the site. To conform to this policy, corner lots will be required to mass their buildings toward the intersection.
57. 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 connections to the municipal sidewalk system.

Hewitt's Secondary Plan

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58. 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 and can be found in its entirety here:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
59. Policy 9.2.4.4 identifies that lands designated residential areas permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within a 5 minute walk of park facilities. The proposal conforms to this policy as the development provides 43 single detached residential units within a five minute walk of the nearest neighbourhood park and the nearest connection to the Natural Heritage System. Additionally, this proposal forms part of a neighbourhood which includes semi-detached and townhouse residential units in addition to single-detached residential units.
60. Policy 9.2.4.6 identifies that the community will be developed based on a modified grid street system and related off-street pathway system. The proposal conforms to this policy as the proposed development contributes to the larger grid street system.
61. 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 72 persons per developable hectare. This is also not reflective of the opportunity for home based businesses within the proposed development and the jobs they can create.
62. Policy 9.2.9.1 identifies that the target mix of housing for the Hewitt's and Salem Secondary Plan Areas combined will be 83% low and medium density ground related and 17% medium and high density non-ground related. When considering the development applications that have been draft plan approved or are under review, there are currently 4,462 residential units proposed. Of those, 928 units, or approximately 21%, are proposed to be medium and high density non-ground related, while 3,534 units or approximately 79% are low and medium density ground-related. The proposal conforms to this policy as it contributes to satisfying the density of 83% low and medium density ground related development.
63. 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. Please see the Implementation Section under the Official Plan heading above for how the proposal conforms to these policies.
64. 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. The review of this application in light of the LSPP is being conducted by the Lake Simcoe Region Conservation Authority (LSRCA). The LSRCA has indicated that they have no objections to the rezoning (see above for department and agency comments).
65. 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 Department has confirmed that the proposal conforms to the Drainage and Stormwater Management Master Plan.
66. Policy 9.4.4.1 identifies that the policies of Section 6.5.2.2 – General Design Guidelines of the Official Plan (with the exception of subsection 6.5.2.2(c) and (d) iii), v), and vi)) shall apply. Please see above for information on how these policies have been satisfied.

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67. The policies of 9.4.4.2 must be considered in a larger context beyond the relatively small 43 lot residential subdivision being proposed, and must include the surrounding draft approved plans of subdivision, as the policies apply to a neighbourhood scale (please see Appendix “E” – Neighbourhood Context). As such, the policies of 9.4.4.2 of the Hewitt’s Secondary Plan have been reviewed for how the proposal aids in conforming to these policies with the surrounding draft approved plans of subdivision. Policy 9.4.4.2 describes the general design of communities within the Hewitt’s Secondary Plan area. They include:
- a) 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)].
 - b) 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)].
 - c) 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 and 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 [Policy 9.4.4.2(d) i), ii), and v)].
68. The proposal conforms to policy 9.4.4.2(a) as the densities exceed the minimum density required for low density residential development, and provides a built form that is more compact, and is transit supportive.
69. The proposal conforms to policy 9.4.4.2(b) i)-iv) as a central focal point (Neighbourhood Park) within a primarily residential neighbourhood with a range of lot sizes, buildings types (single detached, semi-detached, and townhouse units), with varying price levels. Additionally, within a five minute walk (approximately 450 metres) of the proposed development there is open space, Natural Heritage System, and a Neighbourhood Park.
70. The proposal conforms to policy 9.4.4.2(d)i)-ii), iv)-v) as it includes a grid street system that is consistent with and connected to the adjacent draft approved lands, with access to the collector road to the south and local roads to the east. The cross sections are appropriate for the low density, low traffic use, and include sidewalks to support active transportation within and beyond the development.
71. Policy 9.4.4.3 identifies that cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. The proposal conforms to this policy as there are no resources of cultural significance on the subject lands, including archaeological resources (see Appendix “F” – Technical Study Descriptions).
72. Policy 9.4.4.4(b)ii) and iii) identifies that sidewalks shall generally be provided on both sides of all streets with the exception of window streets and some local streets where the City is satisfied

- through a pedestrian circulation plan that only one sidewalk is necessary and provided that the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of way width of 18 metres. The proposal conforms to this policy as sidewalks will be provided for throughout the development. As the development includes a window street, is not a transit route, does not provide direct access to a school, shopping area, park, or village square, and the street does not have a right-of-way greater than 18 metres, sidewalks are only required on one side of the road (please see Appendix "D" – Proposed Pedestrian Circulation Plan).
73. 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 as the proposed block is approximately 248 metres, less than 250 metres.
 74. 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 more comfortable pedestrian environment. The proposal conforms to this policy as the proposed built form is low density with a maximum height of 3 storeys. This is complementary to the 18 metres right-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.
 75. Policy 9.4.4.4(c)v) identifies that in residential areas, garages should be designed so they are not the dominant feature in the streetscape. In particular, attached garages, generally, should not project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law. The proposal conforms as garages are not permitted to project beyond the front wall or porch of the home as per the requirements of section 14.3.3.1a) of Zoning By-law 2009-141, as amended.
 76. Policy 9.4.4.7 requires that the City work with the Barrie Police Service to promote safety and security and accessibility to all development based on the principles of Crime Prevention through Environmental Design (CPTED). The proposal conforms as the Barrie Police Service was circulated as part of the technical review and the proposed development includes 'eyes on the street', as homes will face the street.
 77. Policy 9.4.4.8(a) requires compliance with policies 3.7.1 to 3.7.4 inclusive of the Official Plan with respect to energy conservation and renewable energy systems. Please see the General Policies section under the City of Barrie Official Plan heading above for details on how the proposal conforms to these policies.
 78. Policy 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 development is more compact site design and is utilizing low impact development (LID) stormwater management practices.
 79. Policy 9.4.4.11 identifies that the principles of universal design will be generally applied to all public spaces and within new developments to ensure access for all individuals. The proposal conforms to this policy as all sidewalks within the proposed development will be constructed in accordance with City standards, which includes accessibility considerations.
 80. 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.
81. These goals have been satisfied, in part, by this development. The surrounding area includes a number of housing options such as single detached, semi-detached, and townhouse units, while home occupations are permitted. The density of the development is greater than the minimum required density of 20 units per net hectare, supporting transit, while the grid pattern of streets makes transit more easily accessible. Sidewalks are being included throughout the proposed development, connecting to the sidewalks in the neighbourhood beyond. Finally, there is a neighbourhood park, elementary school, and access to the Natural Heritage System all within walking distance of the proposed development (approximately 400 metres), and accessible via public sidewalk.
 82. Policy 9.5.7.2 outlines the permitted uses and includes low density residential development. Policy 9.5.7.3(a) details that low density residential development shall permit a mix of housing types at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare. The proposed development has a density of approximately 23 units per net hectare. Policy 9.5.7.3(a)iii) limits the height to a maximum of 3 storeys, which is consistent with the maximum permitted height of the Neighbourhood Residential (R5) zone being requested for this site.
 83. 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 neighbourhood of the proposed development, and they include single detached, semi-detached, and townhouse 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.
 84. Policy 9.6.2 indicates that the policies of Section 5.0 Servicing and Transportation are generally applicable to the Hewitt’s Secondary Plan Area. Please see the General Policies section under the City of Barrie Official Plan heading above for details on how the proposal conforms to these policies.
 85. Policy 9.6.3.1(a)iv) details how 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). They restrict the right-of-way width to a maximum of 20 metres, permits direct access from individual properties, and allows for two vehicular travel lanes. The local street within the proposed development is 18 metres wide and will have two lanes of vehicular travel, consistent with the City of Barrie standard, and will have direct access from individual properties. Finally, on-street parking will be permitted. Window roads are to meet the same parameters as local streets, but with a maximum right-of-way of 16 metres. The proposed window road has a maximum right-of-way of 16 metres.
 86. Policy 9.6.3.1(c) details the potential street widenings to existing streets as identified on Schedule 9D2 of the Hewitt’s Secondary Plan. Schedule 9D2 identifies a maximum right-of-way of 41 metres along Big Bay Point Road. However, the MMATMP and the Municipal Class Environmental Assessment identifies a maximum right-of-way of only 34 metres. As such, the applicant is required to dedicate a 4 metres road widening to allow for the expansion of Big Bay Point Road. This has been provided (please see Appendix “B” – Proposed Draft Plan of Subdivision).
 87. Policies 9.6.3.2(a) and (b) require that the City work to ensure that development proceeds in a manner which will be supportive of the early provision of transit services and that transit facilities and services for pedestrians will be planned so that the majority of residents and employees are within a 400 metres walking distance of a transit stop. These policies have been complied with as

the development is within the first phase of development and is surrounded by lands that have been draft approved for development. Additionally, the City's Transit Department have been circulated as part 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 Plan of Subdivision.

88. Policy 9.6.3.3 requires that a pedestrian/bicycle system shall be developed in accordance with the provisions of Section 9.4.4.4(b) of the Hewitt's Secondary Plan. Please see above for how this has been satisfied.
89. Policy 9.6.3.5(a) requires the provision of adequate parking and loading facilities. The proposed development is required to provide parking consistent with the zoning by-law and does not require loading facilities.
90. 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.
91. Policy 9.6.4(b) requires the City to have approved the following City-wide plans:
 - a) Wastewater Collection Master Plan and Municipal Class Environmental Assessment (Class EA);
 - b) Wastewater Treatment Master Plan and Class EA (Phases 1 and 2);
 - c) Water Storage and Distribution Master Plan; and,
 - d) Water Supply Master Plan Update Class EA (Phases 1 and 2).

These studies have been completed.

92. 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 these Master Plans and Class EAs.
93. 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 Department has confirmed that the development conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Hewitt's Secondary Plan Area prior to the submission of a complete application (please see Appendix "F" – Technical Study Descriptions).
94. Policies 9.6.6(a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way, in conformity with policies 9.6.6(a) and (b).

-
95. Policies 9.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Hewitt's Secondary Plan Area. To satisfy these policies Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review. No service has identified the need for a site within the proposed development.
96. Policy 9.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
97. 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.
98. Policy 9.7.3.1 outlines the requirements prior to development and includes the following:
- a) 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);
 - b) 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;
 - c) 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;
 - d) 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;
 - e) Policy 9.7.3.1(e) - Landowners in the Hewitt's Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
 - f) Policy 9.7.3.1(f) - Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

Council for the City of Barrie has an adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2014-108) in full force and effect; the applicant will be required to enter into a subdivision agreement with the City to move forward with the registration of

the draft plan of subdivision; a Master Parkland Agreement has been entered into for the landowners within the Hewitt's Secondary Plan Area; and, the landowners within the Hewitt's Secondary Plan Area have entered into a cost sharing agreement. The subject site does not include any portion of the Natural Heritage System, therefore policy 9.7.3.1(f) is not applicable.

99. 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. As previously stated, the subject lands are within Phase 1 as designated on Schedule 9E of the Hewitt's Secondary Plan (please see Appendix "C" – Hewitt's Secondary Plan Phasing), 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.
100. 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, helps to complete a neighbourhood that has been draft approved, 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 relies on off-site stormwater management systems and the roads shown on the draft plan of subdivision (Appendix "B" – Proposed Draft Plan of Subdivision) will be dedicated to the City free of charge as part of the draft plan of subdivision.

Summary

101. 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. In staff's opinion, the development of 43 single detached residential units is considered appropriate and is consistent with, and conforms to, relevant Provincial Policy, the City's Official Plan, and the Hewitt's Secondary Plan while being respectful of the existing low density development adjacent to the proposed development.

ENVIRONMENTAL MATTERS

102. There are no environmental matters related to the recommendation.

ALTERNATIVES

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

Alternative #1

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

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

FINANCIAL

104. Through the subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City, which requires the payment of Development Charges and securities for site development works. Through the subdivision registration process, the City will collect approximately \$2,063,914.00 in Development Charges (\$47,998 per unit, indexed annually).
105. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$6,640 per unit for all lots in Phase 1, which will add approximately \$285,520 in additional revenues (2019 dollars).
106. Municipal property taxes are collected annually. The total municipal taxes collected in 2018 for the subject site was \$10,814.53. 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 2020 at the earliest. However, the assessed value of the future housing is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site today.
107. 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.
108. 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

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

Goal	How It's Achieved
Fostering a safe and healthy City	The proposal includes compact development that supports active transportation
Building strong neighbourhoods	The proposal integrates with the surrounding draft approved plans of subdivision and aid in creating a complete community
Improving the ability to get around Barrie	The compact nature of the proposed built form along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Proposed Draft Plan of Subdivision
Appendix "C" – Hewitt's Secondary Plan Phasing
Appendix "D" – Proposed Pedestrian Circulation Plan
Appendix "E" – Neighbourhood Context
Appendix "F" – Technical Study Descriptions

APPENDIX "A"
Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 967 and 973 Big Bay Point Road and as shown on Schedule "A" to this By-law, from Agricultural General (AG) and Rural Residential (RR) to Neighbourhood Residential (R5), be approved

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

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

1. **THAT** the zoning map is amended to change the zoning from Agricultural General (AG) and Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil) to Neighbourhood Residential (R5) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
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.

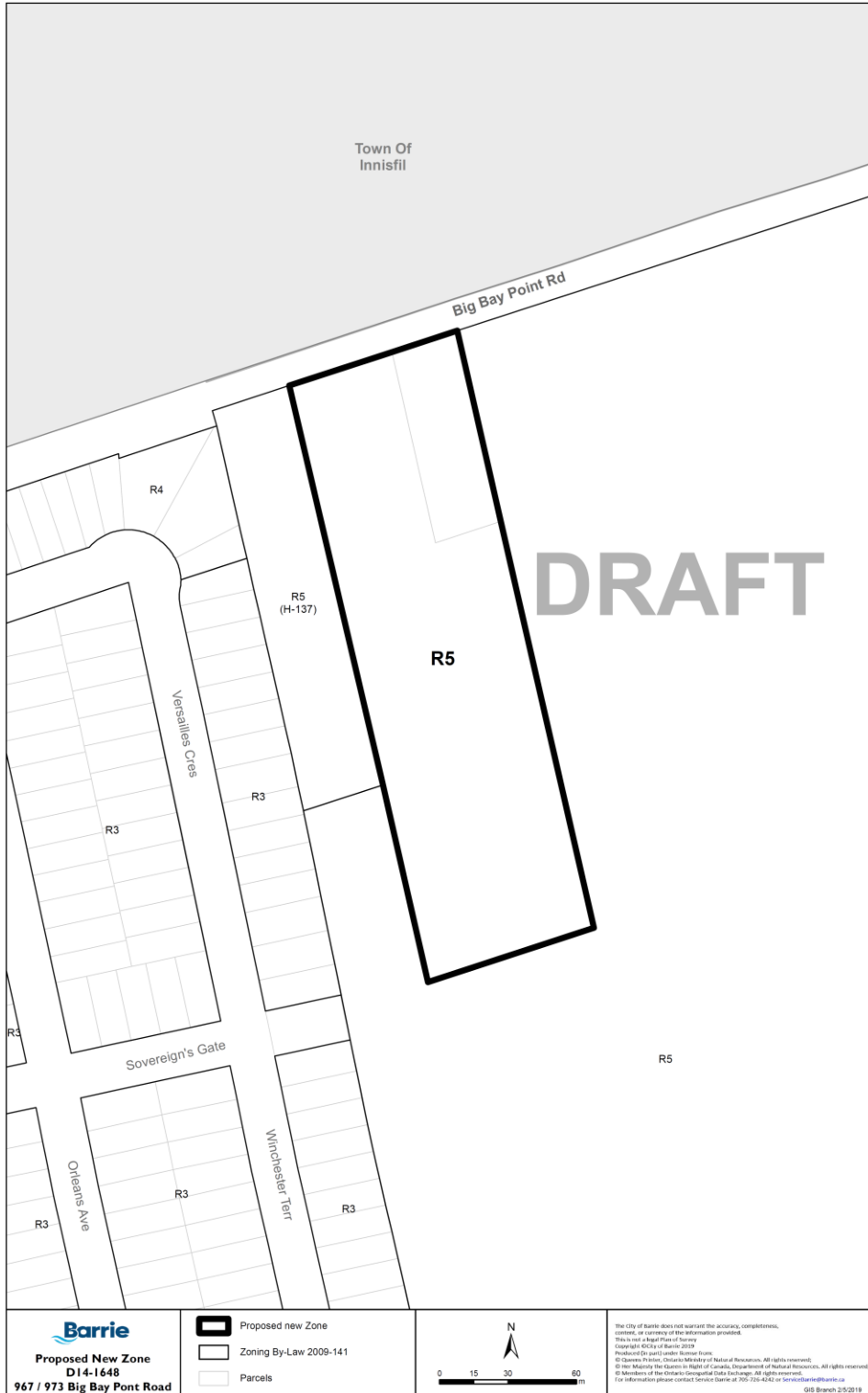
READ a third time and finally passed this this **date** day of **month**, 2019.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

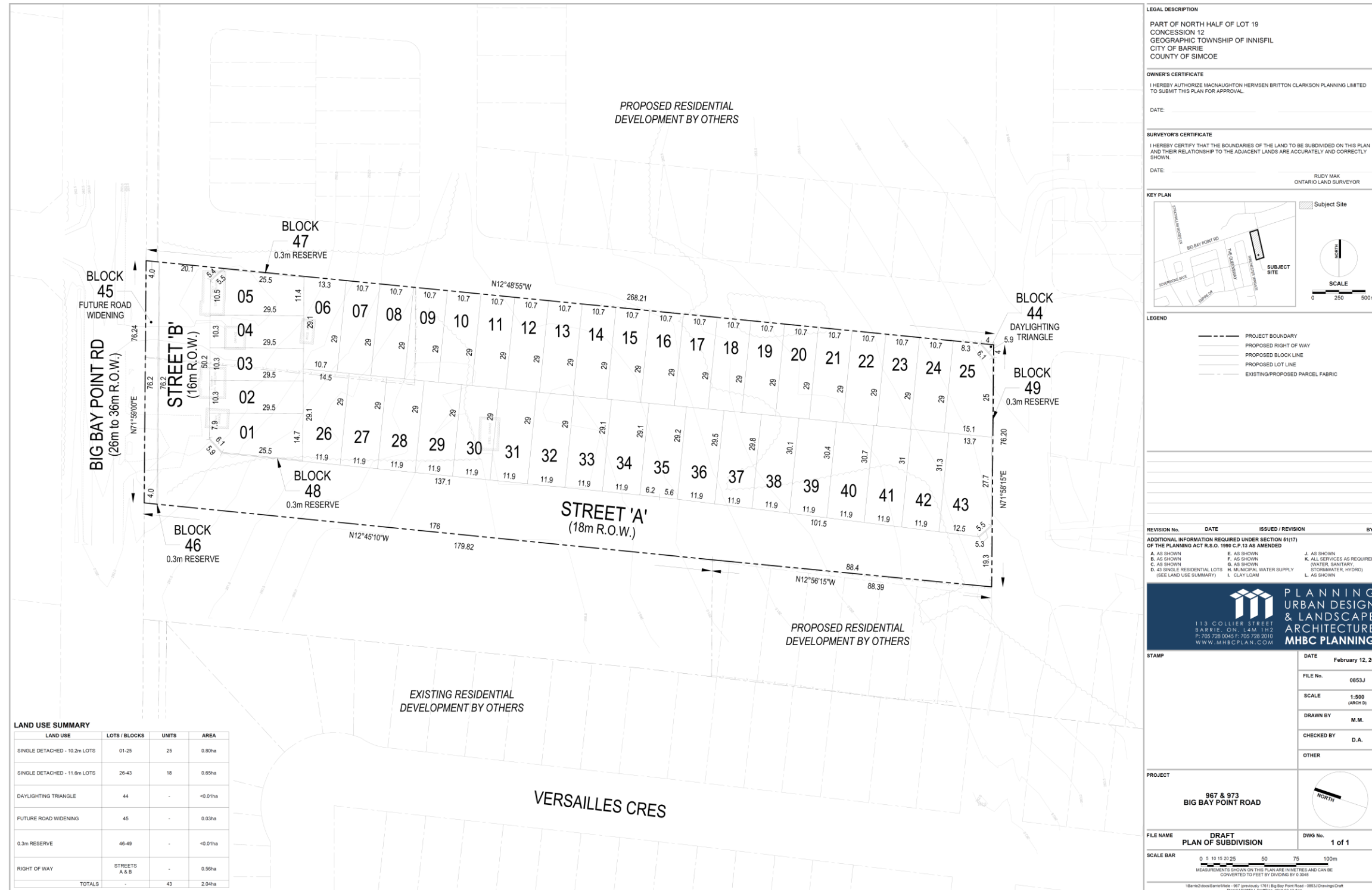
CITY CLERK – WENDY COOKE

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



APPENDIX "B"

Proposed Draft Plan of Subdivision



LAND USE SUMMARY

LAND USE	LOTS / BLOCKS	UNITS	AREA
SINGLE DETACHED - 10.2m LOTS	01-25	25	0.80ha
SINGLE DETACHED - 11.6m LOTS	26-43	18	0.65ha
DAYLIGHTING TRIANGLE	44	-	<0.01ha
FUTURE ROAD WIDENING	45	-	0.03ha
0.3m RESERVE	46-49	-	<0.01ha
RIGHT OF WAY	STREETS A & B	-	0.56ha
TOTALS	43	43	2.04ha

LEGAL DESCRIPTION
PART OF NORTH HALF OF LOT 19
CONCESSION 12
GEOGRAPHIC TOWNSHIP OF INNISFIL
CITY OF BARRIE
COUNTY OF SIMCOE

OWNER'S CERTIFICATE
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.
DATE:

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
DATE: RUDY MAK
ONTARIO LAND SURVEYOR

KEY PLAN
Subject Site

LEGEND
--- PROJECT BOUNDARY
--- PROPOSED RIGHT OF WAY
--- PROPOSED BLOCK LINE
--- PROPOSED LOT LINE
--- EXISTING/PROPOSED PARCEL FABRIC

REVISION No. DATE ISSUED / REVISION BY

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 81(17) OF THE PLANNING ACT R.S.O. 1990 C.21 AS AMENDED
A. AS SHOWN E. AS SHOWN J. AS SHOWN
B. AS SHOWN F. AS SHOWN K. ALL SERVICES AS REQUIRED
C. AS SHOWN G. AS SHOWN L. STORMWATER, HYDRO
D. 43 SINGLE RESIDENTIAL LOTS H. MUNICIPAL WATER SUPPLY
I. CLAY LOAM L. AS SHOWN

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
113 COLLIER STREET
BARRIE, ON. L4M 1H2
P: 705.728.0441 F: 705.728.2310
WWW.MHBCPLAN.COM
MHBC PLANNING

STAMP DATE February 12, 2019
FILE No. 0853J
SCALE 1:500 (ARCH D)
DRAWN BY M.M.
CHECKED BY D.A.
OTHER

PROJECT 967 & 973
BIG BAY POINT ROAD

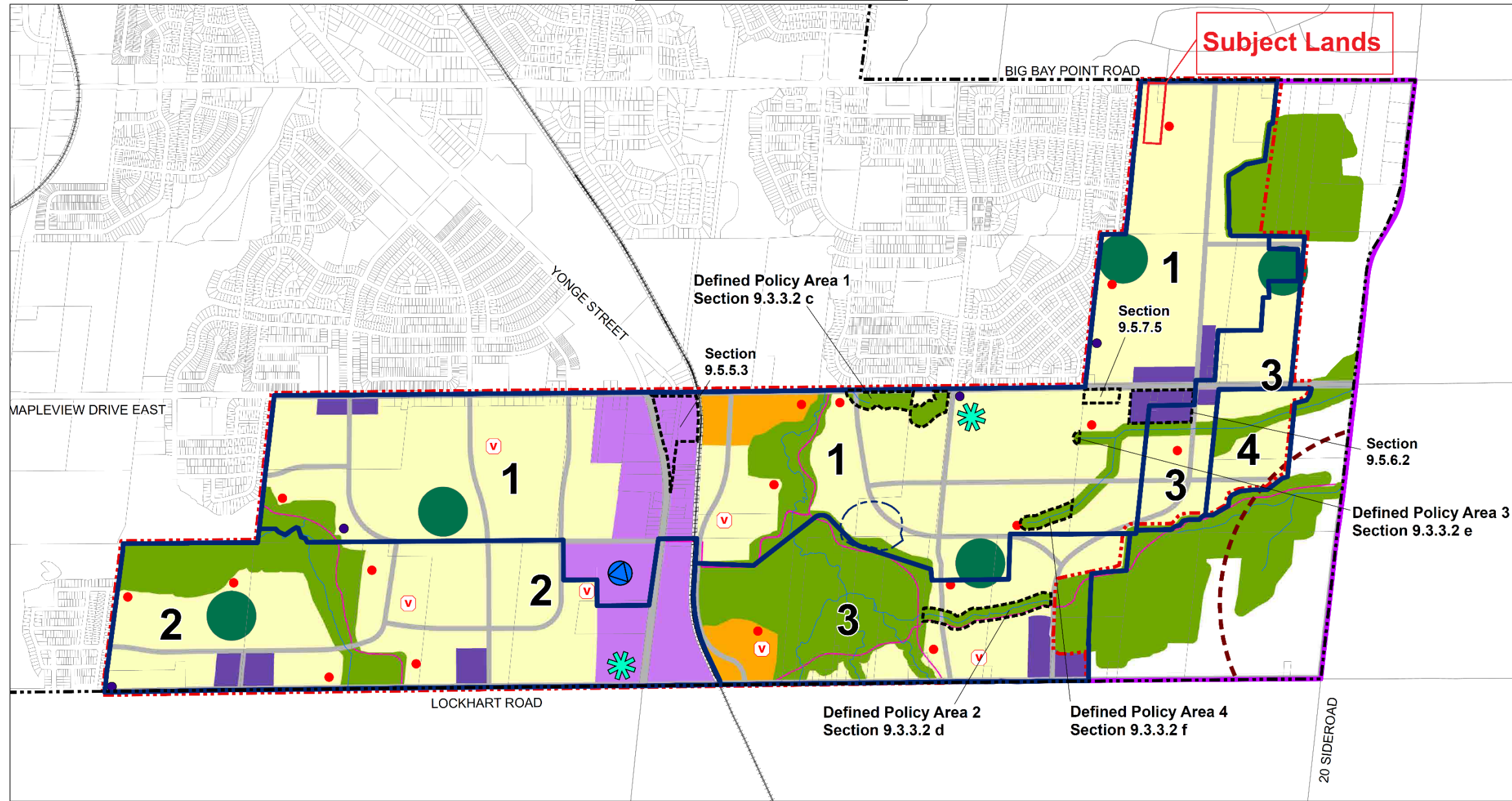
FILE NAME DRAFT
PLAN OF SUBDIVISION **DWG No.** 1 of 1

SCALE BAR 0 10 20 25 50 75 100m
MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

©2019 Rudy Mak & Associates Inc. All rights reserved. 19111 Big Bay Point Road - 0853J Drawing Date: 2019-02-12.dwg

APPENDIX "C"

Hewitt's Secondary Plan Phasing



<ul style="list-style-type: none"> City Boundary Secondary Plan Boundary Settlement Area Boundary Phase Boundary Existing Parcel Fabric Railway Stream 	<ul style="list-style-type: none"> Existing and Proposed Roads Pathway System Geotechnical Study Area Waste Disposal Assessment Area Stormwater Management Facility Stormwater Management Facility (Optional) 	<ul style="list-style-type: none"> Natural Heritage System Residential Area Med/High Density Residential Area Yonge Street Mixed Use Corridor Neighbourhood Mixed Use Node 	<ul style="list-style-type: none"> Special Rural Area Defined Policy Area Secondary School Recreation Centre/Community Park/School School/Neighbourhood Park Area Village Square
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Schedule 9E
Development Phases
City of Barrie
Hewitt's Secondary Plan
November 2016

APPENDIX "D"

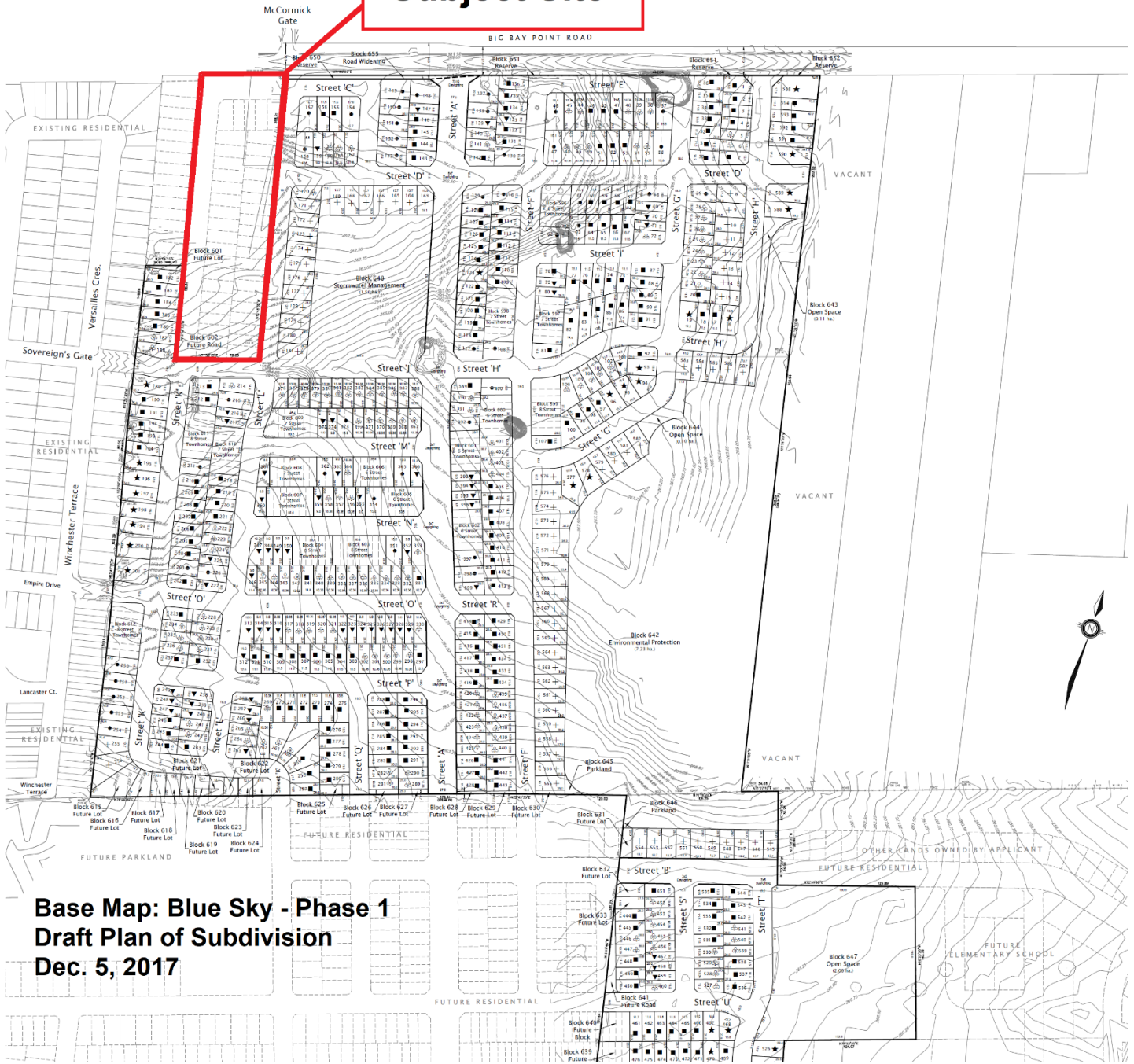
Proposed Pedestrian Circulation Plan



APPENDIX "E"

Neighbourhood Context

Subject Site



**Base Map: Blue Sky - Phase 1
Draft Plan of Subdivision
Dec. 5, 2017**

APPENDIX “F”

Technical Study Descriptions

- a) **Subwatershed Impact Study (SIS)** (RJ Burnside, September 2016): This study identifies site specific constraints and preferred servicing solutions within the limits of the Hewitt’s Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial resources, general aquatic resources, the Natural Heritage System, natural heritage constraints, hydrogeological and geological conditions, surface and groundwater conditions, and includes recommendations for stormwater management and low impact development (LID) measures, erosion and sediment control, grading and earth works, road design, and the storm, sanitary and water network.
- b) **Master Transportation Study** (LEA Consulting Ltd., February 2017): This study analyzes the impact of the entire Hewitt’s Secondary Plan area as well as a detailed traffic study for the proposed site accesses for each land parcel. The study concluded that the current road configuration can accommodate 2,100 residential units within the Hewitt’s Secondary Plan area and the full build out of the Hewitt’s Secondary Plan can be accommodated on the future roadway network.
- c) **Planning Justification Report** (MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC), March 2018) provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the professional opinion of MHBC 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.
- d) **Arborist Report** (MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC), January 2018) provides an inventory of the existing trees on site, identifies which trees will be affected by the proposed development, and identifies tree protection recommendations for the trees to remain. This report is supported by the following drawings:
 - i) **General Vegetation Inventory** (MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC), December 2017)
 - ii) **Tree Preservation Details** (MacNaughton Hermsen Britton Clarkson Planning Ltd. (MHBC), December 2017)
- e) **Functional Servicing Report** (AECOM, January 2018) reviews the external and internal roads, provides details of water and sanitary servicing, identifies stormwater drainage, including a preliminary water balance and phosphorus assessment, and discusses the ability to accommodate utility and communication utilities. The report concludes that the site can be serviced in a “feasible manner using appropriate design principles in Accordance with the City of Barrie, LSRCA, MOECC and InnPower Standards”.
- f) **Geotechnical Report** (Toronto Inspection Ltd., December 2017) reviews site conditions and outlines the investigation procedure, and includes subsurface conditions, such as ground surface, fill, sand silt till/silty sand till, silty sand/sand, clayey silt till, and groundwater, and includes recommendations for site preparation, pipe bedding, house foundations, floor slab construction, earthquake considerations, excavation and backfill, lateral earth pressure, permanent perimeter drainage, and pavement construction.
- g) **Hydrogeological Report** (Watermark Environmental Ltd., December 2017) reviews the relevant regulations and policies, provides an understanding of the geological and hydrogeological

conditions, including topography and physiogeography, quaternary geology, bedrock geology, hydrostratigraphy, and the local groundwater system. It reviews the need for dewatering, identifies potential receptors such as environmental features, groundwater use, and a water well survey, includes a water balance analysis, and identifies potential impacts and proposed mitigation.

- h) **Noise Impact Study** (R. Bouwmeester & Associates, February 2018) identifies noise sources and noise-sensitive land uses and recommends any required mitigation measures. The study concludes that the development satisfies the transportation noise requirements of the Ministry of Environment, Conservation and Parks (MECP) guideline NPC-300 so long as the recommendations of the report are followed.
- i) **Species at Risk Assessment** (Azimuth Environmental Consulting Inc., February 2018) reviews the on-site conditions including observed vegetation and wildlife, identifies potential impact to species at risk based on the proposed development, and includes recommendations and mitigation measures. The assessment concludes that “there is no expectation that the proposed development would result in contravention of Section 9 and 10 of the ESA provided that the recommended mitigation strategies be applied accordingly”.
- j) **Stage 1 Archaeological Assessment** (AECOM, February 2018) provides background research into the archaeological land use history of the subject site using documentary sources, historic maps, topographic maps and satellite imagery, and included a Stage 1 field inspection. The recommendations of the archaeological assessment includes a Stage 2 assessment.
- k) **Stage 2 Archaeological Assessment** (AECOM, September 21, 2018) details the test pitting completed for the subject site. No archaeological resources were encountered and the study recommends the site be cleared of further archaeological concerns.