The City of BARRIE

Infrastructure, Development & Culture MEMORANDUM TO DEVELOPMENT SERVICES COMMITTEE

TO: Chair B. Ward and Members of Development Services Committee

FROM: E. Hodgins, MCIP, RPP, Growth Management Coordinator

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RE: Growth Management Program Update

DATE: February 12, 2013

The purpose of this memorandum is to update members of Development Services Committee on two aspects of the City's growth management program. The first is an update regarding the status of the three pillars of the exercise: the Annexed Lands Secondary Plan project, the six City-wide infrastructure master plans and the financial impact assessment of the land use and master plans. The second purpose is to provide an overview of the service levels and planning/design standards that are being used as the basis for the preparation of the infrastructure master plans.

Land Use Planning

In June 2012, Council approved a preferred land use concept for the Annexed Lands. The concept provided a vision for the future of the area and the basis for more detailed planning that occurred during the summer months.

In mid-September, Macaulay Shiomi Howson Ltd. (MSH) released preliminary drafts of the two Secondary Plans for the Annexed Lands. The Plans provide detailed direction on land use, community design, natural heritage and transportation and will be incorporated as amendments to the City's Official Plan. The Hewitt's Secondary Plan encompasses the east block of the Annexed Lands and the Salem Secondary Plan covers the lands in the west block. The Plans were presented at a public information session that was held on September 27, 2012. The session was very well attended and resulted in more than 30 written submissions. A summary report addressing the comments and issues that were raised, together with revised Secondary Plans will be released on February 20, 2013.

Infrastructure Master Plans

In concert with the land use planning exercise, the City has commissioned a series of infrastructure master plans. The master plans, some of which are updates to existing plans, include drainage and stormwater management, wastewater collection, wastewater treatment, water storage and distribution, water supply and transportation. The master plans will inform the capital needs for the period to 2031 for both the annexed lands and intensification within the built boundary. The plans are being prepared in accordance with the Planning Act and Municipal Class Environmental Assessment processes as applicable.

The final infrastructure technical sub-committee meeting was held the second week of January 2013 and drafts of all six master plans have been submitted to the City. The plans will be reviewed, revised as required and posted to the City's website in advance of the Class EA PIC #3 that is scheduled for March 6, 2013.

Updates to other master plans are also well underway. This includes the Parks and Recreation Strategic Master Plan, Transit Master Plan and Fire Station Location Study/Master Plan. On November 19, 2012, Council adopted in principle a Sustainable Waste Management Strategy as the City's framework/master planning document for the management of solid waste over the next 20 years.

Financial Impact Assessment

The third pillar of the master planning exercise is the preparation of a detailed financial impact assessment. This study will provide a projection of capital and related operating expenditures as well as lifecycle maintenance and renewal costs for the proposed new development within the Annexed Lands and lands inside the former City limits. The scope of the work involves financial modelling that will examine the anticipated fiscal impact on tax rates, user fees, development charge rates, and also debt levels and capital reserve fund balances.

As the various master plans have started to take shape, Watson and Associates Economists have taken the opportunity to meet with City staff to identify the costs associated with all the facilities and services in the plans. The report will be finalized and made available in May 2013.

Service Levels and Planning/Design Standards

The service levels and planning/design standards inherent in each of the master plans will in large part determine future costs associated with implementing the plans. It is therefore important to understand which services and standards are proposed to change and those that are to remain constant.

The service levels and planning/design standards for water and wastewater will remain as approved by Council. They are found in the Water Master Plan (2007) and the Sanitary Sewage Collection System Policies and Design Guidelines (2012). The service levels and design standards for parks, recreation and facilities are currently under review as part of the master planning process.

Service levels and planning/design standards related to transportation, active transportation and transit have been adjusted as required to reflect directives in the Provincial Growth Plan, policies in the City's Official Plan, Council's approved planning principles for the Annexed Lands and current best practices. Design standards for stormwater management have been revised to ensure compliance with the requirements in the Lake Simcoe Protection Plan.

Underlying the adjustments associated with moving people and moving goods is the policy framework in Places to Grow, the Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes a balance of transportation choices that reduces reliance on any single mode while at the same time, promoting transit, cycling and walking. In addition, the Plan's policies focus on providing safe, comfortable travel for pedestrian and bicyclists both within existing neighbourhoods and new development areas. Places to Grow also speaks to increasing the modal share of transit, using transit infrastructure to shape growth and providing linkages between neighbourhoods and areas. These policies are reflected in the City's Official Plan, the City's Plan for Transit and Council's planning principles for the Annexed Lands.

The changes in service levels and planning/design standards for transportation and active transportation are set out in Appendix 'A'. The service levels that will be used as the basis for transit service are identified in Appendix 'B'.

Transportation and Active Transportation

The design standards for roadways are intended to create more attractive streetscapes and safer and more comfortable pedestrian environments. They are also designed to help manage traffic volumes in residential neighbourhoods and encourage active transportation.

The changes are summarized as follows:

- a reduction in the right-of-way width for local residential streets from 20m to 18m;
- the provision for sidewalks on both sides of local residential streets;
- an increase in the width of sidewalks for collector and arterial roads from 1.5m to 2.0m;
- a reduction in the number of travel lanes on collector roads from four to three;
- cycle lanes, buffered cycle lanes or bicycle boulevards on all collector and arterial roads;

- planted centre medians on strategic arterial roads;
- grade separations for GO Transit crossings on Mapleview Drive and Lockhart Road; and,
- Mapleview Drive right-of-way to be reserved at seven lanes to accommodate potential HOV lanes for future transit use.

Transit

The service levels associated with planning for future transit needs both in the Annexed Lands and within the former City limits are consistent with those included in the City's Plan for Transit that Council approved in March 2012. They will be phased in through service and route adjustments beginning in August 2013. A summary of the planning principles and service levels is included in Appendix 'B'.

Transit is not only being planned on the basis of the proposed road network but also on the expected distribution of total future demand across all types of transportation. This projection is referred to as the transit modal split and determines the number of projected transit trips, private vehicle trips, walking trips, cycling trips and other types of trips that are to be planned for. The transit modal split for Barrie currently is 3% and the service levels are intended to achieve a City-wide modal split of 7% by 2031. For perspective, it should be noted that a transit modal share of 20% has been established by Metrolinx in its visionary plan for the Greater Toronto Hamilton Area (GTHA) entitled The Big Move.

The level of service upon which the Transportation Master Plan has been developed is referred to as a medium level of transit intervention. It relies on, and requires, infrastructure which affects road network planning and design including the provision of dedicated turn lanes and access points, stop locations and signal prioritization. These standards are deemed appropriate to the higher densities being planned for the Annexed Lands and vitally important to achieving the goal of reducing reliance on personal automobile trips across the City.

Project Schedule

The project schedule calls for the Secondary Plans being presented to Council for approval on June 17, 2013. Over the next three months, there will be a third Class EA Public Information Centre (PIC) for the infrastructure master plans, a statutory public meeting pursuant to the Planning Act for the Secondary Plans and the release of various reports.

A few of the key dates are as follows:

- February 20, 2013 – Final Draft Infrastructure Master Plans released
- February 20, 2013 – Revised Secondary Plans, Draft OPAs and Summary Report released
- March 6, 2013 – Class EA PIC #3 and Secondary Plan Open House
- March 18, 2013 – Secondary Plan Statutory Public Meeting
- April 8, 2013 – Deadline for Comments on Secondary Plans and Infrastructure Master Plans
- June 10, 2013 – Presentation and staff report to General Committee
- June 17, 2013 – Council adoption of Secondary Plans

APPENDIX "A"

Planning Principles and Service Levels for Transportation and Active Transportation

Planning Principle	Service Level: Annexed Lands	Service Level: Built Boundary
Residential Right-of-Way	• Local Roads – 18m • Collector Roads – 24m to 27m • Arterial Roads – 26m to 41m	• Local Roads – existing 20m, future infilling 18m • Collector Roads – 24m to 34m • Arterial Roads – 26m to 41m
Traffic Lanes	• Local Roads – 2 lanes • Collector Roads - 3 lanes • Arterial Roads – 3 to 7 lanes	• Local Roads – 2 lanes • Collector Roads - 3 to 5 lanes • Arterial Roads – 3 to 7 lanes
Sidewalks	• Local Roads – both sides 1.5m in width • Collector & Arterial Roads – both sides 2.0m in width	• Local Roads – one side 1.5m in width; future infilling and provision of sidewalks on both sides within 250m of a school or community centre on a priority basis • Collector & Arterial Roads – existing both sides 1.5m in width; future infilling 2.0m width on a priority basis
Cycle Facilities	• Local Roads – included as normal road usage • Collector Roads – 1.5m Bike Lane • Arterial Roads – 1.5m Buffered Bike Lane (Buffered = 0.75m clearance from adjacent traffic lane)	• Master Plan will designate priority corridors for further assessment, including public consultation, for implementation by 2031 and 2051 planning horizons • Local Roads – included as normal road usage • Collector Roads – Bike route signage and 1.5m Bike Lanes as reconstruction occurs • Arterial Roads – Bike route signage and 1.5m Buffered Bike Lanes as reconstruction occurs and ROW area is available

Planning Principle	Service Level: Annexed Lands	Service Level: Built Boundary
Boulevards	• Minimum 2.5m (snow storage)	• Minimum 2.5m (snow storage)
Centre Medians	• Planted centre medians on strategic arterial roads	• Planted medians on strategic arterial roads when reconstructed
Off-Road Trail Facilities	• Off-Road Trail Facilities will provide connection to existing and future County/Regional systems. It is proposed to locate part of the trail system in the Natural Heritage Buffers	• Master Plan will designate priority corridors for further assessment to provide connecting linkage to existing and future County/Regional trail systems
Linkage to Transit	• Enhanced linkage to transit hubs are included in the Master Plan	• Master Plan will recommend future enhancements to connect AT and Transit ridership

APPENDIX "B"

Planning Principles and Service Levels for Transit

Planning Principle	Service Level Definition
Transit Coverage	• 90% of residents within 400m of peak service routes • 90% of residents within 800m of off-peak service routes • Industrial uses within 800m of off-peak service
Minimum Span of Service	• Weekdays: 6:00am to 12:00am • Saturdays: 7:00am to 12:00am • Sundays and Holidays: 9:00am to 10:00pm
Peak Period Service Headways	• Major corridors service routes: 15 minutes • Minor service collection routes: 30 minutes
Off-Peak Period Service headways	• Major corridors service routes: 30 minutes • Minor service collection routes: 60 minutes
Evening Service	• Major corridors service routes: service to 12:00am • Minor service collection routes: service to 11:00pm
Reliance on Transfers	• Routes established in consideration of majors points of origin and destination in order to reduce reliance on transfers
Directness of Routes	• Lower degree of circuitous routes or one-way loops • Network focus on direct travel
Coordination of Transfers	• Transfers coordinated at multiple schedule transfer points
Stop Locations	• Based on traffic-influenced intersection design
Feeder Service to Regional Transit (i.e. GO Trains)	• Work to have transit services connect to 75% of all GO train departures and arrivals
Dedicated Transit Infrastructure	• Dedicated transit infrastructure at selected locations, i.e.. direct access at all Go stations, signal priority at key intersections, some lane/turn restriction exceptions