
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
2303757 ONTARIO INCORPORATED

WARD: WARD 10

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

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

GENERAL MANAGER APPROVAL: J. F. THOMPSON, P. ENG., CMM, PMP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT (ACTING)

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

RECOMMENDED MOTION

1. That the application for Zoning By-law Amendment submitted by The Jones Consulting Group Ltd., on behalf of 2303757 Ontario Incorporated, for the properties described legally as Plan 98, Lot 6 to rezone the lands from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5), Environmental Protection (EP), and Open Space (OS), be approved.
2. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to approval of the application as amended, including the matters identified in Appendix "H to Staff Report PLN028-17.
3. That in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law. (PLN028-17) (D14-1624).

PURPOSE & BACKGROUND

Report Overview

4. The following is a comprehensive report recommending approval for a rezoning application that will provide the framework for the future approval and implementation of a 57 unit residential draft plan of subdivision on this site in the Hewitt's Secondary Plan area. The design of the subdivision is consistent with the Hewitt's Master Plan and as such will facilitate more efficient service delivery and build stronger neighbourhood connectivity, which are cornerstones of the vision in the Hewitt's Secondary Plan (Appendix B: Hewitt's Secondary Plan – Land Use Schedule).
5. The overall development plan spans a 4.33 hectare site and has been designed in a comprehensive manner with the adjacent lands to accommodate the proposed 43 single detached lots and 14 townhouse lots at a density of 20 units per net hectare, or 43.23 persons per developable hectare, in the Residential Area designation. As such, it is anticipated that this subdivision will become home to approximately 154 residents upon full build-out (Appendix C: Proposed Development Concept).

6. In terms of supporting community infrastructure, this application will also facilitate the eventual transfer of the existing 0.77 hectare Natural Heritage System (NHS) feature into public ownership, as well as provide public access to the NHS via a 0.06 hectare Open Space entrance feature, and one stormwater management block, which is shared with the development to the north (Appendix D: Proposed Draft Plan of Subdivision).
7. When it comes to new streets and sidewalks, approval of this rezoning application will also facilitate the eventual creation of approximately 0.625 lane kilometers of new public streets and 0.73 lane kilometers of new public sidewalks, in a configuration consistent with Appendix E: Proposed Pedestrian Circulation Plan, as well as all required underground servicing infrastructure.
8. With the conclusion of the zoning related technical review and community consultation processes, which included a Neighbourhood Meeting on April 20, 2017 and a Public Meeting on June 26, 2017, there are no outstanding zoning related matters such as the developable area, density, or permitted land uses to resolve. As such, this application is being recommended for approval which will facilitate the future approval of the implementing draft plan of subdivision application (D12-427) that is being processed concurrently.

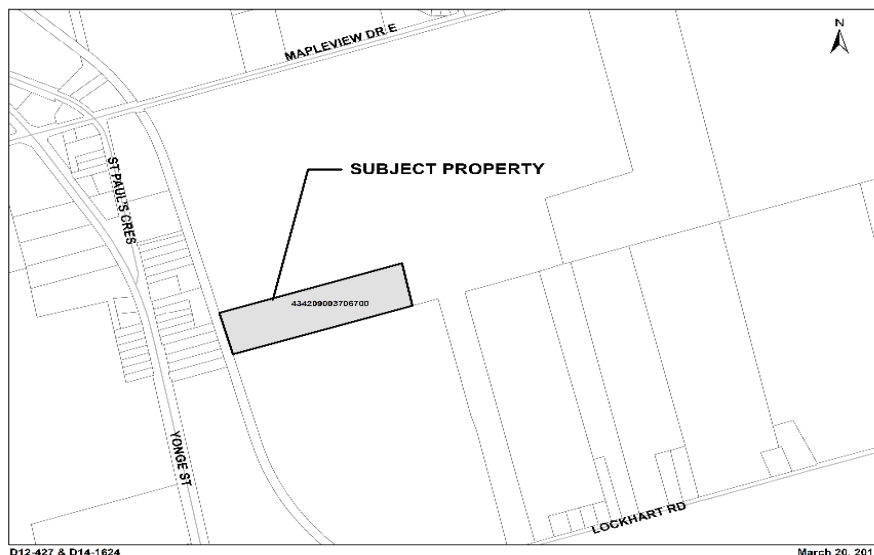
Subject Site Location

9. The subject site is approximately 4.3 hectares (10.7 acres) in size and is located generally south-east of the intersection of Mapleview Drive East and St. Paul's Crescent, adjacent to the Metrolinx / GO Rail Line in the Hewitt's Secondary Plan area (Appendix B: Hewitt's Secondary Plan – Land Use Schedule). The subject site is comprised of a single parcel that will eventually gain access via a new municipal road through the integration with the subdivision under review to the north.

Surrounding Land Uses

North: Lands that are also under rezoning (D14-1623) and draft plan of subdivision (D12-426) applications to permit development consistent with the Hewitt's Secondary Plan.

East: Naturalized lands that contain Hewitt's Creek. These areas are designated Natural Heritage System and will come into city ownership as adjacent lands are developed.



South: Existing agricultural and environmentally protected uses in the general area.

West: Existing agricultural uses, large lot residential, institutional uses, and the GO rail line.

The Growth Management Program

10. The subject site was included in the lands that were annexed as part of the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) that was enacted on January 1, 2010. Since this time, an extensive growth management program has taken place that involved the integration of land use, infrastructure, and financial planning to ensure the 2,293 hectares (5,666 acres) of new greenfield lands in the Salem and Hewitt's Secondary Plan areas would be built-out in accordance with provincial and local expectations for development in the community.
11. The program coordinated the completion of integrated Master Plans for planning and infrastructure and then assessed the affordability of the planned growth through the completion of a Fiscal Impact Analysis (FIA). The Infrastructure Master Plans followed the requirements of the Municipal Class Environmental Assessment (Class EA) process and subsequently received Council approval.
12. With respect to the land use planning component to the growth management program, it concluded with not just the adoption of the Secondary Plans, but most importantly, the implementing Master Plans and the Conformity Review Process. Together, this ensured all proposed subdivisions conformed to the Master Plans prior to being accepted as formal planning applications. This approach ensured the Master Plan vision that was designed and evaluated through the growth management program would be realized, and allows the development application processes to focus on the technical implementation needs of the subdivision process.
13. With the growth management program now in the active implementation stage, applications for rezoning and draft plan of subdivision on Phase 1 lands, such as this one, are now moving ahead in tandem with required infrastructure investments guided by the Infrastructure Implementation Plan (IIP). For additional information about the growth management program, please see the [Growth Management website](#).

The Infrastructure Implementation Plan (IIP)

14. A central component to the growth management program is the Infrastructure Implementation Plan (IIP). The IIP is the planned framework that identifies all of the required infrastructure investments, and the timing for those investments over the next 20 years, in order to facilitate coordinated growth across the Secondary Plan areas.
15. At this time, there are currently seven infrastructure projects that until completed, essentially cap the number of new registered residential units in the Hewitt's Secondary Plan area at 2,100, ensuring new growth will only advance when the infrastructure needed to support it has been built.
16. The following are the seven infrastructure projects currently underway and/or planned that collectively are required to open up Phase 1 of the Hewitt's Secondary Plan area for development. Using the list below, please refer to Appendix F: Hewitt's Phase 1 Infrastructure Projects for their locations:
 - A. **2017 – Watermain**
Location: Ashford Drive / Madelaine Drive
Status: Construction is currently underway with completion scheduled for December 2017.
 - B. **2017 – Watermain**
Location: Sandringham Drive / Consort Drive / Sun King Crescent / Royal Jubilee Drive
Status: Construction is currently underway with completion scheduled for December 2017.
 - C. **2017 – Hewitt's Trunk Sewer**

Location: North of Maplevue Drive East
Status: Construction is currently underway with completion scheduled for the fall of 2017.

- D. 2018** – Road Widening / Reconstruction and Watermain
Location: Maplevue Drive from Country Lane to Madelaine Drive
Status: Construction is scheduled to begin in the spring of 2018 and be completed by the fall of 2018.
- E. 2019** – Road Widening / Reconstruction and Watermain
Location: Maplevue Drive from Madelaine Drive to Yonge Street
Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.
- F. 2019** – Watermain
Location: Maplevue Drive from Yonge Street to Royal Jubilee Drive
Status: Construction is scheduled to begin in the spring of 2019 and be completed by the fall of 2019.
- G. 2020** – Road Crossing
Location: Harvie Road / Big Bay Point Road Highway 400 Crossing
Status: Construction is scheduled to begin in 2018 and be completed by the fall of 2020.

Submitted Reports and Studies

17. In support of this rezoning application and the draft plan of subdivision application being processed concurrently, the following list of reports and studies were submitted. For additional information with respect to each one, please see the descriptions in Appendix G: Technical Study Descriptions.
- Subwatershed Impact Study (SIS) (September 2016)
 - Master Transportation Study (February 2017)
 - Functional Design Review (February 2017)
 - Functional Servicing Report (February 2017)
 - Preliminary Stormwater Management Report (February 2017)
 - Planning Justification Report (February 2017)
 - Pedestrian Circulation Plan (February 2017)
 - Stage 1-2 Archeological Assessments (March 2014)
 - Natural Heritage Evaluation (February 2017)
 - Noise and Vibration Feasibility Study (January 2017)

Public Consultation & Input

18. A Neighbourhood Meeting was held on April 20, 2017 and was attended by approximately 18 residents, planning staff, members of the applicant's consulting team, and Ward 9 Councilor Morales. Following this, a formal Public Meeting was held on June 26, 2017 which saw one resident speak to General Committee. Public consultation on this proposal occurred in conjunction with two adjacent development proposals (D14-1623 / D12-426 and D14-1625 / D12-428) in order to provide the community with a more fulsome understanding of how the Hewitt's Secondary Plan area is intended to develop, and to demonstrate how the proposals have been designed to integrate.

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19. The comments received by area residents were generally shared across all three applications and included inquiries about the provision of affordable housing, safety for residents, and how parking was being accommodated. Please see Appendix H: Public Input and Staff Responses for all specific question and answers with respect to resident inquiries through the public engagement process.
 20. There was also public correspondence received requesting deferral of these applications based on transportation infrastructure concerns. Given the city's comprehensive systems approach to coordinated investment in transportation infrastructure in order to support community-wide growth, deferral is not recommended. To ensure clarity and understanding, the applicant was provided with a response to this effect.

**Rezoning Application:
Department & Agency Comments**

21. This rezoning application has been circulated and reviewed concurrently with the implementing draft plan of subdivision application. The rezoning application defines the developable footprint and sets the development standards for private property, while the draft plan of subdivision application, still under review, will ultimately implement the framework for development that is defined through this rezoning application.
22. A broad range of technical matters have been addressed through the coordinated review process for this rezoning application, with road infrastructure and traffic calming efforts being two primary considerations to the support for new subdivisions. As such, the following is provided to offer clarity with respect to the coordinated approach to managing road infrastructure capacity to support subdivision build-out as part of the overall growth management efforts, as well as the approach to ensuring traffic calming infrastructure is designed through the subdivision process moving forward.

Road Infrastructure Capacity within the Hewitt's Secondary Plan Area

23. Adequate infrastructure is a requirement for any development to proceed within the Secondary Plan areas, which includes ensuring the transportation network can facilitate the movement of additional people and goods throughout the community. In order to assess this, a Master Transportation Study was completed by the Hewitt's Landowners Group as part of their technical submission in order to understand the impact their new development would have on the existing road network and as such, what would be required to support full-build out.
24. The study concluded that the existing transportation network to and from the Hewitt's Secondary Plan area can support 2,100 new residential units without triggering upgrades to existing roads. However, in order to support additional units beyond this cap, the widening and reconstruction of Maplevue Drive from Country Lane to Yonge Street and the Harvie Road / Big Bay Point Road crossing over Highway 400 must be completed.
25. These two key road improvement projects are scheduled to both be completed by 2020, along with the four required watermains and one trunk sanitary sewer main, demonstrating the coordinated approach to growth management that this program has been designed to achieve.

Traffic Calming Infrastructure

26. The Hewitt's Secondary Plan was designed based on a comprehensive Master Plan in which all proposed development has had to conform to in order to advance to a formal application. The Master Plan design was intended to maximize neighbourhood connectivity for residents and optimize servicing costs for the community through the adoption of an integrated grid-street network that was built around the natural curvature of the defined Natural Heritage System (NHS).

27. In terms of specific traffic calming infrastructure for this proposed subdivision, Appendix I: Preliminary Traffic Calming Management Plan provides the preliminary location and types of potential traffic calming infrastructure that has been identified at this early stage in the review process. It is important to note that the final traffic calming infrastructure necessary to support this subdivision will be evaluated and finalized through the detailed design stage of the subdivision process. This is done through the submission of a Traffic Calming Management Plan by the applicant for review and approval by city staff, a process that is detailed below for clarity:

a. Traffic Calming Management Plans:

As part of the detailed design stage of the subdivision process, the applicant is required to submit a Traffic Calming Management Plan to the satisfaction of the City. This Plan must demonstrate any specific design features that will be required to calm traffic in identified areas. Based on the preliminary work that has been completed to-date with city staff and the applicant, the following list of traffic calming options will be further reviewed for applicability through the detailed design stage:

- i. Textured Crosswalks (Pavement Markings/Zebra Striping);
- ii. Raised Intersections;
- iii. Curb Extensions;
- iv. Curb Radius Reductions;
- v. Raised Median Islands; and
- vi. Traffic Circles.

28. In terms of the approach to the design of the Secondary Plan areas, the overall subdivisions naturally support traffic calming as they are required to adhere to modern street design and community development standards:

b. Modern Street Design Standards:

Streets within the Hewitt's Secondary Plan are designed to include many forms of traffic calming features including additional sidewalks, reduced residential road widths, bike lanes, and on-street parking. These features add vibrancy and activity to streets which acts to naturally slow vehicular traffic.

c. Modern Community Development Standards:

The implementing zones include provisions that support natural traffic calming such as reduced front yard setbacks that act to bring buildings closer to the street. In addition to this, reduced set-back standards for garages and driveways reduce extra parking and support the transition to active modes of transportation over time.

**Draft Plan of Subdivision Application:
Department & Agency Comments**

29. For information purposes, there are a number of technical items that are being worked through with staff, external agencies and the applicant to move forward with the draft plan of subdivision application that is being processed concurrently. These include the detailed requirements to address stormwater management ponds, utilizing low impact development standards where possible, hydrogeology, phosphorus loading pre and post-development, as well as the traffic calming requirements and traffic flow features. All of these issues and more will be addressed in detail through the conditions that will be issued as part of the draft plan of subdivision approval process (File Number D12-427).

30. In response to the technical nature of this process, City Council has delegated approval authority to both the Director and Managers of the Planning & Building Service (Council Motion 10-G-346). In this regard, should Council approve the subject zoning by-law amendment application, the technical details of the proposed development will continue to be evaluated and addressed through the review process for the subdivision application by staff and supporting agencies, through to registration. To provide clarity with respect to the development related items that these two applications address, please see Appendix J: Rezoning and Draft Plan of Subdivision Applications.

ANALYSIS

Provincial Policy

31. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes efficient development and land use patterns by accommodating an appropriate range and mix of residential, employment, recreational and open space uses. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate a compact built-form.
32. More specifically, the proposal is consistent with the policies for Healthy, Liveable and Safe Communities as the development promotes efficient land use patterns, accommodates an appropriate range and mix of residential uses, does not cause environmental or public health or safety concerns, and ensures that the necessary infrastructure and public service facilities will be available to meet community needs. The proposed development is also consistent with Housing policies as the housing proposed will be serviced by the appropriate level of infrastructure at an overall density that efficiently uses land.
33. The Places to Grow - Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to greenfield development with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The primary focus of The Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs, and easy access to services to meet daily needs. In addition, The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
34. More specifically, the proposed development is consistent with the Managing Growth policies as the development will be near higher order transit service, in an area with planned public service facilities, and is directed away from hazardous lands. The proposal features convenient access to local stores, services, and public service facilities, includes high quality compact built form and an attractive and vibrant public realm.
35. In staffs' opinion, the proposed development is consistent with the Provincial Policy Statement and The Growth Plan as the application will result in the creation of more compact urban development with a range of residential unit types, provide opportunities for access to everyday convenience uses, and offers a transit-supportive neighbourhood density.

City of Barrie Official Plan & the Hewitt's Secondary Plan (OPA 39)

36. Development of the subject site is guided by the community vision that was adopted by Council as the Hewitt's Secondary Plan, specifically the land use designations for this site which include Residential Area and Natural Heritage System. Together, these land use designations, and the policies that describe the intended uses, provide the framework for the implementing development standards found in the underlying zones.

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37. In accordance with the Residential Area and Natural Heritage land use designations, the applicant is proposing 57 residential units that are a mix of single detached units and townhouses, as well as 0.77 hectares (1.9 acres) of Natural Heritage System, a 0.06 hectare (0.15 acres) access to the Natural Heritage System via an Open Space block, and a 0.23 hectare (0.57 acres) stormwater management block.
 38. This proposed development achieves 20 units per net hectare which is within the range identified in policy 9.5.7.3 (a) that requires low density development be a minimum of 20 units per net hectare to a maximum of 40 units per net hectare. The Secondary Plan does not identify any specific type of built form to achieve these densities, simply that it is ground related. As such, the applicant has proposed a number of built forms to achieve the required density including a range of single detached lots varying in frontage widths of 12.2 metres to 10.4 metres, and street townhouses with 6.7 metre frontages.
 39. Policy 9.5.7.1 of the Secondary Plan states that residential communities should provide a diverse range of housing options as well as opportunities for live-work, and create transit-supportive development patterns and densities. The proposal is consistent with this policy in that single detached and townhouse dwellings provide housing choice, support local employment through home occupation opportunities, and are being developed at a transit supportive density.
 40. Stormwater management blocks are allowed in any designation within the Secondary Plan, save and except within the Natural Heritage System. The stormwater management block to support this development is proposed at the eastern portion of the subject property and will be shared with the development to the north. Stormwater management blocks are subject to the policies of 9.6.5 which require that they comply with the recommendations of the City of Barrie Drainage and Stormwater Management Master Plan; details that will be further reviewed through the detailed design stage of the draft plan of subdivision application. At this time, there are no technical considerations with respect to the stormwater block that would preclude the rezoning application from proceeding.
 41. The Natural Heritage System, as established through the Hewitt's Secondary Plan process, is based on the protection of important natural heritage, hydrological and hydrogeological features along with protective buffers. The intent is to maintain ecological diversity in a system that is appropriately sized and is continuous and connected to overall watershed functionality. The Natural Heritage System is meant to support opportunities for naturalized passive recreation, where appropriate, and will be dedicated to the City of Barrie to be protected as such through the future subdivision process.
 42. The 0.06 hectare open space block adjacent to the Natural Heritage System will act as an entrance feature to the Natural Heritage System, increasing opportunities for an integrated active transportation and recreation network for residents. These access points represent good community planning as they reduce the impact on the Natural Heritage System by focusing points of access and they create natural meeting spaces for area residents with seating and way-finding signage.
 43. The range of housing opportunities, passive recreational opportunities, access to the natural heritage system, and the overall grid-street pattern of this neighbourhood achieve the expected community outcomes of the Plan, which include the development of more compact built-form, greater neighbourhood access through increased connectivity and walkability, and more efficient service delivery. As such, staff are satisfied that the proposed development is consistent with the Hewitt's Secondary Plan (OPA 39) and therefore an amendment to the Secondary Plan is not required.

Zoning By-law

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44. The subject site is currently zoned Agricultural General (AG) and Environmental Protection (EP) under Innisfil Zoning By-law 054-04. This application will rezone the site, in accordance with the schedule found in Appendix A: Draft Zoning By-law Amendment, to a mix of the following zones that will implement the Residential Area and Natural Heritage System land use designations:
- a) Environmental Protection (EP) zone;
 - b) Open Space (OS) zone; and
 - c) Neighbourhood Residential (R5) zone.
45. The Environmental Protection (EP) zone will protect the existing Natural Heritage System (NHS) along the eastern edge of this site from future development. The effect of this will mean that this NHS area will remain naturalized and will be eventually dedicated to the City of Barrie through the subdivision process. In terms of facilitating future access to these lands, the intent is to utilize the Open Space (OS) block adjacent to the EP area, as an entrance feature and gathering place for residents.
46. The Neighbourhood Residential (R5) zone will allow the development of the proposed single detached dwellings with frontage widths of 10.4 metres to 12.2 metres, and the street townhouse dwellings with frontages of 6.7 metres.
47. There are no proposed variances (special provisions) to the implementing zoning by-law to accommodate any of the proposed built-form and as such, there are no further considerations.

Summary

48. Planning staff are satisfied that the proposed development is appropriate and in keeping with the policies established for development in the Hewitt's Secondary Plan area. At this time, there are no further matters that impact the processing of the rezoning application and as such, it is being recommended for approval. Staff will continue to process the draft plan of subdivision application and will provide notification of the release of conditions through a memo to Council with the conditions attached; this is expected in the fall of 2017.

ENVIRONMENTAL MATTERS

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

ALTERNATIVES

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

Alternative #1 General Committee could refuse the subject zoning by-law amendment application and maintain the existing Agricultural General (AG) and Environmental Protection (EP) zoning over the subject lands.

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

FINANCIAL

51. 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 \$2,368,395 in Development Charges, in accordance with the following:

- \$1,904,771 for the single detached units (at the rate of \$44,297 per unit, indexed annually).
- \$463,624 for the townhouse units (at the rate of \$33,116 per unit, indexed annually).

52. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$4,500 per unit for all lots in Phase 1, which will add approximately \$256,500 in additional revenues (2017 dollars).
53. At this time, it is not possible to provide estimates of the market prices for the range of housing that will be available through this future subdivision as building permits are not expected until the end of 2018 at the earliest. As such, it is not possible to give an estimate of the increase in the assessment base, however, it will be greater than what is collected on the subject site today as it is zoned Agricultural General (AG) and Environmental Protection (EP).
54. In terms of the subdivision process, the developer will be responsible for the initial capital cost and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term will be carried by the community.
55. The City will also incur additional operating costs associated with extending municipal services including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the city's Capital Planning process.

LINKAGE TO 2014-2018 STRATEGIC PLAN

56. The recommendations included in this staff report relate to the Inclusive Community, Responsible Spending, and Well Planned Transportation pillars of the 2014-2018 Strategic Plan:

Pillar	Goal	How It's Achieved
Inclusive Community	Support diverse and safe neighbourhoods.	The proposal includes diverse housing types from large lot single detached housing to more compact townhouses, with street oriented massing.
Responsible Spending	Build a community that respects both current and future taxpayers.	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.
Well Planned Transportation	Improve options to get around.	The proposal is built on a grid system with sidewalks allowing for active transportation, greater choice in travelled routes, and more efficient servicing.

APPENDICES:



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- Appendix A – Draft Zoning By-law Amendment
 - Appendix B – Hewitt's Secondary Plan - Land Use Schedule
 - Appendix C – Proposed Development Concept
 - Appendix D – Proposed Draft Plan of Subdivision
 - Appendix E – Proposed Pedestrian Circulation Plan
 - Appendix F – Hewitt's Phase 1 Infrastructure Projects
 - Appendix G – Technical Study Descriptions
 - Appendix H – Public Input and Staff Responses
 - Appendix I – Preliminary Traffic Calming Management Plan
 - Appendix J – Rezoning & Draft Plan of Subdivision Applications

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2017-XX

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

WHEREAS the Council of the Corporation of the City of Barrie deems it expedient to amend By-Law 2009-141 to establish zones in the City of Barrie.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 17-G-xxx.

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

1. **THAT** the zoning map is amended to change the zoning from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5), Environmental Protection (EP), and Open Space (OS) in accordance with Schedule "A" attached to this By-law.
2. **THAT** the remaining provisions of By-law 2009-141, as amended, applicable to the above described lands as shown in Schedule "A" to this By-law shall continue to apply to the said lands except as varied by this By-law.
3. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2017.

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

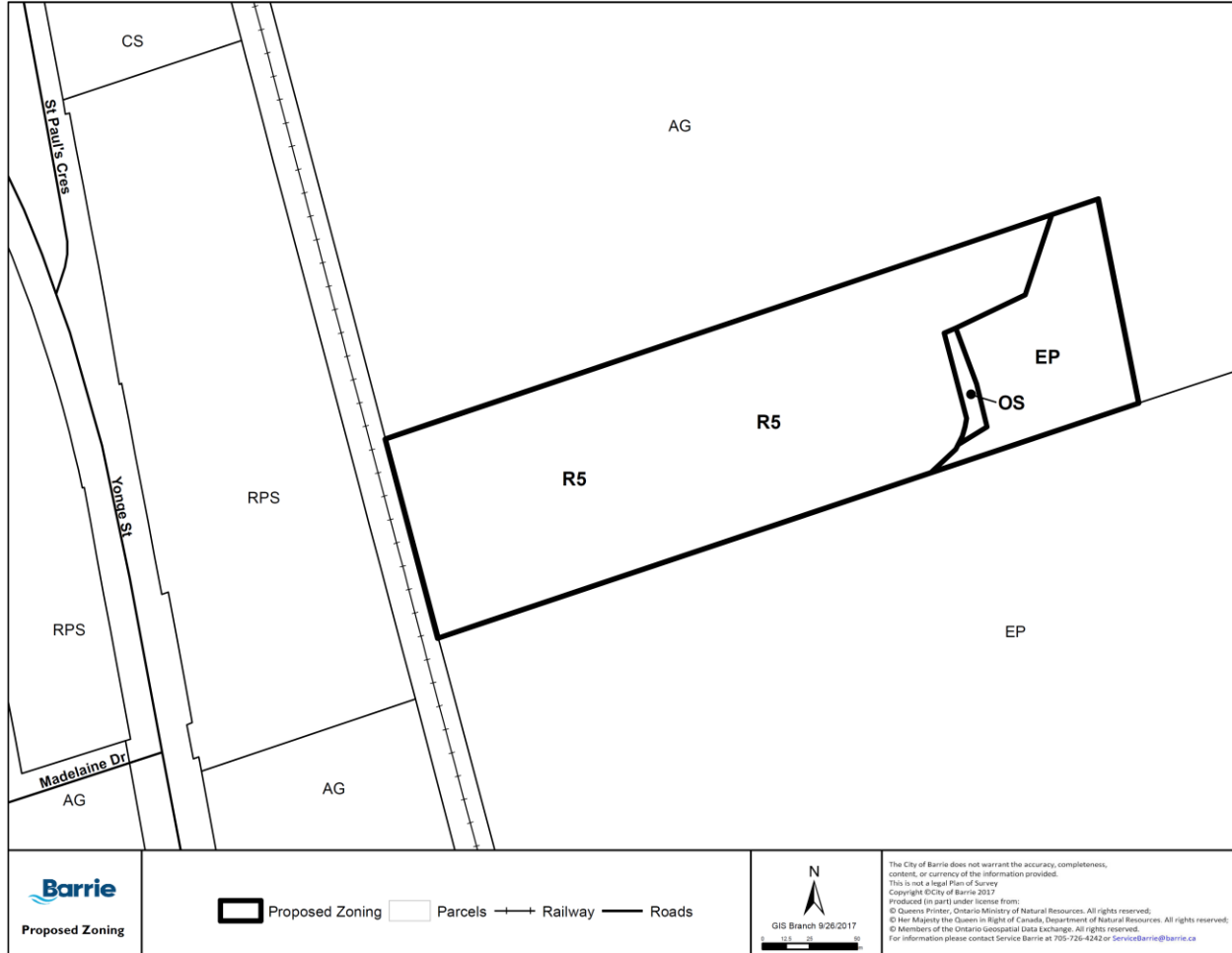


THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

Schedule "A" to attached By-law 2017-XX



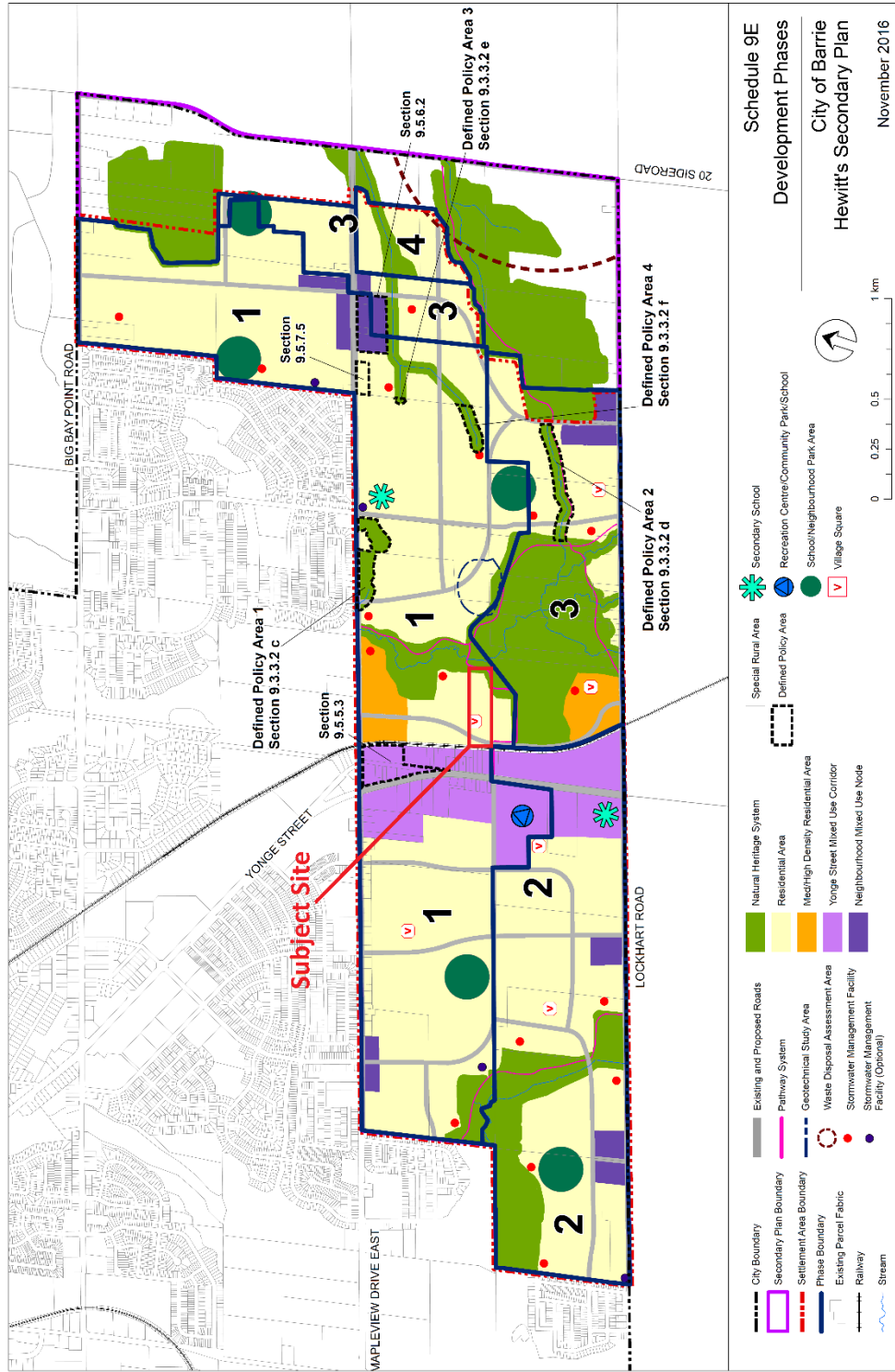
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK - DAWN A. MCALPINE

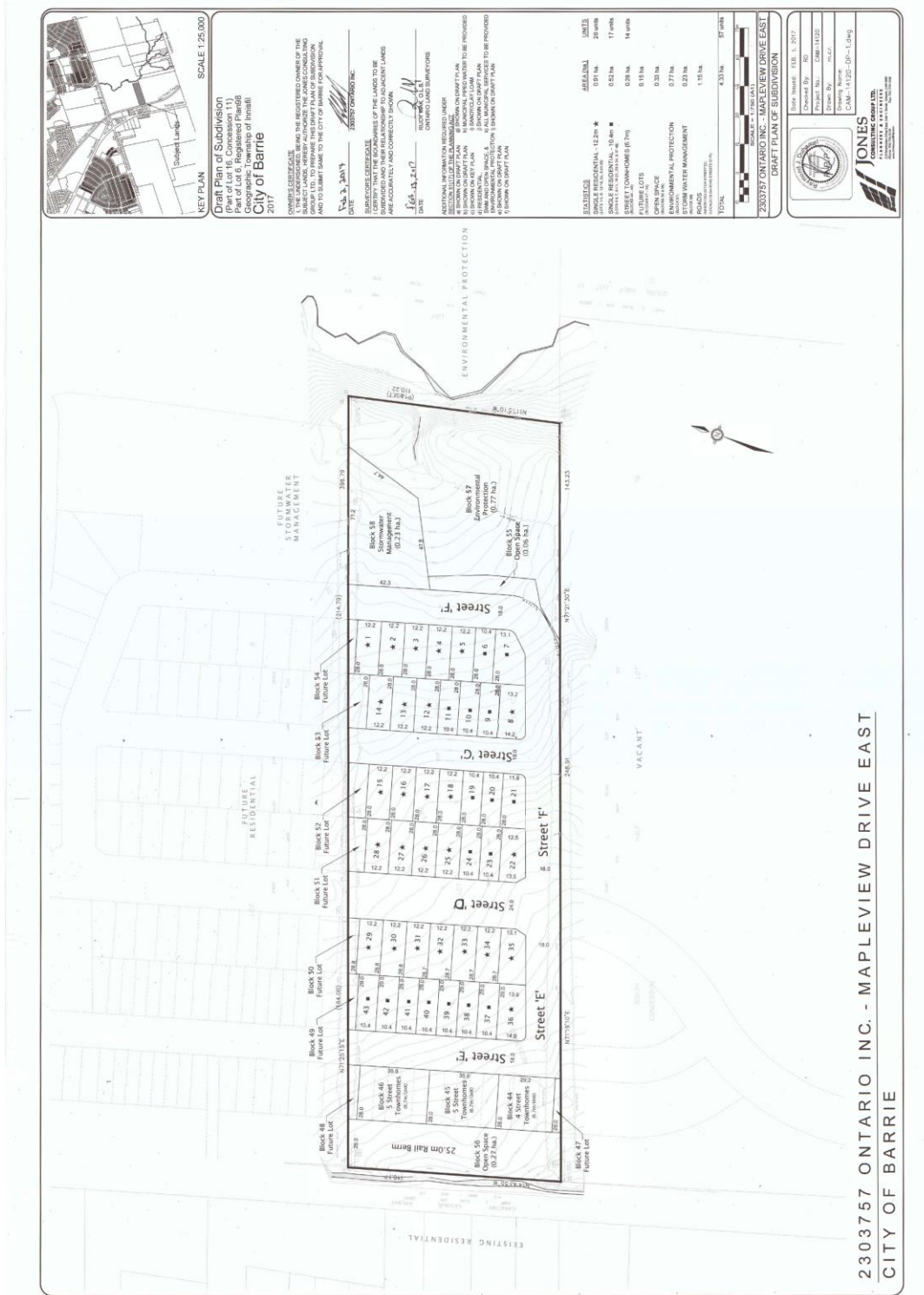
APPENDIX "B"

Hewitt's Secondary Plan - Land Use Schedule



APPENDIX "D"

Proposed Draft Plan of Subdivision



KEY PLAN SCALE 1:25,000
 Draft Plan of Subdivision (Part of Lot 16, Concession 11) of Parcel 1260-000-000-013 of Infill City of Barrie 2017

OWNER'S CERTIFICATE
 I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE LAND SHOWN ON THIS PLAN, HAVE CAUSED THIS DRAFT PLAN OF SUBDIVISION TO BE PREPARED BY A QUALIFIED PROFESSIONAL ENGINEER AND TO SUBMIT SAME TO THE CITY OF BARRIE FOR APPROVAL.

DATE: Feb 3, 2017
 SUBDIVISION: 2303757 ONTARIO INC.
 SUBDIVISION IDENTIFICATION: 2303757 ONTARIO INC. 2017
 DATE: Feb 3, 2017
 SIGNATURE: [Signature]
 REGISTERED PROFESSIONAL ENGINEER
 REGISTERED ADDRESS: [Address]
 REGISTERED PROFESSIONAL ENGINEER
 REGISTERED ADDRESS: [Address]

REVISIONS
 1. AS SHOWN ON DRAFT PLAN
 2. AS SHOWN ON DRAFT PLAN
 3. AS SHOWN ON DRAFT PLAN
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 10. AS SHOWN ON DRAFT PLAN

REVISION	DATE	BY	DESCRIPTION
1	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
2	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
3	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
4	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
5	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
6	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
7	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
8	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
9	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
10	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN

STATISTICS

REVISION	DATE	BY	DESCRIPTION
1	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
2	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
3	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
4	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
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9	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
10	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN

STATISTICS

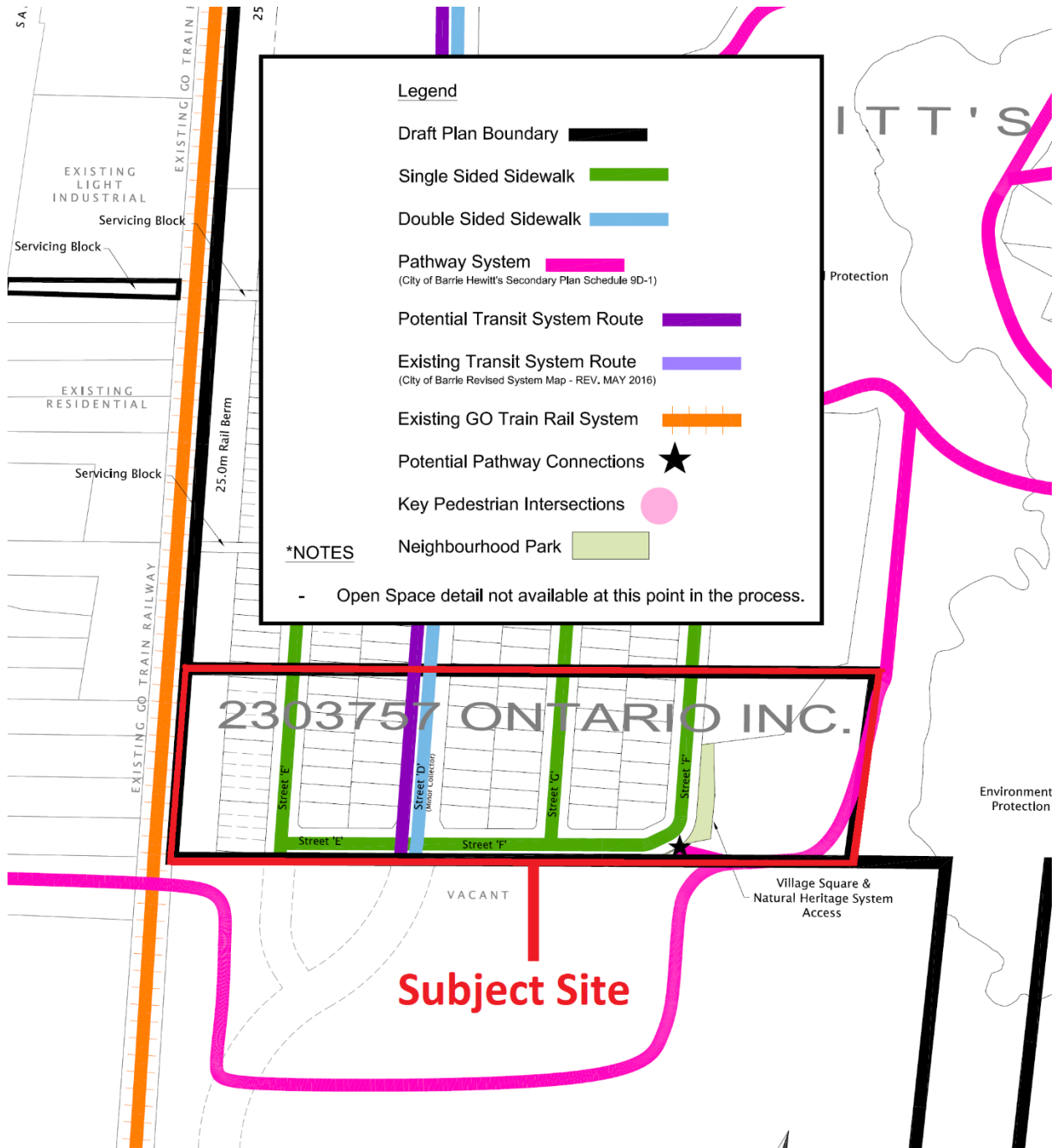
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4	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
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7	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
8	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
9	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN
10	Feb 3, 2017	[Initials]	AS SHOWN ON DRAFT PLAN

2303757 ONTARIO INC. - MAPLEVIEW DRIVE EAST DRAFT PLAN OF SUBDIVISION
 Date Issued: FEB 1, 2017
 Drawn By: [Name]
 Check By: [Name]
 Project No.: [Number]
 Drawing Name: [Name]
 Scale: 1:25,000
 City: [City]
JONES ENGINEERS & ARCHITECTS
 PROFESSIONAL ENGINEERING
 ARCHITECTURE
 100 COLLEGE AVENUE
 SUITE 200
 WILLOWDALE, ONTARIO M2H 1L7
 (416) 490-8888
DRAFT PLAN OF SUBDIVISION
 Date Issued: FEB 1, 2017
 Drawn By: [Name]
 Check By: [Name]
 Project No.: [Number]
 Drawing Name: [Name]
 Scale: 1:25,000
 City: [City]

2303757 ONTARIO INC. - MAPLEVIEW DRIVE EAST
CITY OF BARRIE

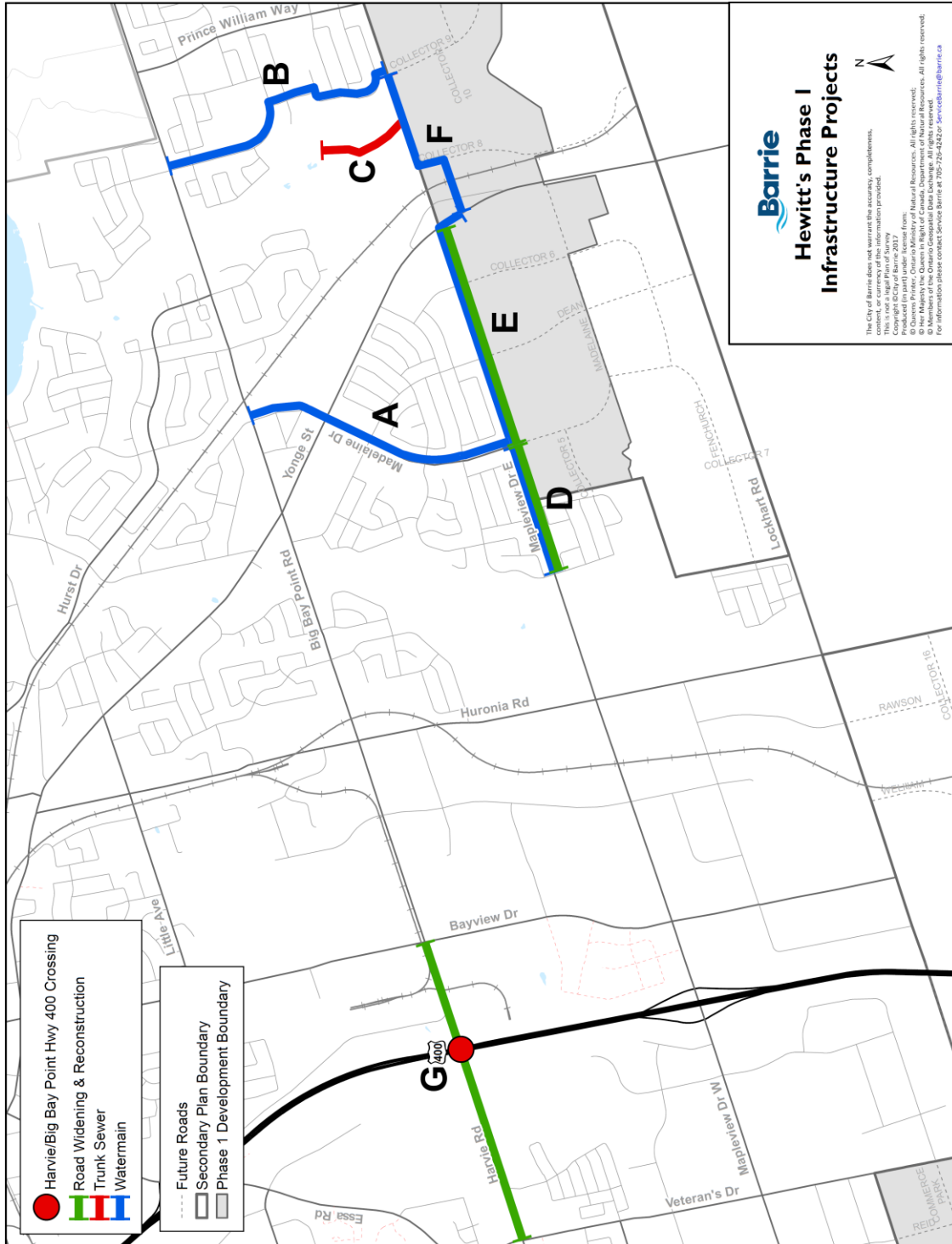
APPENDIX "E"

Proposed Pedestrian Circulation Plan



APPENDIX "F"

Hewitt's Phase 1 Infrastructure Projects



APPENDIX "G"

Technical Study Descriptions

Subwatershed Impact Study (SIS) (September 2016): This study identifies site specific constraints and preferred servicing solutions within the limits of the Hewitt's Secondary Plan area. It includes the limits of the proposed development in relation to general terrestrial resources, general aquatic resources, the Natural Heritage System, natural heritage constraints, hydrogeological and geological conditions, surface and groundwater conditions, and includes recommendations for stormwater management and low impact development (LID) measures, erosion and sediment control, grading and earth works, road design, and the storm, sanitary and water network.

Master Transportation Study (February 2017): This study analyzed the impact of the entire Hewitt's Secondary Plan area as well as a detailed traffic study for the proposed site access. The study concluded that the current road configuration can accommodate 2,100 residential units within the Hewitt's Secondary Plan area until key infrastructure improvements are completed. Ultimately, the full build out of the Hewitt's Secondary Plan can be accommodated based on the expected system-wide upgrades as per the City's Master Transportation Plan and detailed in the Infrastructure Implementation Plan.

Functional Design Review (February 2017): This study is supplemental to the Master Transportation Study and provides the recommended lane configurations, intersection controls, and dimensions of any required turning lanes.

Functional Servicing Report (February 2017): This study reviews the proposed stormwater, water, and sanitary servicing, transportation and grading, and utilities, and outlines the proposed infrastructure required to service the site in terms of water, wastewater, roads, stormwater management, and conventional utilities.

Preliminary Stormwater Management Report (February 2017): This study demonstrates how the site can be serviced appropriately by the existing adjacent municipal infrastructure while not adversely impacting receiving waters in the Hewitt's Creek subwatershed. The study includes recommendations for the use of an extended detention wet pond, the implementation of low impact development, erosion and sediment control measures, and confirms that the proposed designs are consistent with the Hewitt's Creek Secondary Plan Area Subwatershed Impact Study.

Planning Justification Report (February 2017): This study reviews the land use planning merits of the proposed development and concludes that it represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Pedestrian Circulation Plan (February 2017): This plan provides an overview of where dual and single sidewalks are proposed to be located, based on the recommendation of Jones Consulting Ltd. In general, collector streets are proposed to have sidewalks on each side, and all local streets are proposed to have sidewalks on at least one side of the street. The final placement of sidewalks will be addressed through the draft plan of subdivision process.

Stage 1-2 Archeological Assessments (March 2014): This study provides an overview of the survey of the land, including where test pits were taken and where a visual survey was completed. The results confirmed that no archaeological resources were found. No further studies are required and it will be a condition of draft plan of subdivision approval that the report be accepted into the Ontario Public Register of Archaeological Reports by the Ministry of Tourism, Culture and Sport.

Natural Heritage Evaluation (February 2017): This study provides an assessment of the potential for the presence of habitat for endangered or threatened species, significant wildlife habitat, and other significant

natural heritage features on the property. The study found no species at risk and provided mitigation measures to avoid any potential impacts to key natural heritage features and functions in the future.

Noise and Vibration Feasibility Study (January 2017): This study provides an overview of the sound and vibration generated by the adjacent Metrolinx / Go Rail Line and includes mitigation measures to ensure appropriate sound levels are maintained in the future. The study concluded that no mitigation for vibration is required.

APPENDIX "H"

Public Input and Staff Responses

Neighbourhood Meeting

A Neighbourhood (Ward) Meeting was held on April 20, 2017 in the Rotunda of City Hall that saw approximately 18 members of the public attend. The general concerns / questions expressed by area residents are identified and addressed below:

1. Affordable Housing

There were comments received that indicated affordable housing attracts undesirable neighbours. Residents were advised that land use planning considerations focus on ensuring a range in built forms is provided as part of new subdivisions in order to ensure diversity and choice for future residents. This approach is consistent with good planning practices as it seeks to intentionally accommodate residents with different housing needs and across different socio-economic ranges. Affordable options are an integral part of every neighbourhood and designing such opportunities into the zone standards ensures this key outcome of the Hewitt's Secondary Plan may be provided.

2. Safety

There were also comments received that indicated concerns for resident safety including the need for increased fire and police service, the increase in traffic associated with these new subdivisions, and having homes that are fronting onto busy streets.

Residents were advised that a portion of the development charge that is collected as part of the development process goes toward emergency services, including fire and police services and as such, these growth related expenses were being actively planned for. They were also advised that emergency services are included in the review of development planning applications and as such, they are important technical reviewers to ensure service levels are being monitored and planned for.

To address concerns regarding the increase in traffic, residents were advised that a traffic calming management plan is required to be submitted prior to the registration of the plan of subdivision to address local traffic impacts. The overall traffic system is being invested in based on the infrastructure needs that have been planned for to accommodate growth across the Secondary Plan areas. And to address concerns regarding homes on busy streets, residents were advised that a number of housing options would be provided as part of the overall development of the Hewitt's Secondary area, which include housing options fronting onto a range of streets, allowing residents to choose the housing that is right for them.

3. Parking

Residents also identified parking as a concern and they were advised that the Hewitt's Secondary Plan is designed at transit supportive densities, utilizes a grid-street pattern to support greater connectivity for all modes of transportation, and provides on-street parking where possible. Residents were assured that private dwelling units are still provided with private parking to accommodate personal vehicles at a rate that is consistent with the modern zone standards that are in place.

Public Meeting

A Public Meeting was held on June 26, 2017 in accordance with the *Planning Act*. There was one resident who spoke to General Committee with respect to the following matters:

1. Traffic Safety

There was concern expressed that the anticipated increase in traffic associated with development of the Hewitt's Secondary Plan area will increase road volume beyond what the road network can adequately support.

The overall road network within the Hewitt's Secondary Plan has been designed to adequately accommodate the ultimate buildout through coordinated infrastructure investments. As such, the road network will be able to accommodate the proposed development in the Hewitt's Secondary Plan area, as subdivisions cannot be registered without adequate capacity being in-place.

2. Road Widths

There was also concern expressed that the availability of on-street parking will be inadequate given the proposed road rights-of-ways.

The City has designed modernized roads through the Transportation Design Manual (TDM) to integrate active transportation choices and accommodate new built forms. It is important to note that these progressive changes have not precluded the opportunity for on-street parking to be accommodated across the Secondary Plan areas in the future; the ultimate location for on-street parking is defined as part of the detailed subdivision design stages.

APPENDIX "I"

Preliminary Traffic Calming Management Plan





APPENDIX "J"

Rezoning & Draft Plan of Subdivision Applications

Application Type and Explanation	Development Related Matters that are Addressed
<p>Zoning By-law Amendment</p> <p>This planning application is required when a proposal for development does not conform to the standards defined in a municipal zoning by-law for the use of land, the erecting, locating, or using of buildings or structures.</p>	<p>Limits of Development Size and Massing of Buildings Density of the Development Permitted Uses Standards for Development Including: Setbacks Height Frontage Lot Area Parking Landscaping</p>
<p>Draft Plan of Subdivision</p> <p>This planning application creates new municipal infrastructure such as roads and parks through the subdivision of lands, and facilitates new private development such as homes, commercial centres, and places for employment.</p>	<p>New Block and Lot Creation: Housing Streets and Parks Infrastructure</p> <p>New Municipal Infrastructure Locations: Streets, Sidewalks and Trails Parks, Natural Areas and Open Spaces Street Plantings and Landscaping Fencing Servicing (Water / Sanitary / Stormwater) Utilities (Hydro / Gas / Telecommunications)</p> <p>Details of the Development Build-Out: Traffic Management Planning for Streets Environmental Matters Detailed Design for Infrastructure Conveyance of Land or Easements Decommissioning of Existing Wells/Septic Systems Edge Management Planning for NHS areas Financial Contributions / Security Details Street Naming / Final Layout / Design Compliance with Provincial & Federal Agencies Signage / Utility Locations / Street Layout Clauses for Purchase & Sale Agreements Municipal Roadway Improvements</p>