



Excellence Reliance Innovation

Planning Justification Brief

BEMP 2 Holdings Inc. & Honeyfield Bemp 2 Limited

515 Mapleview Drive East, City of Barrie

Applications for Revision to Draft Approved Plan and Zoning By-law Amendment

Related City Files: D12-431 & D14-1628

Jones Consulting File: LAW-06129

May 2019

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1.0 INTRODUCTION

This Planning Justification Brief has been prepared in support of applications for Revision to Draft Approved Plan of Subdivision and Zoning By-law Amendment proposed by BEMP 2 Holdings Inc. & Honeyfield Bemp 2 Limited. The lands subject to the applications are located at 515 Mapleview Drive East within the Phase 1 limit of the Hewitt's Secondary Plan area (**Figure 1**).

Approvals for Zoning By-law Amendment and Draft Plan of Subdivision were previously obtained for these lands in December 2017 (City Files: D12-431 and D14-1628). The lands comprise 19.45 hectares (48 acres) in area with 469.41 metres of frontage along Mapleview Drive East. The purpose of the new applications are as follows:

- i) **Redline Revision to Draft Approved Plan of Subdivision:** This application requests approval to adjust lot frontages lot/block layout to create a more compact built form, expand the Mixed Use Block west of Madelaine Drive, and to make other adjustments in response to comments from the City Engineering and Traffic Departments.
- ii) **Zoning By-law Amendment:** This application is to rezone a portion of the lands zoned Neighbourhood Residential (R5) to Neighbourhood Mixed Use (NMU) to facilitate the expansion of the Mixed Use block west of Madelaine Drive.

Figure 1: Location Plan



Source: Maps.Simcoe.ca

2.0 BACKGROUND

The lands subject to the applications are located within the Hewitt's Secondary Plan area, which is a master planned community within the City of Barrie. In 2010 the Barrie-Innisfil Boundary Adjustment Act, 2009 (Bill 196) came into effect, extending the southern boundary of the City of Barrie to incorporate 2,293 hectares of land, including the subject lands, which were previously located in the Town of Innisfil. The Hewitt's Secondary Plan was finally approved by the Ontario Municipal Board in 2016.

Appendix 9B of the Secondary Plan contains the Master Plan for the Hewitt's Secondary Plan area. In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Plan was prepared and approved by the City prior to the submission of the original subdivision and rezoning applications for the subject lands. Following the approval of the Conformity Plan in November 2016, applications for Zoning By-law Amendment and Plan of Subdivision were submitted in February 2017.

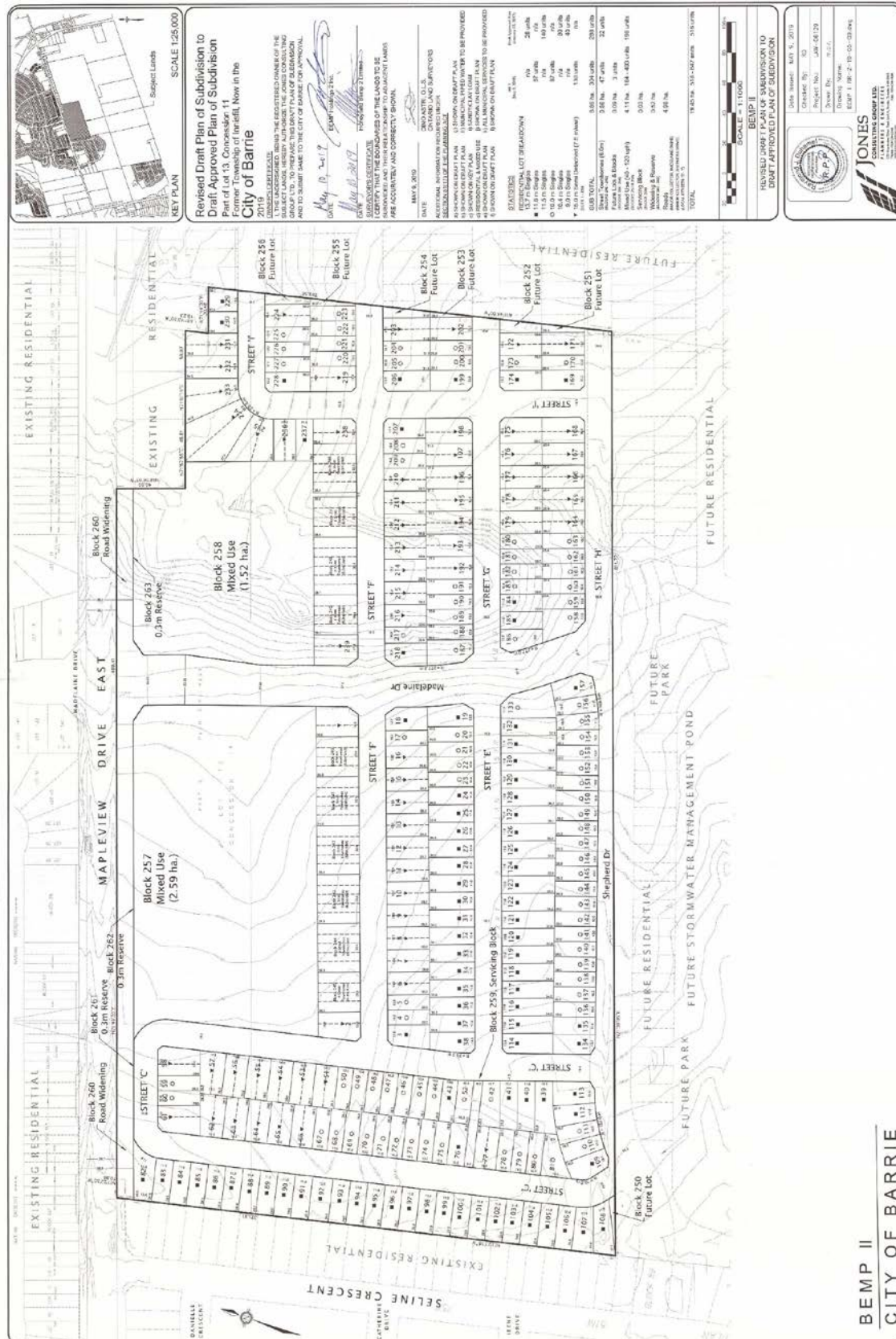
The purpose of the previous application for Zoning By-law Amendment was to replace the former Agricultural (AG) and Environmental Protection (EP) zoning on the lands carried over from the Town of Innisfil Zoning By-law (054-04) by virtue of the Barrie-Innisfil Boundary Adjustment Act. On December 20, 2017, By-law 2017-136 was passed by Council to amend the City's Comprehensive Zoning By-law 2009-141, by rezoning the lands Neighbourhood Residential (R5) and Neighbourhood Mixed Use (NMU). The associated City File number for this rezoning approval is D14-1628.

The purpose of the previous application for Plan of Subdivision was to propose a subdivision containing a variety of residential dwelling types and densities, as well as two mixed use blocks. Draft Plan Approval was granted on December 28, 2017 for 516 residential units (**Figure 2**). The associated City File No. for this approval is D12-431.

Since Draft Plan Approval in 2017, a new party (Honeyfield Bemp 2 Limited) has assumed a 50% ownership of the subject lands. As a result, revisions to the draft approved plan are proposed to reflect the housing/building types the new Owner will construct, while also utilizing the policies within the Secondary Plan to create more mixed use and higher density units. As such, new development interests have resulted in the following requests/applications:

1. **Redline Revisions:** As detailed in Section 3.1, the lotting of the subdivision has been revised to propose more compact lot types and expand the Mixed Use block west of Madelaine Drive. Additional changes are proposed to bring the subdivision into compliance with the City's Transportation Design Manual.
2. **Zoning By-law Amendment:** As detailed in Section 3.2, a rezoning is proposed that would result in the expansion of the Mixed Use block beyond the currently approved Neighbourhood Mixed Use (NMU) zone boundaries.

Figure 2: Draft Approved Plan of Subdivision (December 28, 2017)



3.0 PROPOSED APPLICATIONS

The applicant is proposing revisions to Draft Approved Plan of Subdivision and a Zoning By-law Amendment, each of which are detailed in the following subsections.

3.1 Revision to Draft Approved Plan of Subdivision

A number of revisions to the draft plan have been proposed as generally summarized below:

1. The road widening has been adjusted in accordance with the draft plan approval.
2. Daylight triangles and the width of corner lots have been adjusted in accordance with the City's Transportation Design Manual.
3. The western mixed use block has been enlarged which resulted in the elimination of Street 'D'.
4. The types and number of lots have been adjusted as shown in the following table. The lot changes reflect the new joint-venture partner's building preferences.
5. The walkway block to the easterly mixed use block has been shifted from Street 'I' to Street 'F'.

Among the items listed above, the enlargement of the mixed use block and the overall lotting type adjustments are the most notable changes to the draft plan. These two changes have resulted in an increase in the total number of units from 516 (refer to **Figure 2**), to a minimum of 518 units, with opportunity to develop a maximum of 847 units (refer to **Figure 3**), which is a total increase of 2-331 units.

Lot/Unit Type	Number of Units	
	Proposed Redlined Plan	Draft Approved Plan
• 13.7m	0	28
• 11.6m	87	0
• 11.5m	0	140
• 10.4m	0	80
• 10.0m	87	0
• 9.0m	0	40
• Semi Detached (15.0m – 7.5m/unit)	130	0
Sub-Total 1 (Singles & Semi's)	304	288
• Street Townhouse (6.0m per unit)	47	32
• Mixed Use	164-493	196
Sub-Total 2 (Towns and Mixed Use)	211-540	228
• Future Lot & Blocks	3	0
TOTAL	518-847	516

The changes to the plan are, for the most part, limited to lotting adjustments and an increase in size of the western mixed use block (Block 257). The redline application is **not** proposing any change to the limits of development or the width of collector roads. **Figure 3** illustrates the redline changes to the draft plan of subdivision.

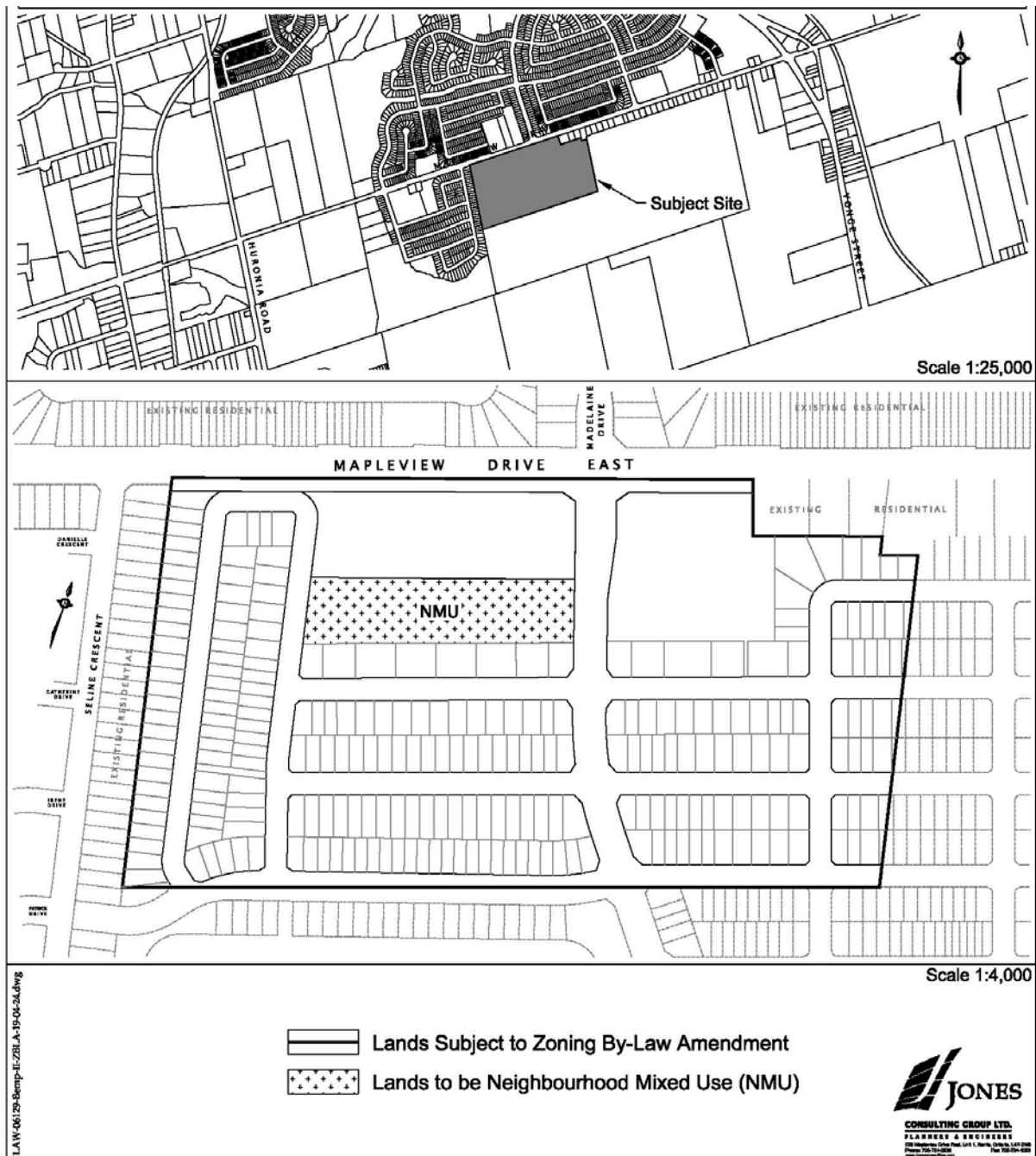
*BEMP Holdings 2 Inc. & Honeyfield Bemp 2 Limited, Planning Justification Brief
The Jones Consulting Group Ltd.*



3.2 Zoning By-law Amendment

The application for Zoning By-law Amendment affects a portion of the subject lands south of the Mixed Use block (formerly Block 294, now Block 257) located on the west side of Madelaine Drive. A Zoning By-law Amendment (By-law 2017-136) was approved on December 20, 2017 that zoned the subject lands Neighbourhood Residential (R5) and Neighbourhood Mixed Use (NMU). The proposed Zoning By-law Amendment would rezone an additional 1.23 hectares of land from Neighbourhood Residential (R5) **to** Neighbourhood Mixed Use (NMU) to recognize the redline revision to enlarge the western mixed use block. **Figure 4** contains the draft Zoning By-law Amendment Schedule illustrating the area proposed for the rezoning.

Figure 4: Draft Zoning By-law Amendment Schedule



4.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed applications have regard to the Planning Act, are consistent with the Provincial Policy Statement, and conform to the Growth Plan, Lake Simcoe Protection Plan, and the City of Barrie Official Plan. For additional policy analysis detail, please refer to the Planning Justification Report dated July 2017 that accompanied the original subdivision and Zoning By-law Amendment applications.

4.1 Planning Act (R.S.O. 1990 c. P.13)

The following subsections assess how the applications have regard to matters of Provincial Interest and the subdivision criteria.

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Act) and Subdivision of land (Sections 50 and 51).

The matters of provincial interest have been listed below, along with an explanation of how the proposed applications have regard to those matters.

a) the protection of ecological systems, including natural areas, features and functions;

There are no significant natural heritage features on the subject lands, and the proposed Redline Subdivision application and Zoning By-law Amendment will have no impact on any natural heritage features.

b) the protection of the agricultural resources of the Province;

The subject lands and lands to the southeast are located within the City of Barrie settlement area and are designated for residential development.

c) the conservation and management of natural resources and the mineral resource base;

No mineral resources have been identified within the Hewitt's Secondary Plan area, and there are no natural heritage resources on the subject lands as outlined in point a) above.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

There are no buildings on the property, and a Stage 1-2 Archaeological Assessment was prepared by AMICK Consultants and cleared by the Ministry of Tourism, Culture and Sport on November 26, 2012.

e) the supply, efficient use and conservation of energy and water;

The City of Barrie has invested significant monies in upgrading their water and wastewater treatment plans. The proposed development, and the corresponding Development Charge payments will, in part, reimburse the City for those expenses.

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the site plan approval process.

The development, as proposed to be modified, efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The proposed development will conform to the updated Master Plans.

A Multi-Modal Active Transportation Master Plan has been prepared for the Hewitt's Secondary Plan, and all new development, including the proposed plan of subdivision, is required to conform to this document.

g) the minimization of waste;

The proposed residential development will adhere to the City's waste management program.

h) the orderly development of safe and healthy communities;

The proposed development falls within Phase 1 of development according to the Hewitt's Secondary Plan. The subdivision has been designed in consideration of Crime Prevention through Environmental Design principles.

i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Development applications in the City of Barrie are reviewed by their in-house accessibility coordinator. Implementing specific requirements such as the location of curb cuts and tactile warning surfaces in accordance with Ontario Provincial Standards (OPSD) occurs at the detailed design stage, prior to construction. Specific to the enlarged mixed use block, matters concerning accessibility will be reviewed during the site plan approval process.

j) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

The Hewitt's Secondary Plan has identified locations for seven schools, parks and open spaces, a recreation centre, and a public library. Abutting lands extending to Yonge Street and Lockhart Road have been planned for seven parks, two elementary schools, a high school, a community centre, and a public library.

k) the adequate provision of a full range of housing, including affordable housing;

The Hewitt's Secondary Plan is a master planned community that will contain approximately 12,000 dwelling units where approximately 26,000 people will reside. The Secondary Plan requires a full range of housing. Dedicated affordable housing units are proposed southeast of the subject lands.

l) the adequate provision of employment opportunities;

The Hewitt's Secondary Plan is located in the City of Barrie that contains a full range of employment opportunities, including future employment opportunities in the Salem Secondary Plan area. In addition, population related employment opportunities will arise as commercial and institutional development occurs.

m) the protection of the financial and economic well-being of the Province and its municipalities;

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained. The Hewitt's Secondary Plan developers have supported the City by front-funding environmental assessments, and infrastructure design and construction.

n) the co-ordination of planning activities of public bodies;

The City has signed a service review agreement with the Lake Simcoe Region Conservation Authority, and circulation of the proposed applications will occur to all agencies and public bodies identified in the Planning Act.

o) the resolution of planning conflicts involving public and private interests;

The subdivision and Zoning By-law Amendment applications were approved following public consultation. No conflicts between public and private interests were identified.

p) the protection of public health and safety;

The subdivision has been designed in consideration of Crime Prevention through Environmental Design principles. In addition, the Building Department and emergency services (Fire, Police) will be circulated a copy of the proposed application for comment.

q) the appropriate location of growth and development;

The Hewitt's Secondary Plan is a master planned community that will contain approximately 12,000 dwelling units where approximately 26,000 people will reside. Extensive master planning occurred to identify the appropriate location of growth prior to approval of the Secondary Plan. The City has confirmed that the proposed applications generally conform to the Hewitt's Secondary Plan.

r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The approval of the Hewitt's Secondary Plan was supported by a Multi-Modal Active Transportation Master Plan that assessed road standards to support transit and pedestrian trails. The proposed subdivision conforms to this Master Plan.

s) the promotion of built form that,

- a. is well-designed,*
- b. encourages a sense of place, and*
- c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- d. the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The application will be reviewed by City staff in consideration of the City's Official Plan policies regarding Urban Design, as well as the specific Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plan areas.

4.1.2 Planning Act – Subdivision Criteria

Section 51(24) of the Planning Act requires a number of subdivision criteria to be regarded in order to protect the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.

The subdivision criteria have been listed below, along with an explanation how the proposed applications have regard to those matters.

a) effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

Refer to Section 4.1.1 of this Report.

b) whether the proposed subdivision is premature or in the public interest;

The proposed subdivision has been deemed by the City of Barrie to generally conform to the Hewitt's Secondary Plan which is a master plan community that contributes to the long-term goals of the City, including to continue to develop as a complete community. The secondary plan contains phasing policies that ensure that the financial and infrastructure requirements to service growth are planned and/or in place prior to final approval.

c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposed subdivision has been deemed by the City of Barrie to generally conform to the Hewitt's Secondary Plan, and the proposed redline revisions to the subdivision maintain this conformity.

The proposed revisions to the subdivision continue to conform to the Master Plan and the City's Official Plan.

d) the suitability of the land for the purposes for which it is to be subdivided;

The proposed subdivision has been deemed by the City of Barrie to generally conform to the Hewitt's Secondary Plan, which is a master planned community that planned a variety of land uses to accommodate a future population of approximately 26,000 persons.

In our opinion, the proposed revisions to the subdivision continue to conform to the Master Plan, the City's Official Plan and represent an appropriate form of development adjacent to existing and proposed subdivisions.

e) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

The design intent of enlarging the mixed use block is to create additional medium to high density units. We expect that some of those units will be affordable by definition, and others, due to their smaller size, will be more affordable units than the ground oriented development it replaces. The Owner's have also agreed to offer second suite packages to purchasers in some of the units which will introduce more affordable rental units.

Lastly, it should also be noted that dedicated affordable housing units are proposed elsewhere in the Hewitt's Secondary Plan.

f) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

Detailed engineering design drawings will be prepared prior to final approval.

g) the dimensions and shapes of the proposed lots;

The redlined subdivision plan proposes alterations to the draft approved lotting that retains the general intent of the draft plan approval to include a variety of singles, townhouses and mixed use units. Semi-detached units were also added to the mixture of housing types.

h) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

The lands are generally zoned for their use and development standards of the applicable zones will be respected. An application for Zoning By-law Amendment seeks to expand the mixed use zone limit in conjunction with the changes proposed to the mixed use block west of Madelaine Drive.

i) conservation of natural resources and flood control;

Development is not proposed within the limits of the natural heritage system.

j) the adequacy of utilities and municipal services;

A detailed engineering design package will be submitted and accepted by City Engineering prior to Final Approval being granted.

k) the adequacy of school sites;

Several new schools will be developed in proximity to these lands, including two elementary schools to the east, and a high school and elementary school to the south. The locations and configurations of those school sites have been reviewed and approved by the respective School Boards.

l) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

There are no areas of lands within the subdivision that will be conveyed or dedicated to the City of Barrie for public purposes outside of the Mapleview Drive widening and the collector and local streets within the plan.

m) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The proposed development is a compact form that efficiently uses infrastructure in accordance with the requirements of the Growth Plan. Building construction will adhere to the energy conservation requirements of the Ontario Building Code.

n) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

Development of the mixed use blocks will be subject to site plan control.

4.2 Provincial Policy Statement (PPS), 2014

The Provincial Policy Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The original subdivision and Zoning By-law Amendment applications consistency with the PPS was reviewed in the Planning Report, dated February 2017, prepared and submitted by The Jones Consulting Group Ltd. in support of the applications, and by Staff in their report PLN037-17 that was approved by General Committee in December 2017. Paragraph 31 of that report noted as follows:

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.

As noted in Section 3 of this Report, the proposed revisions to the Plan of Subdivision relate to lot type adjustments, primarily to facilitate an expanded mixed use block west of Madelaine Drive, to increase the opportunity for provision of high density residential units and potential retail uses which will support the achievement of density targets, complete communities, and transit-supportive development. These changes continue to provide for an efficient use of land, a range of uses, and a mixture of housing types. The lotting adjustments, which may result in 2-331 additional lots/units, can be serviced by appropriate levels of infrastructure.

Further, the application for Zoning By-law Amendment proposes to expand the boundaries of an approved Mixed Use zone on the subject lands. The expansion of this zone is consistent with the Provincial Policy Statement for the following reasons:

1. The proposed changes to the draft plan remain generally consistent with the original draft approved plan that was determined to be consistent with the PPS.
2. The application would increase the density of the Draft Approved Plan of Subdivision and create opportunities for additional residential units and potential additional retail or service commercial uses adjacent to an arterial road (Mapleview Drive) at the intersection of a major collector road (Madelaine Drive). The application seeks to use land within the subdivision more efficiently, by creating opportunities for additional units that can be accommodated by the planned infrastructure for the site and that will support existing and planned transit services. (1.1.3.2)
3. The Hewitt's Secondary Plan was approved after, and consistent with, the coming into effect of the 2014 Provincial Policy Statement. Correspondingly, the proposed expanded Mixed Use block implements the alternative layout identified for the subject lands on the Hewitt's Secondary Plan - Master Plan contained in Appendix 9B of that document.

The Hewitt's Secondary Plan was supported by a comprehensive level of technical detail and master planning associated with infrastructure planning and implementation, Class Environmental Assessments, natural heritage system planning, multi-modal and active transportation, growth management, and financial impact assessments. The policies of the Secondary Plan have been extensively reviewed by the City, agencies, the public, landowners and in part by the former Ontario Municipal Board. Both the primary and alternative layouts were implemented in the Master Plan, which is consistent with the Provincial Policy Statement.

4.3 The Growth Plan for the Greater Golden Horseshoe

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

The original subdivision and Zoning By-law Amendment applications conformity with the July 2017 version of the Growth Plan was reviewed by Staff in their report PLN037-17 that was approved by General Committee in December 2017. Paragraphs 33 and 34 of that report noted as follows:

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.

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.

The applications for Redline Revision and Zoning By-law Amendment will facilitate an increasingly compact development that provides additional opportunities for residential density and access to everyday convenience uses. Furthermore, the applications offer a transit-supportive neighbourhood density that is greater than the Draft Plan of Subdivision approval.

The proposed redline revision and Zoning By-law Amendment conforms to the 2019 Growth Plan as evidenced by the following:

- The enlargement of the of the western mixed use block (Block 257) will permit an increased mixture of land uses (residential and commercial), a greater range of housing options, including affordable housing, in a more compact built form, within a designated settlement area (the City of Barrie) on full municipal services (S. 2.2.1.2a; 2.2.1.4 a,c,d; 2.2.6.1a).
- The proposed subdivision, including the mixed use blocks, will incorporate low impact development facilities to enhance stormwater management, phosphorus and water balance (S. 2.2.1.4g).
- The enlarged mixed use block (Block 257) is located on an arterial road with direct access (1.6 kilometres away) to a major transit station area (S. 2.2.4). Furthermore, any potential retail and office uses within the western mixed use block will be supported by active transportation infrastructure (including adjacent multi-use trails on Maplevue Drive East) and public transit (S. 2.2.5.3).
- In accordance with the Growth Plan's Greenfield Density target of 50 people and jobs per hectare (Policy 2.2.7.2), the proposed revised plan of subdivision would achieve a density of between 76 to 106 people & jobs per hectare.
 - The residential component is derived from 518-847 residential units generating between 1,391 to 1,940 people living on these lands. The estimate of people assumes the persons per unit by type provided by Watson's as part of their 2019 Development Charges By-law Update including: 3.247 for singles & semi's, 2.571 for multiples and 1.669 for apartments.
 - The employment component is derived from approximately 96-126 jobs being generated from office uses, retail uses, and home based businesses.

- The revised subdivision adheres to the City’s recently revised Master Plans, including, but not limited to the Water & Wastewater Master Plan and the Multi-Modal Active Transportation Master Plan (S. 3.2.1.2, 3.2.3, 3.2.6).
- The proposed revised subdivision is supported by a Subwatershed Impact Study and Stormwater Management Report (S. 3.2.7.2).
- The proposed revised subdivision is located outside of key natural heritage features (S. 4.2.2), key hydrologic features (4.2.3), and there are no cultural heritage resources on the lands (S. 4.2.7).

4.4 The Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed.

In fulfillment of the watershed policies of the LSPP the Hewitt’s Landowners Group retained a number of consultants to prepare a detailed Subwatershed Impact Study (SIS) that was reviewed and accepted by the Lake Simcoe Conservation Authority and the City of Barrie. The detailed engineering design of the subdivision will be prepared in conformity with the SIS and a design charrette held with the City of Barrie and the Lake Simcoe Region Conservation Authority (LSRCA) in the spring of 2017. The detailed design will be submitted to the City and the LSRCA in the summer of 2019 and will include Low Impact Development facilities, and calculations relating to phosphorus loading and water balance.

The LSRCA has also issued a site alteration permit to permit vegetation removal, infilling and grading.

In my opinion, the proposed revised subdivision, including the enlarged Mixed Use block conforms to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

The original subdivision and Zoning By-law Amendment applications conformity with the City’s Official Plan, including the Hewitt’s Secondary Plan was reviewed in detail in the February 2017 Planning Justification Report prepared by The Jones Consulting Group Ltd., as well as in City of Barrie Staff Report PLN037-17 that was approved by General Committee in December 2017. Section 45 of the Staff Report summarizes the application’s conformity with the Official Plan as noted below:

The range of housing opportunities and the overall neighbourhood design of this proposed subdivision achieve the required density targets in the Hewitt’s Secondary Plan. The proposal also achieves the design goals of the Secondary Plan, including the development of compact built-form across an integrated grid-street pattern to support efficient service delivery, neighbourhood access, and overall connectivity and walkability. As such, staff are satisfied that the proposed development is consistent with the Hewitt’s Secondary Plan (OPA 39) and therefore an amendment to the Secondary Plan is not required.

For the reasons noted in the reports noted above, and the analysis contained in the following subsections, we are of the opinion that the applications continue to conform to the City of Barrie Official Plan, including the Hewitt’s Secondary Plan.

4.5.1 Nature of the Proposed Changes

The revisions to the draft plan and the associated Zoning By-law Amendment do not fundamentally change the nature of the subdivision. The changes primarily relate to the enlargement of the mixed use block, which resulted

in the removal of former local Street 'D', as well as lotting changes that are preferred by the Owner/builder in addition to lotting and design changes to implement the City's Transportation Design Manual.

4.5.2 Master Plan Conformity & Mixed Use Policies

In accordance with Section 9.4.2 c) of the Hewitt's Secondary Plan, a Conformity Plan was approved by the City of Barrie prior to the submission of the original subdivision and rezoning applications. The purpose of the Conformity Plan was for the City to review, and ultimately determine, whether the plan of subdivision was generally consistent with the Master Plan contained in Appendix 9B of the Secondary Plan. Where a plan has been deemed to be 'generally consistent with the Master Plan', development may proceed without the preparation of an area design plan.

The Hewitt's Master Plan does not contain specific lotting types, and instead is a higher level plan that contains the general road layout and the location/configuration of public spaces such as parks, schools and other land uses such as mixed use areas. Aside from the enlargement of the western mixed use block, the lotting and Transportation Design Manual changes to the draft plan are at a finer grain than contemplated by the Master Plan.

Specific to the mixed use blocks, the Master Plan contains both a primary and alternative layout for those blocks as summarized in the table below and illustrated in **Figure 5**. It should be noted that the Master Plan does not contain dimensions or areas; however, for comparison purposes we have included dimensions in Figure 5.

	West Mixed Use Block		East Mixed Use Block	
	Dimensions	Area	Dimensions	Area
Primary Master Plan Mixed Use Layout	72m x 139m	0.96 ha.	69m x 118 m	0.82 ha.
Alternative Master Plan Mixed Use Layout	134m x 144m	2.03 ha.	119m x 144m	1.71 ha.
Original Draft Plan Mixed Use Layout	64m x 210m	1.36 ha.	130m x 119m	1.51 ha.
Redline Draft Plan Mixed Use Layout	120m x 210m	2.59 ha.	130m x 119m	1.52 ha.

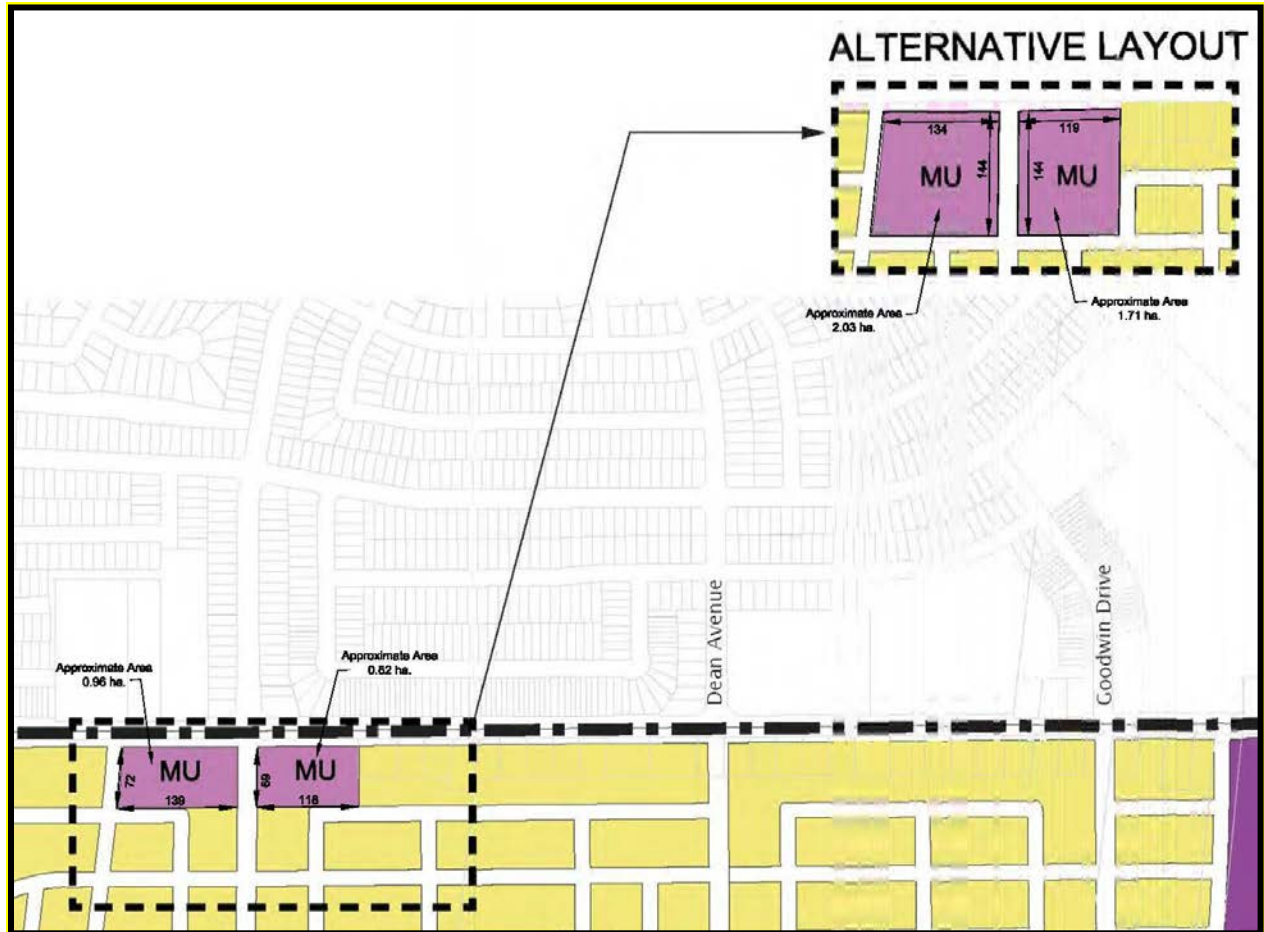
The combined Primary Master Plan layout for both the western and eastern mixed use blocks is 1.78 hectares compared to 3.74 hectares for the Alternative Master Plan layout. The area of the mixed use blocks on the original draft plan comprised 2.87 hectares, which is 0.87 hectares less than the Alternative Master Plan layout. By comparison, the redline Draft Plan mixed use layout proposes 4.11 hectares, which is 0.37 hectares larger than the Alternative Master Plan layout. In my opinion, this 0.37 hectare extra area remains generally consistent with the Master Plan and the Hewitt's Secondary Plan for the following reasons:

- The Mixed Use areas on the Hewitt's Master Plan are approximate and not planned around specific dimensions or areas. Instead, the Master Plan was designed based on relationships to streets and intersections and to contain sufficient frontage along Mapleview Drive to activate the streetscape. As noted above, the Master Plan does not contain dimensions or areas, and those have been shown on Figure 5 solely for comparison purposes.
- The Mixed Use Nodes and Corridor land use policy 9.5.4.3 a) states that the mixed use boundaries are approximate and subject to adjustment during the development review process. More specifically, the policy reads as follows:

The boundaries of the [mixed use] Nodes and Corridors are conceptual and may be expanded through the development review process where required to better achieve the City's goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review.

- The Residential Area permitted uses are listed in Section 9.5.7.2 which permit 'high density residential uses such as stacked townhouses and apartments at a maximum density of 100 units per net hectare', and among others uses, local convenience commercial facilities are also permitted. These uses are permitted when they are located on major collector and arterial roads. The mixed use blocks are located adjacent to Mapleview Drive East, which is an Arterial Road, and Street 'A' (Madeline Drive) which is a Major Collector Road.

Figure 5: Master Plan Mixed Use Layout (including Alternative Layout)



4.5.3 Density Targets

Policies 9.5.4.3 and 9.5.7.3 provide minimum and maximum densities for mixed use, low and medium density development as follows:

- Low Density: Minimum of 20, and maximum of 40 units per net hectare.
- Medium Density: Minimum of 30 and maximum of 70 units per net hectare.
- Mixed Use Density: Minimum of 50 and maximum of 120 units per net hectare.

Net hectare is defined in Section 9.8.7.9 of the Hewitt's Secondary Plan to "be calculated based on the area of the lot excluding all other areas with the exception of one half of the local road on which the lot fronts". Net Developable area is separately defined in Section 9.8.7.4 of the Plan as being all lands available for development including residential, employment uses, open space and infrastructure, but excluding the natural heritage system, infrastructure rights-of-way and existing uses.

By comparison, the parent Official Plan (Policy 4.2.2.2 a) contains separate definitions for low density and medium/high density in the calculation of net residential hectare. Low density net residential hectare means the area of land utilized for the residential dwelling units including the lot area and the local residential streets but excluding Open Space and Environmental Protection Lands. Medium/high density net residential hectare means the area of land utilized for residential dwelling units including the lot area but excluding local residential streets, Open Space and Environmental Protection Areas.

Relying on the definition of “Net Hectare” in Section 9.8.7.9 of the Secondary Plan, the subdivision proposes densities in accordance with the Official Plan as outlined below:

- i) **Low Density:** The subdivision proposes approximately 27.4 low density units per net hectare (307 units / 11.22 hectares). The unit count represents the 304 defined low density lots plus the equivalent of 3 future lots. The 11.2 hectares represents the area of low density lot area (8.86 hectares) plus one half of the area of the local roads upon which the low density lots front (2.36 hectares).
- ii) **Medium Density:** The subdivision proposes approximately 41.6 medium density units per net hectare (47 units / 1.13 hectares). The unit count represents 47 defined townhouse units. The 1.13 hectares represents the area of street townhouses blocks (0.86 hectares), plus one half of the area of the local roads upon which the townhouse blocks front (0.27 hectares).
- iii) **Mixed Use Medium/High Residential Density:** The subdivision proposes approximately 38.8 – 116.8 mixed use residential units per net hectare (164-493 units / 4.22 hectares). The unit count represents a minimum of 164 units (medium density) to a maximum of 493 units (high density) within the two mixed use blocks. The 4.11 hectares represents the area of mixed use blocks (4.11 hectares), plus one half of the area of the local roads upon which the mixed use blocks front (0.11 hectares).

4.6 City of Barrie Zoning By-law

A site-specific Zoning By-law Amendment was approved by the City of Barrie on December 20th, 2017 for the subject lands. The amendment rezoned the lands from Agricultural General (AG) and Environmental Protection (EP) to Neighbourhood Residential (R5) and Neighbourhood Mixed Use (NMU). The approved zoning was implemented by the Draft Approved Plan of Subdivision.

An application for Zoning By-law Amendment is now required to facilitate the enlargement of the western mixed use block. Specifically, the western mixed use block extends into an area previously zoned Neighbourhood Residential (R5). This area will need to be rezoned to the Neighbourhood Mixed Use (MMU) zone. No other zoning changes are required to implement the technical changes to the draft plan and no special provisions are proposed.

5.0 CONCLUSION

This report reviewed the land use planning merits of applications for Revision to a Draft Approved Plan of Subdivision and a Zoning By-law Amendment for the lands located at 515 Mapleview Drive East in the City of Barrie.

In our professional planning opinion, the applications represent good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

THE JONES CONSULTING GROUP LTD.



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Planner



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