
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (1701390 ONTARIO LTD. AND 1701391 ONTARIO LTD.) – 658 AND 662 MAPLEVIEW DRIVE EAST

WARD: 9

PREPARED BY AND KEY CONTACT: C. KITSEMETRY, RPP, SENIOR PLANNER, EXT. 4430

SUBMITTED BY: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by MHBC Planning Limited on behalf of 1701390 Ontario Ltd. and 1701391 Ontario Ltd. to rezone the lands known municipally as 658 and 662 Mapleview Drive East from 'Residential Single Detached First Density' (R1) to 'Mixed Use Node - Special Provision' (MU1)(SP-XXX), be approved.
2. That the following Special Provision (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) The parcels shall be treated as one for the purpose of zoning conformity together with the adjacent lands known municipally as 800 Yonge Street zoned as 'General Commercial – Special Provision' (C4)(SP-348) for development standards purposes.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application, and as identified within Staff Report DEV009-20.
4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (DEV009-20) (File: D14-1688)

PURPOSE & BACKGROUND

Report Overview

5. The application before the City is to request an amendment to the Zoning By-law to change the zone of 658 and 662 Mapleview Drive East from 'Residential Single Detached First Density' (R1) to 'Mixed Use Node - Special Provision' (MU1)(SP-XXX) to reflect the designation of the lands as part of the Major Transit Station Node. No development concept has been proposed at this time. The Special Provision has been requested to treat the subject parcels as one lot together with the adjacent lands for the implementation of zoning standards. Staff are recommending approval of the subject application as the lands are considered to be appropriate for future development as part of an integrated mixed-use concept in the Major Transit Station Node.

Site and Location

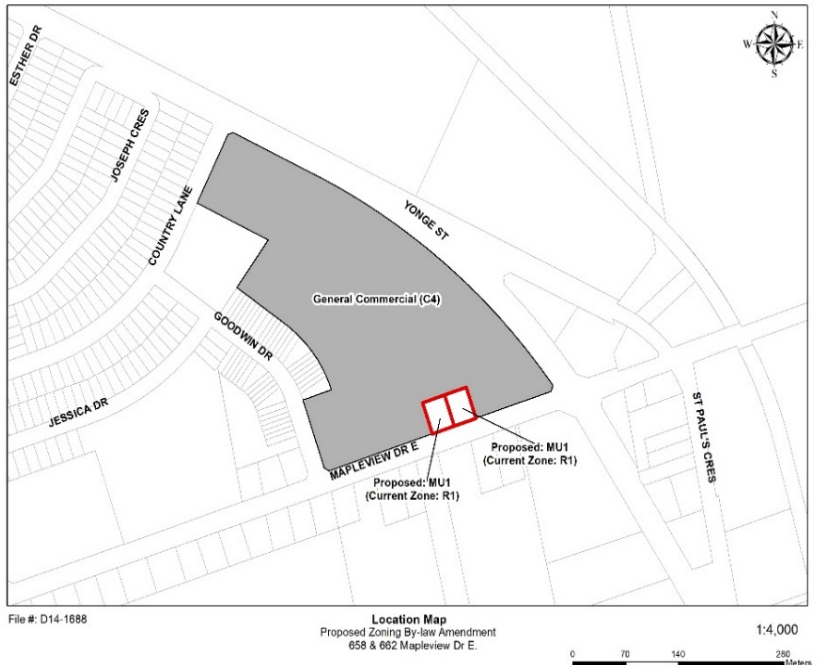
6. The subject lands are known municipally as 658 and 662 Maplevue Drive East and are located on the north side of Maplevue Drive East between Goodwin Drive and Yonge Street, within the Painswick South Secondary Planning Area.
7. The site, including both parcels, is approximately 0.25 hectares in size with a combined frontage of 60.0 metres on Maplevue Drive East. The site is in close proximity to the Barrie South GO Station, has access to transit and active transportation options and is in general proximity to major commercial uses.
8. The existing land uses surrounding the subject property are as follows:

North Vacant lands zoned 'General Commercial' (C4)(SP-348)

South Maplevue Drive East and future residential development

East Vacant lands zoned 'General Commercial' (C4)(SP-348) and Yonge Street

West Vacant lands zoned 'General Commercial' (C4)(SP-348), and Goodwin Drive



Existing Policy

9. The subject lands are designated 'Residential' in the City's Official Plan and included in the area identified as a Major Transit Station Node on Schedule I – Intensification. The properties are currently zoned 'Residential Single Detached Dwelling First Density' (R1) pursuant to Zoning By-law 2009-141.

Supporting Information

10. In support of the application, a Planning Justification Report (MHBC Planning, December 2019) was submitted to provide detail about the requested rezoning and the future development opportunities for the site. This study can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward9/Pages/658-and-662-Maplevue-Drive-East.aspx>

Public Consultation

11. A Neighbourhood Meeting was held on January 8, 2020. The meeting was attended by three (3) residents as well as the planning consultant team, Ward 9 Councillor Sergio Morales, and City planning staff. The comments from residents included general discussion about the future land uses in the area and the potential for this application to impact property values.
12. A Public Meeting was held on January 21, 2020. A memorandum was provided by planning staff, and two (2) residents provided verbal comments regarding the proposed amendment and potential redevelopment of the properties.
13. The comments and concerns expressed by the residents at the neighbourhood meeting, the public meeting and correspondence provided to staff, are outlined in the Public Comment section of this report. This section provides a list summarizing the comments and includes a corresponding response from staff to demonstrate that the issues have been included in the review of this application to the greatest extent possible.

Public Comments

14. **Ultimate buildout of the site**

The integration of the subject properties into the future development in this area will be a priority of planning staff for any project moving forward. The site specific provision to have the subject parcels treated as one with the adjacent lands known municipally as 800 Yonge Street for development standard purposes, as well as the implementation of site plan control, will ensure that a coordinated development concept is submitted for these lands.

15. **Anticipated development in the community and impact on existing residents**

Mapleview Drive East is currently undergoing infrastructure improvements and a substantial influx of residential developments are approved and under construction. The community is going through significant changes and the City is making every effort to provide information to existing residents about the ongoing development in this area. In the case of the subject properties, the single detached units were demolished in 2007 and subsequently, the current zoning is no longer appropriate.

Department & Agency Comments

16. The application to amend the zoning on the subject lands was circulated to staff in various departments and to several external agencies for review and comment. As the application is to change the land use permissions for the properties, the comments received were generally limited to the standard requirements for development at a later date. Should Council approve the subject application, all technical matters associated with the integrated development of these lands, including site design, traffic and transportation circulation, municipal water and sewer infrastructure connections, the provision of utilities and stormwater management (LIDs, water budget, phosphorus loading), will be examined at the site plan control stage.
17. Staff have confirmed that any necessary expropriation and/or dedications needed for the scheduled/ongoing municipal service installation and Mapleview Drive East improvements have been acquired by the City in order to provide a 5-lane cross section at this location. However, at the time of site plan control, an additional dedication of 2 metres along with restrictions on 3.5 metres will be required across the Mapleview Drive East frontage to accommodate future transportation needs.

ANALYSIS

Policy Planning Framework

18. The following provides a review of the application in accordance with applicable provincial and municipal policy documents.

Ontario Planning Act, R.S.O. 1990

19. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>.
20. The potential for a mixed-use development at this location is consistent with this policy as it is located within the settlement area of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit and schools. If developed accordingly, the development would provide for an alternate housing type in this neighbourhood with a compact built form that minimizes impacts to climate change. The properties are in proximity of the Barrie South GO Station and the development will be designed to encourage walkability and support active transportation.

Provincial Policy Statement (2020) (PPS)

21. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
22. Policies 1.1.3.1, 1.1.3.2 and 1.1.3.3 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed amendment is consistent with these policies as the subject lands are located within the settlement area of Barrie, will utilize existing and available infrastructure and will provide the opportunity for a mix of land uses in a compact form that minimizes impacts to climate change and promotes the use of the local and regional transit network as part of the future development of the lands.
23. Based on the foregoing, staff are of the opinion that the proposed development is consistent with the Provincial Policy Statement (2020).

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

24. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan) is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It

provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-greater-golden-horseshoe-place-to-grow-english-15may2019.pdf>.

25. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of the plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
26. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
27. The proposed zone permits a mix of land uses, including higher density residential uses and commercial opportunities within the existing built boundary, and conforms to these guiding principles as it is designed to support healthy and active living and meet people's needs through the provision of commercial uses, direct access to the local transit network and proximity to the Barrie South GO Station as well as active transportation alternatives.
28. Staff have reviewed the relevant policies and are of the opinion that the proposed development conforms with the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan (OP)

29. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
30. As previously noted, the subject lands are designated 'Residential' within the City's Official Plan. Lands that are designated 'Residential' are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria. However, the lands are also identified as part of the Major Transit Station Node on Schedule I - Intensification. Section 4.9 Mixed Use policies apply to lands located in Intensification Nodes and Corridors and per 4.9 (b) take precedence over other land use policies contained in Section 4.2 - Residential and 4.3 - Commercial.

Mixed Use

31. In accordance with policy 4.9.1, the goals for mixed-use development include:
 - (a) To plan for new medium and high-density development that supports an appropriate mix of residential, commercial, and institutional uses.

- (b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.
 - (c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit.
 - (d) To establish the Intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.
32. Policy 4.9.2.1 outlines that mixed-use areas will permit a variety of residential, commercial, and institutional uses, and that a variety of medium and high density residential uses in a range of types, sizes, affordability, and tenure, are encouraged throughout the mixed-use areas to increase the resident population, accommodate for the City's population growth, and to create a local market for commercial uses.
33. Staff are of the opinion that the proposed amendment is consistent with the goals and policies of the Official Plan as it relates to providing the opportunity for development in the Major Transit Station Node. Further justification is also provided by policy 4.9.2.2 which states that the City will generally not support rezoning applications that result in a decrease in density or a reduction in the variety of uses on a property within the mixed-use areas.
34. In addition to permitted use provisions, policy 4.9.2.3 outlines design policies including that all lands located within the intensification nodes and corridors will be subject to site plan control and will consider the recommendations of the Intensification Area Urban Design Guidelines. Staff are confident that the required design and development permissions can be implemented through a future planning process, including but not limited to, an integrated development concept for the entirety of the lands making up the northwest intersection of Mapleview Drive East and Yonge Street.

Servicing and Transportation

35. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
36. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies through the site plan control process.
37. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. The proposed redevelopment of these lands conforms to these policies through the permissions for increased density to support the local transit service, regional transit service and active transportation linkages.
38. Based on the policies outlined above, staff are of the opinion that the proposed amendment conforms with the goals and policies of the Official Plan as the amendment will provide opportunities for development in the Major Transit Station Node.

Comprehensive Zoning By-law 2009-141

39. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from 'Residential Single Detached First Density' (R1) to 'Mixed Use Node with Special Provisions' (MU1)(SP-XXX).
40. Zoning By-law 2009-141 can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/ZONING%20BY-LAW%202009-141%20CONSOLIDATION%202018-12-31.pdf>
41. The Mixed Use Node (MU1) Zone has been requested to facilitate the future development of the lands in concert with the surrounding lands zoned as 'General Commercial' (C4)(SP-348). The MU1 Zone provides a greater mix of land uses and development options which are generally influenced by mixed-use policies of the Official Plan for intensification nodes and corridors. The Mixed Use policies of the Official Plan take precedence over both residential and commercial land use policies.

Special Provisions (SP)

42. As noted above, the applicant has requested to rezone the subject lands to 'Mixed Use Node with Special Provisions' (MU1)(SP-XXX). The special provision (SP) has been requested to permit zoning standards to be applied across the subject lands, and together with the adjacent lands known municipally as 800 Yonge Street, the development standards would be consistent for the entire lands. Correspondence has been received from the owner of the adjacent lands (800 Yonge Street) to support this request.
43. Staff have recommended the SPs be approved as the rezoning would assist with integrating these lands into a larger development concept. The requested SPs to permit zoning to apply across lot lines as well as with the adjacent lands for development standard purposes is anticipated to further the ability to integrate the subject parcels. The lands are located on a prominent corner of the Major Transit Station Node and development of these lands should be coordinated and meet the intent of the City's intensification objectives.

Site Plan Control

44. The development of the project would be subject to site plan control as per Official Plan policy 4.9.2.3 (a) that states all lands located within Intensification Nodes and Corridors is subject to site plan control, as well as Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site plan control addresses the detailed design and technical design elements of a proposed development in accordance with current policy, standards, and design guidelines, including but not limited to, the Intensification Area Urban Design Guidelines.

Summary

45. It is the opinion of staff, that the proposed zoning by-law amendment to permit mixed use on property within an identified Major Transit Station Node is appropriate and is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the City's Official Plan. Should the application be approved, staff are satisfied that the detailed design elements will be adequately addressed through the subsequent site plan control process.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

46. There are no environmental and climate change impact matters related to the recommendation.

ALTERNATIVES

47. The following alternatives are available for consideration by Planning Committee:

Alternative #1

Planning Committee could refuse the subject zoning by-law amendment application and maintain the current 'Residential Single Detached' (R1) Zone on the subject lands.

This alternative is not recommended as the subject lands in the Major Transit Station Node provide an opportunity for a higher density residential use and/or mixed-use development that would represent a more efficient use of land and municipal infrastructure. In addition, Official Plan policies encourage support of rezoning applications that provide an increase in density and variety of uses on a property within Intensification Areas.

Alternative #2

Planning Committee could approve the subject zoning by-law amendment application without the requested Special Provision (SP) to treat the properties as one for the purpose of zoning and with adjacent lands for development standard purposes to facilitate a larger development concept.

This alternative is not recommended as the individual lot areas for the subject parcels (658 and 662 Maplevue Dr. E.) cannot be effectively developed for mixed use. Staff have recommended approval for the rezoning application to initiate the redevelopment of these lands in concert with adjacent properties to provide the opportunity for an efficient and complete design.

FINANCIAL

48. Given that the subject lands, when developed, will be subject to site plan control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required.
49. Given that the lands are vacant and there is no development concept under review at this time, detailed financial estimates cannot be provided for the purpose of this application. However, it is anticipated that municipal property tax revenue would be increased following zoning approval and/or future build-out of the site and any future development of the lands would be subject to applicable development charges and building permit fees.

LINKAGE TO 2018-2022 STRATEGIC PLAN

50. The recommendations included in this Staff Report support to the following goals identified in the 2018-2022 Strategic Plan:

☒ Building Strong Neighbourhoods

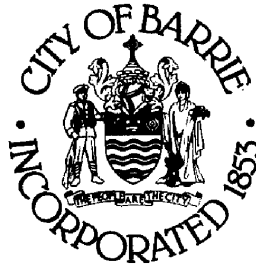
51. In accordance with Council's goals, the potential for a mixed use development at this location could include local commercial uses and the opportunity to provide higher density residential uses that

contribute to the efficient use of municipal infrastructure, has direct access to transit and the GO Train as a regional transit linkage.

Attachments: Appendix "A" – Draft Zoning By-law Amendment

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 658 Maplevue Drive East and 662 Maplevue Drive East, as shown in hatching on Schedule "A" to this By-law, from Residential Single Detached (R1) to Mixed Use Node - Special Provision (MU1)(SP-XXX) Zone and to treat these lots and the adjacent lot municipally known as 800 Yonge Street as one lot for development standards purposes.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of 658 Maplevue Drive East and 662 Maplevue Drive East from Residential Single Detached Dwelling First Density (R1) to Mixed Use Node Special Provision (MU1)(SP-XXX), as shown in hatching on Schedule "A" which is attached to this By-law.
2. **THAT** the lands known municipally as 658 Maplevue Drive East and 662 Maplevue Drive East, zoned as Mixed Use Node – Special Provision (MU1)(SP-XXX), shall be treated as one parcel together with the adjacent lands known municipally as 800 Yonge Street zoned as General Commercial – Special Provision (C4)(SP-348) for development standards purposes. The development standards that shall apply will be those set out in Table 6.3 of By-Law 2009-141 for the General Commercial (C4) Zone.
3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2020.

READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule “A” attached to By-law 2020-XXX

