
TO: **PLANNING COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT – 953 MAPLEVIEW DRIVE EAST**

WARD: **10**

PREPARED BY AND KEY CONTACT: **S. WHITE, RPP, PLANNER, EXT. 4517**

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

GENERAL MANAGER APPROVAL: **B. ARANIYASUNDARAN, P.ENG., PMP, 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 The Jones Consulting Group, on behalf of Mapleview South (Innisfil) Limited, to rezone lands municipally known as 953 Mapleview Drive East, from 'Agricultural General' (AG) to 'Neighbourhood Residential' (R5), 'Neighbourhood Multiple Residential' (RM3), 'Neighbourhood Multiple Residential' with Special Provisions (RM3)(SP-XXX), 'Neighbourhood Mixed Use' (NMU), and 'Environmental Protection' (EP), be approved.
2. That the written and oral submissions received relating to this application, have been on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV013-22 and there was one written and oral submission received from a member of the public, in addition to comments from technical staff and agencies.
3. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

4. The purpose of this Staff Report is to recommend approval of a Zoning By-law Amendment application submitted by The Jones Consulting Group, on behalf of Mapleview South (Innisfil) Limited, for lands known as 953 Mapleview Drive East (see Appendix "A" – Proposed Zoning By-law Amendment).
5. The effect of the application would be to permit the development of a residential subdivision with a total of 470 residential units consisting of the following:
 - a) 182 Single Detached Units
 - b) 61 Street Townhouse Units (Blocks 183 – 190)
 - c) 2 Medium Density Residential Blocks (Blocks 191 & 192)

- d) 1 Medium Density/Neighbourhood Mixed Use Block (Block 193)
- e) 4 Future Lots & Blocks (Blocks 194 – 196)
- f) 1 Open Space/Pedestrian Connection Block (Block 197)
- g) 3 Environmental Protection Blocks (Block 198 – 200)
- h) 1 Stormwater Management Drainage & Pedestrian Access Block (Block 201)
- i) 1 Stormwater Management Drainage & Access Block (Block 202)
- j) 1 Stormwater Management Block (Block 203)
- k) Widening and Reserve Blocks (Blocks 204 – 210)
- l) 6 Municipal Streets (Street “A” to Street “F”)

Table 1. Draft Plan of Subdivision Statistics

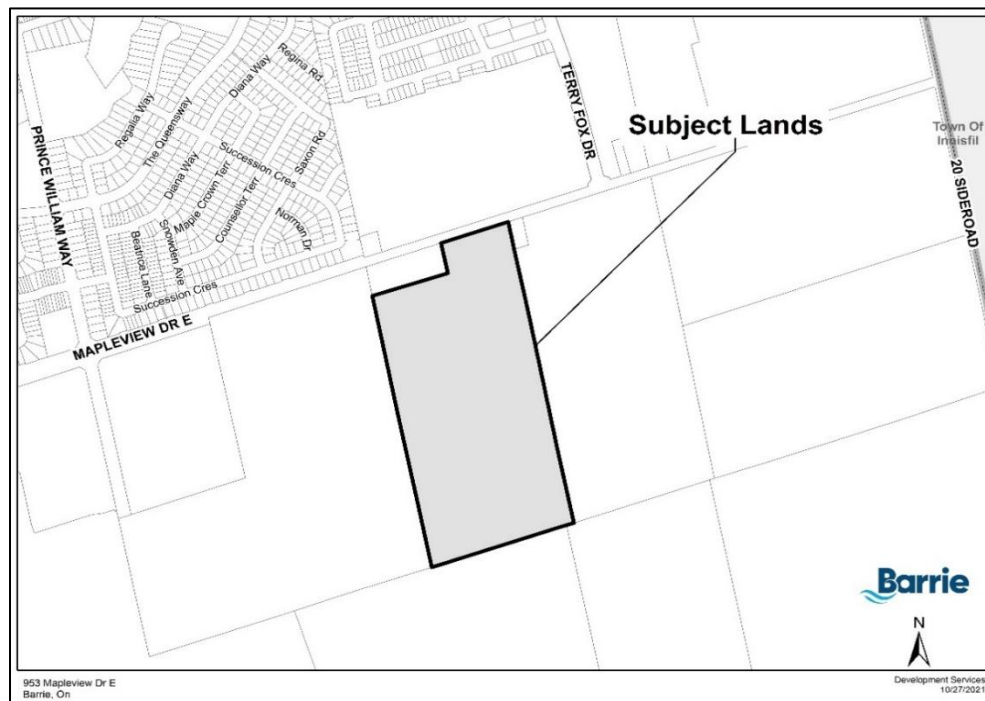
DRAFT PLAN OF SUBDIVISION STATISTICS		
Residential Uses	No. of Residential Units	Area (ha)
13.7 metre singles	47	6.33
11.5 metre singles	66	
10.4 metre singles	30	
9.0 metre singles	39	
Street Townhomes	61	1.18
Medium Density Residential	223	3.19
Future Lots & Blocks	4	0.15
Other Land Uses		
Open Space/ Pedestrian Connection	-	0.03
Environmental Protection	-	2.78
Stormwater Management & Drainage	-	1.41
Widening & Reserve	-	0.15
Roads	-	3.81
Total	470	19.03

6. The proposed Draft Plan of Subdivision is detailed in Appendix “B” to this report. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346). The lands to be zoned ‘Neighbourhood Mixed Use’ (NMU) (Block 193) and the Medium Density Blocks (Blocks 191 & 192) to be zoned ‘Neighbourhood Residential Multiple’ (RM3) will be developed under separate site plan applications should the proposed Zoning By-law Amendment be approved.
7. With the conclusion of the technical review and public consultation process, which included a public meeting on December 7, 2021, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), the City of Barrie Official Plan (2010), and the Hewitt’s Secondary Plan. As such, this application is being recommended for approval.

Site and Location

8. The subject lands are legally described as Part of Lot 19, Concession 11, formerly Town of Innisfil, known municipally as 953 Maplevue Drive East. The lands are 19.03 hectares (47.02 acres) in area with approximately 144 metres (472 feet) of frontage along Maplevue Drive East. The property is located on the south side of Maplevue Drive East, between Prince William Way and 20th Sideroad (Innisfil), within Phase 1 of the Hewitt's Secondary Plan Area.
9. The existing land uses surrounding the subject property are as follows:
 - North: Maplevue Drive East, residential lands owned by 970 Maplevue Inc. (D12-430 & D30-004-2020) and a temporary sales centre. Phase 1 of the plan of subdivision has been registered and the balance of the lands are draft approved for single detached dwellings, semi-detached dwellings, and townhouses as well as two mixed use blocks, environmental protection lands, stormwater management facilities and open space/parkland.
 - South: Agricultural uses and environmentally protected lands that are located within the Hewitt's Secondary Plan Area.
 - East: Agricultural lands within the Hewitt's Secondary Plan Area. A development application (D30-001-2022) by Sandy Creek Estates for a mixed use development at lands known as 969 Maplevue Drive East has been received and is currently under review.
 - West: Future residential lands owned by 1091369 Ontario Ltd., known as 883 Maplevue Drive East, which are draft approved (D12-428) to contain single detached dwellings, townhouses, stormwater management facilities and a village square. A mixed use development application by Maplevue Friday Corporation (D30-002-2022) has also been received for lands known as 947 Maplevue Drive East and is currently under review.

Figure 1: Location Map



Existing Policy

10. The Official Plan includes the Hewitt's Secondary Plan and designates the subject property as 'Residential Area,' 'Neighbourhood Mixed Use Node,' and 'Natural Heritage System,' with provision for a Stormwater Management Facility, on Schedule 9C, and includes it within Phase 1 (see Appendix "C" – Hewitt's Secondary Plan Phasing). The subject parcel is currently zoned 'Agricultural General' (AG) pursuant to the Town of Innisfil Zoning By-law 054-04.
11. The main use of the 'Residential Area' designation shall be for a range of low and medium density residential uses which will be predominately ground related development in addition to related uses such as parks, schools, and places of worship. The predominant uses of the 'Neighbourhood Mixed Use Node' include medium and high density residential, commercial, and institutional uses.
12. The subject lands contain a 'Natural Core Area' in the southeast, and a 'High (S) Constraint Stream Corridor Area – Special' comprised of a watercourse. The limits of the 'High (S) Constraint Stream Area – Special' portion of the Natural Heritage System as identified in Schedule 9B in the Secondary Plan are planned to be realigned in accordance with policy 9.3.2.3 (c).
13. The proposed Zoning By-law Amendment application is required to implement the land use framework of the Hewitt's Secondary Plan.

Background Studies

14. In support of the application, the following reports were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under [Ward 10](#).
 - Planning Justification Report (The Jones Consulting Group Ltd. dated September 2021)
 - Stage 1-2 Archaeological Assessment (AECOM dated April 16, 2020)
 - Geotechnical Investigation Report (Cambium dated December 5, 2018)
 - Functional Servicing and Stormwater Management Report (The Jones Consulting Group Ltd. dated June 2021)
 - Hydrogeological Assessment (R.J. Burnside & Associates Ltd. dated March 2021)
 - Noise Feasibility Letter (R. Bouwmeester & Associates dated March 29, 2021)
 - Natural Heritage Evaluation (Roots Environmental dated March 19, 2021)
 - Traffic Brief (JD Northcote Engineering Inc. dated May 10, 2021)
 - Pedestrian Circulation Plan (The Jones Consulting Group Ltd. dated March 31, 2022)
 - Proposed Draft Plan of Subdivision (The Jones Consulting Group Ltd., revision date March 30, 2022)
 - Tree Inventory and Preservation Plan (JDB Associates Inc. dated February 15, 2019)

Neighbourhood Meeting

15. A Neighbourhood Meeting was held by the project team on June 25, 2019, at St. Paul's Anglican Church. No members of the public attended the meeting or provided written submissions.

Public Meeting

16. A statutory Public Meeting was held on December 7, 2021, to present the subject application to Planning Committee and the public. There were no comments or questions made by members of the public.

Department and Agency Comments

17. The subject application was circulated to staff in various departments and to external agencies for review and comment.
18. The **Lake Simcoe Region Conservation Authority (LSRCA)** provided comments indicating they agree with the ecological offsetting/compensation plan and have received \$600,000 as payment of all ecological offsetting claims, and therefore they have no objection to the approval of the proposed Zoning By-law Amendment. The required information with respect to the Natural Heritage review has been provided and the LSRCA will address the remaining technical review comments through detailed design and the conditions of the subsequent Draft Plan of Subdivision application.
19. **Development Services – Addressing** staff noted no concerns with the application and provided direction on future street naming and numbering processes, which would be assigned following the decision of the Draft Plan of Subdivision.
20. **Development Services – Approvals** staff noted no concern with the proposed rezoning and indicated the application adequately demonstrates that the proposal is in conformity with the overall master development plans for the area and that the development can be provided with the required municipal servicing when the overall area, and adjacent lands are developed.
21. **Development Services – Parks Planning** staff noted no concern with the proposed rezoning and that they are satisfied with the updated Pedestrian Circulation Plan. Further detailed design of the trail system and natural heritage system will be addressed through the Draft Plan of Subdivision process. A Tree Removal Permit will be required.
22. **Development Services - Transportation Planning** is supportive of the application and confirmed that the revised Pedestrian Circulation Plan and proposed Draft Plan of Subdivision has satisfactorily addressed their comments, including the proposed location/alignment of Terry Fox Drive (Street 'B') in relation to adjacent lands, provision of double sidewalks along Street 'C', provision of active transportation connections through Block 201, and provision of vehicular and pedestrian connections through Block 202 to 947 Maplevue Drive East. They also provided comments regarding required temporary improvements within Maplevue Drive East as part of the planned right of way and required road widenings. Detailed design will be dealt with through the Draft Plan of Subdivision process, including traffic calming measures on Streets 'A,' 'B,' 'C,' and 'E' as well as an on-street parking plan.
23. The **Infrastructure Department - Water Operations Branch** have indicated no concerns with the proposed rezoning, that the General Servicing Plan and Watermain Swabbing plan within the Functional Servicing Report are acceptable, and that a detailed review and comments will be provided through the detailed design stage of the Draft Plan of Subdivision process.
24. The City's **Fire and Emergency Services Department** indicated no concerns with the proposed rezoning, and noted that if development occurs in phases, the phasing plan will require their approval. A fire break plan will also be required for this development, to be addressed through the Draft Plan of Subdivision process.
25. The City's **Finance Department** provided applicable development charges/fees associated with the future development of this site.
26. **Transit** staff have no concerns with the proposed rezoning and provided design requirements for the location of transit stops within the proposed development.

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27. **Environmental Sustainability (Business Performance and Environmental Sustainability)** provided comments indicating the proposed development will be eligible for Municipal Curbside Collection Services, including recycling and organics programs, for the freehold residential units and street townhouses, and will be required to meet the requirements for municipally provided multi-residential collection services for the future medium density development on Blocks 194, 192 and 193.
28. **Environmental Compliance (Business Performance and Environmental Sustainability)** provided comments on the use of erosions and sediment controls, temporary dewatering, discharge of water, and fill management. These matters will be addressed through the Draft Plan of Subdivision process. A Site Alteration Permit, Discharge Agreement, Fill Management Plan, and Spill Contingency Plan will be required.
29. **Environmental Risk Management (Business Performance and Environmental Sustainability)** provided comments stating they support the proposed rezoning. They also provided conditions to address their requirements for the Draft Plan of Subdivision.
30. The **Infrastructure Department - Development & Special Projects** confirmed that the property allotment and access align with the City's ultimate 5-lane design in this area.
31. **Alectra Utilities** provided comments indicating no objection to the application. The developer is to contact InnPower to discuss hydro requirements for this development to obtain a subdivision application form and discuss all aspects of the project to prepare the electrical distribution system design for the subdivision. They also provided details on minimum clearance and setback requirements to their infrastructure/system.
32. **Bell Canada** noted no concerns and provided conditions to be incorporated into the conditions of the Draft Plan of Subdivision.
33. **Canada Post** indicated no concerns and noted requirements for mail delivery equipment and service, including a request to remain informed about the timing of development to ensure mail delivery service is provided.
34. **Hydro One** confirmed they have no comments or concerns with the proposal at this time.
35. The **Simcoe Muskoka Catholic District School Board** and **Simcoe County District School Board** provided comments indicating no concerns to the proposed rezoning and provided conditions for the Draft Plan of Subdivision that would advise prospective purchasers that pupils generated by the proposed development may need to be transported to/accommodated in facilities outside of the neighbourhood.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

37. 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>

38. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize planned and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential units; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

39. 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 encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
40. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
41. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e., transit) to accommodate projected needs. Intensification and redevelopment are promoted to meet projected population growth for the next 20 years.
42. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

43. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, 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://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

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44. 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 Growth 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.
45. Section 2.2.7 of the Growth Plan requires that all new development taking place in designated greenfield areas will be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The minimum density target applicable to the City's designated greenfield area is no less than 50 residents and jobs combined per hectare. The minimum density target is measured over the entire designated greenfield area of each upper or single-tier municipality excluding natural heritage features and systems, floodplains, rights-of-way, employment areas and cemeteries.
46. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it would make efficient use of land and utilize available and planned infrastructure, including the City's transit service. The proposal provides a density of approximately 84 persons and jobs per developable hectare which exceeds the minimum requirements of the Growth Plan. The proposal provides alternative housing options through the provision of a variety of single detached, townhouse, and future medium density dwelling units and employment opportunities to support the achievement of a complete community.
47. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

Lake Simcoe Protection Plan (LSPP)

48. 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. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has confirmed that the proposal meets the definition of major development as defined by the LSPP and have provided comments noting that they do not have any objections to the approval of the rezoning application. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan (OP)

49. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>
50. There are several policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.

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51. Section 2.3 (g) of the Official Plan identifies that mixed land uses, and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is consistent with this policy in that it achieves a mix of 60% medium density, and 40% low density, with appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.
52. The policies in Section 3.1.2.2 address staging and phasing of development, including policies that promote orderly development of lands and services, prioritize the approval of development applications adjacent to existing development, and contain blocks intended for multiple family development. The proposed development is consistent with these policies, and the applicant has confirmed that the associated proposed Draft Plan of Subdivision would be registered in phases, as staff note that the lands south of Blocks 199 and 208 are contingent on the development and servicing of the adjacent lands to the south, including the construction of Terry Fox Drive from Lockhart Road to the southern boundary of the subject lands.
53. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types regarding size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing and directs new residential development to be at densities that are consistent with the Official Plan. This proposal conforms to these policies as the applicant is proposing a mix of housing types, which include single detached units with a range of lot frontages, street townhouse units, and potential apartments / multi-unit residential in the future mixed use and medium density blocks. Housing types such as townhouse units and apartments are considered more attainable forms of housing than single detached dwelling units. The applicant has identified that they expect some affordable units will be achieved in the medium density blocks and noted that second suites will be permitted as-of-right on all single detached lots, which will further increase the availability of more affordable forms of housing and will contribute to the City's rental housing stock.
54. Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:
- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or,
 - A Housing unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, as noted above the applicant has included more attainable forms of housing such as townhouse units and potential apartment units in the medium density and mixed use blocks, as well as the possible provision of second suites within the single detached dwellings, as a means of increasing housing options in the area.

Hewitt's Secondary Plan

55. The Hewitt's Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt's Secondary Plan Area. The Hewitt's Secondary Plan Area is comprised of five residential districts and the Yonge Street mixed use corridor. The Hewitt's Secondary Plan can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>

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56. Policy 9.2.4.3 identifies that Mixed Use Nodes and Corridors are the most urban component of the Hewitt's Secondary Plan area providing for the densest development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses. Mixed use development is encouraged but development may also occur in single purpose buildings. The proposal conforms to this policy by proposing to rezone the lands within this designation to 'Neighbourhood Mixed Use' (NMU) (Block 193) and 'Neighbourhood Multiple Residential' (RM3) (Block 192) which will permit as-of-right a range of medium and high density uses, as well as commercial uses, to service the community and contribute to the planned mixed use streetscape at the interface of Maplevue Drive East and Street 'C'.
57. Policy 9.2.4.4 identifies that lands designated Residential Area permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within a five (5) minute walk of park facilities. The proposal conforms to this policy as the development provides for a mix of housing types (182 single detached units, 61 street townhouse units, 223 medium density units, and 4 future lots/blocks) within close proximity to a public secondary school, elementary school, and parks (Village Square) in the adjacent lands to the east. Additionally, this proposal will provide street, sidewalk and dedicated pedestrian connections to existing and proposed subdivisions adjacent to the subject lands.
58. Policy 9.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable plan areas combined. The proposal conforms to this policy as the development provides a density of approximately 84 persons and jobs per developable hectare with 470 units resulting in a total of 1,288 persons based on 2.74 persons per unit and 71 jobs from a home-based business assuming an average of 5.5% per population. The application proposes a three medium density blocks, two to be zoned 'Neighbourhood Multiple Residential' (RM3) (Blocks 191 & 192) and one to be zoned 'Neighbourhood Mixed Use' (NMU) (Block 193) with a total area of 3.19 hectares. The 'Neighbourhood Mixed Use' (NMU) zone permits a range of commercial and institutional uses as-of-right, therefore it is anticipated that the number of jobs per hectare may increase with the development of this block.
59. The subject lands are subject to the Natural Heritage System policies in Section 9.3.2, as they contain a 'Natural Core Area' in the southeast corner, the limits of which were walked, staked and surveyed in 2015 to the satisfaction of the City of Barrie and the LSRCA, as well as a watercourse containing the former/now abandoned the Redfern Municipal Drain/Sandy Cove Creek, which is a 'High (S) Constraint Stream Corridor Area – Special'. The limits of the latter are planned to be realigned in accordance with policy 9.3.2.3 (c). This policy notes that the stream corridor may be modified and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions in the Drainage and Stormwater Management Master Plan, as well as Federal, Provincial and Conservation Authority Requirements, and that principles of the natural channel design and bioengineering are considered. The City of Barrie has decommissioned the Redfern Municipal Drain, and the stream realignment designs have been approved by the City and LSRCA to improve the long-term ecological value and sustainability of the watercourse. A permit to construct the realigned channel has been submitted to the LSRCA and the proposed subdivision and rezoning applications will implement the approved realignment design.
60. In accordance with Section 9.3.8 of the Hewitt's Secondary Plan, the natural heritage system lands (Blocks 197, 198 and 199) to be zoned Environmental Protection (EP) will be conveyed to the City. This will occur through the Draft Plan of Subdivision process.
61. Policies 9.6.4 and 9.6.5 require that all new urban development in the Hewitt's Secondary Plan Area shall be connected to full municipal services and comply with the City's Master Plans,

Municipal Class Environmental Assessments (Class EAs), Stormwater Management Master Plan and Subwatershed Impact Studies. Further, the provision of water and wastewater services relate to the phasing of development as set out in Section 9.7.3.2 of the Hewitt's Secondary Plan. Development shall not proceed until the availability of water and wastewater services are confirmed and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible. In this regard, Development Services – Approvals and Finance staff have indicated no concern with the proposed rezoning and have confirmed that matters related to infrastructure improvements/extensions would be adequately addressed at the time of detailed design should Council approve the subject application.

62. Staff have reviewed the relevant policies in detail and are of the opinion that the range of housing opportunities, variety of uses and the overall neighbourhood design of the proposed development achieves 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 Official Plan and Hewitt's Secondary Plan.

Comprehensive Zoning By-law 2009-141

63. As noted above, the application proposes to rezone the lands from 'Agricultural General' (AG) in the Town of Innisfil Zoning By-law 054-04 to 'Neighbourhood Residential' (R5), 'Neighbourhood Multiple Residential' (RM3), 'Neighbourhood Residential' with Special Provisions' (R5)(SP-XXX), 'Neighbourhood Mixed Use' (NMU) and 'Environmental Protection' (EP) in accordance with the provisions and standards of the City's Comprehensive Zoning By-law 2009-141, as amended.
64. The 'Neighbourhood Residential' (R5) zone will permit the proposed single detached dwellings and street townhouses, plus stormwater management facilities and an open space pedestrian connection (Block 197).
65. The 'Neighbourhood Residential' with Special Provisions' (R5)(SP-XXX) zone will permit a dedicated drainage, servicing and vehicular/pedestrian access block (Block 202) to provide the adjacent proposed mixed use development at 947 Mapleview Drive East with access to Street 'C.'
66. The 'Neighbourhood Multiple Residential' (RM3) zone will permit the future development of two medium density blocks (Block 191 & 192) which will be developed through Site Plan Control, as well as one townhouse block (Block 183).
67. The 'Neighbourhood Mixed Use' (NMU) zone will permit the future development of a medium density residential block (Block 193) to be developed through Site Plan Control, and also applies to the adjacent drainage and pedestrian access block (Block 201).
68. Lastly, the 'Environmental Protection' (EP) zone will apply to the natural heritage system, including the realigned watercourse (Blocks 198 & 199) and the lands buffering the adjacent woodland (Block 200).
69. With the exception of the above noted 'Neighbourhood Residential' with Special Provisions (R5)(SP-XXX) zone, the applicant is not requesting any special provisions and intends to develop the property in accordance with the standards and requirements of Zoning By-law 2009-141.

Draft Plan of Subdivision and Site Plan Control

70. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346), and staff would be in a position to approve the associated Draft Plan of Subdivision.
71. The medium density/mixed use blocks (Blocks 191, 192 & 193) would be subject to Site Plan Control per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control will address the development and design of these blocks regarding built form, setbacks, building orientation/placement/massing, parking, landscaping and lighting. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. Growth management conditions related to the development will be incorporated into the Draft Plan of Subdivision process.
72. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two-year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long term, will be carried by the community.

Summary

73. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial and City planning policies. In staff's opinion, the proposed development of 470 residential units comprised of 182 single detached units, 61 street townhouse units, 223 medium density units (within three medium density blocks), and 4 future lots/blocks, plus the establishment of 3 environmental protection blocks, is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended, Lake Simcoe Protection Plan, the City's Official Plan and the Hewitt's Secondary Plan.
74. At this time, there are no further matters that impact the processing of the subject rezoning application and as such, it is being recommended for approval.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

75. The proposed development contemplates a changing climate by being located outside of any hazard areas (i.e., floodplain), rechanneling and improving the Sandy Cove Creek riparian corridor, protecting natural heritage features adjacent to the subject lands, and proposing a compact urban form located along a future transit route. Additionally, the rezoning of the natural heritage system lands to Environmental Protection (EP) will facilitate the conveyance of these features to the City of Barrie, which will allow them to be protected and maintained for the long term.

ALTERNATIVES

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

Alternative #1

Planning Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Agricultural General' (AG) zoning over the subject property.

This alternative is not recommended as this proposal forms 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 as noted throughout the analysis section of this report.

FINANCIAL

77. The subject application, if approved, would permit the development of 182 single detached units, 61 street townhouse units, 223 medium units and 4 future lots/blocks for a total of 470 residential dwelling units. The current property tax revenue generated from the subject lands is \$95,980.83 (based on 2021 taxation rates) given its current agricultural use. It is not possible to estimate the assessed value of the subject property following development, however, assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this report.
78. If approved, building permit fees will be collected at the time of submission of building permit applications. Building permit application fees for the medium density blocks will be determined based upon built form and unit area and at this point in time sufficient details have not been provided in order to estimate building permit fees. This fee will be confirmed through the subsequent review of the proposed single detached dwelling and street townhouse models, and through the site plan control process for the medium density blocks, then collected at the time of the submission of a building permit application.
79. Current development charges for the proposed development are \$76,581.00 per single/semi-detached unit, \$60,616.00 per townhouse unit, \$30,111.00 per bachelor or 1 bedroom apartment, and \$42,886.00 per apartment unit with 2 or more bedrooms. The development charge revenue for the proposed single detached and townhouse units is estimated to be in the order of \$13,937,742.00. These development charges will be calculated and paid at the time of issuance of building permit. The built form of the medium density blocks has not been determined at this time. Development charges for these blocks will be determined at time of Site Plan approval.
80. The education levy for residential uses is currently \$3,983.00 per unit, representing a total education levy of approximately \$1,872,010.
81. The cash in lieu of parkland contribution will be required and is currently \$6,390.00 per residential unit.
82. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$80.00 per dwelling unit.
83. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

LINKAGE TO 2018–2022 STRATEGIC PLAN

84. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:

☒ Fostering a Safe and Healthy City

i) Build a greener Barrie while mitigating and adapting to climate change.

☒ Building Strong Neighbourhoods

ii) Build walkable, diverse neighbourhoods that encourage community connections.

iii) Grow Responsibly.

☒ Improving the Ability to Get Around Barrie

iv) The modified grid street system, sidewalks and dedicated pedestrian blocks allow for route variation for vehicles while supporting active and public transportation options.

v) The planned street system has been wholistically reviewed in the context of adjacent lands to optimize east-west and north-south connectivity.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Draft Plan of Subdivision
Appendix "C" – Hewitt's Secondary Plan Phasing

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-XX

A By-law of The Corporation of the City of Barrie to amend Town of Innisfil By-law 054-04, 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, formerly in the Town of Innisfil, now in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend Town of Innisfil By-law 054-04 to rezone lands being Part of Lot 19, Concession 11, formerly Town of Innisfil, known municipally as 953 Maplevue Drive East, shown on Schedule "A" to this By-law from Agricultural General (AG) to Neighbourhood Residential (R5), Neighbourhood Multiple Residential (RM3), Neighbourhood Multiple Residential with Special Provisions (RM3)(SP-XXX), Neighbourhood Mixed Use (NMU), and Environmental Protection (EP) in City of Barrie By-law 2009-141.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-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 from Agricultural General (AG) in Town of Innisfil By-law 054-04 to Neighbourhood Residential (R5), Neighbourhood Multiple Residential (RM3), Neighbourhood Multiple Residential with Special Provisions (RM3)(SP-XXX), Neighbourhood Mixed Use (NMU), and Environmental Protection (EP) in City of Barrie By-law 2009-141, in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding the provisions in Section 14.5.2 of Zoning By-law 2009-141, the Neighbourhood Multiple Residential with Special Provisions (RM3)(SP-XXX) zone shall permit stormwater drainage, vehicular and pedestrian access, and servicing for the adjacent lands at 947 Maplevue Drive East.
3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands 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 ____ day of ____, 2022.

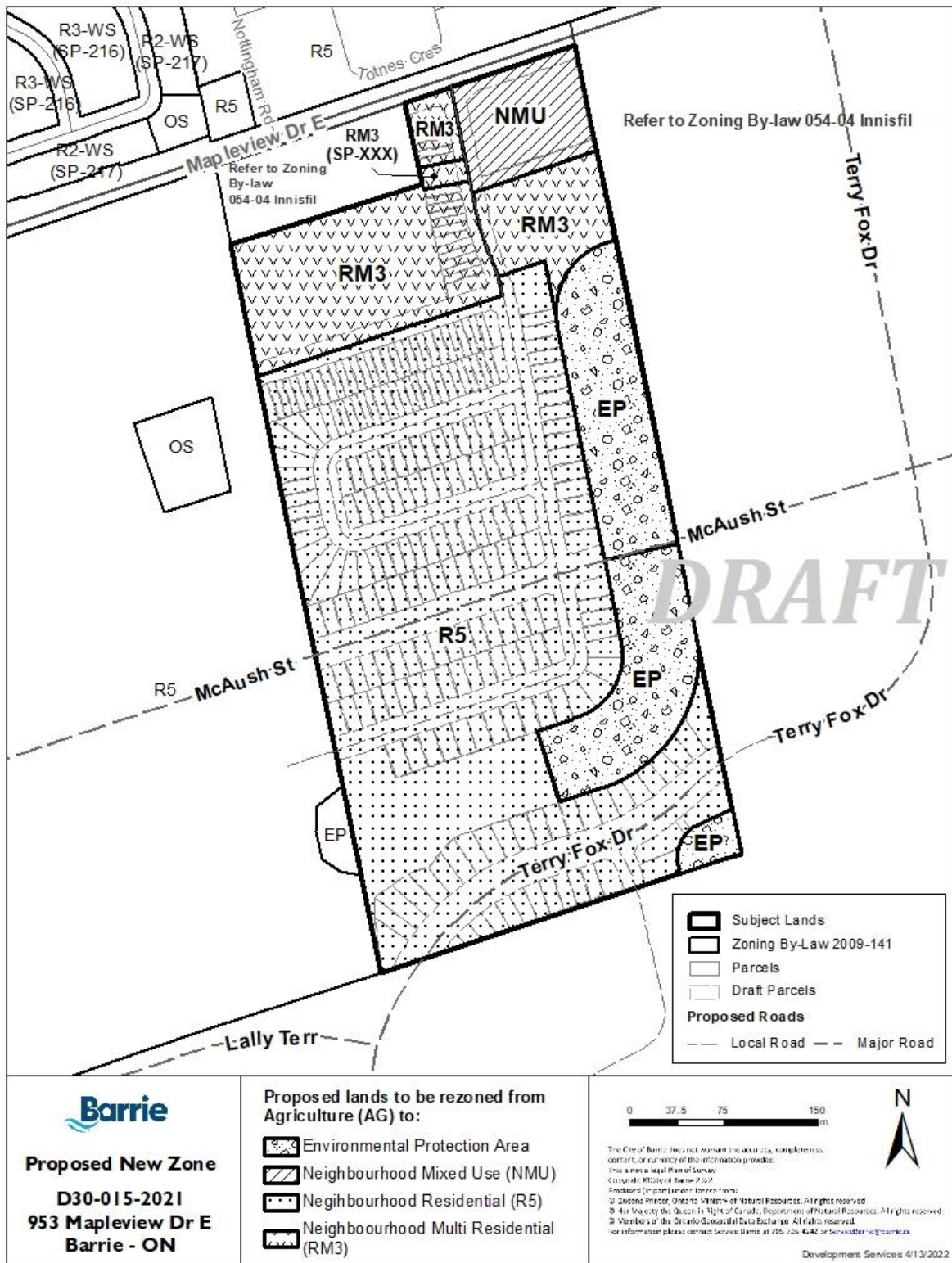
READ a third time and finally passed this ____ day of ____, 2022.

THE CORPORATION OF THE CITY OF BARRIE

DEPUTY MAYOR – BARRY WARD

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2022-

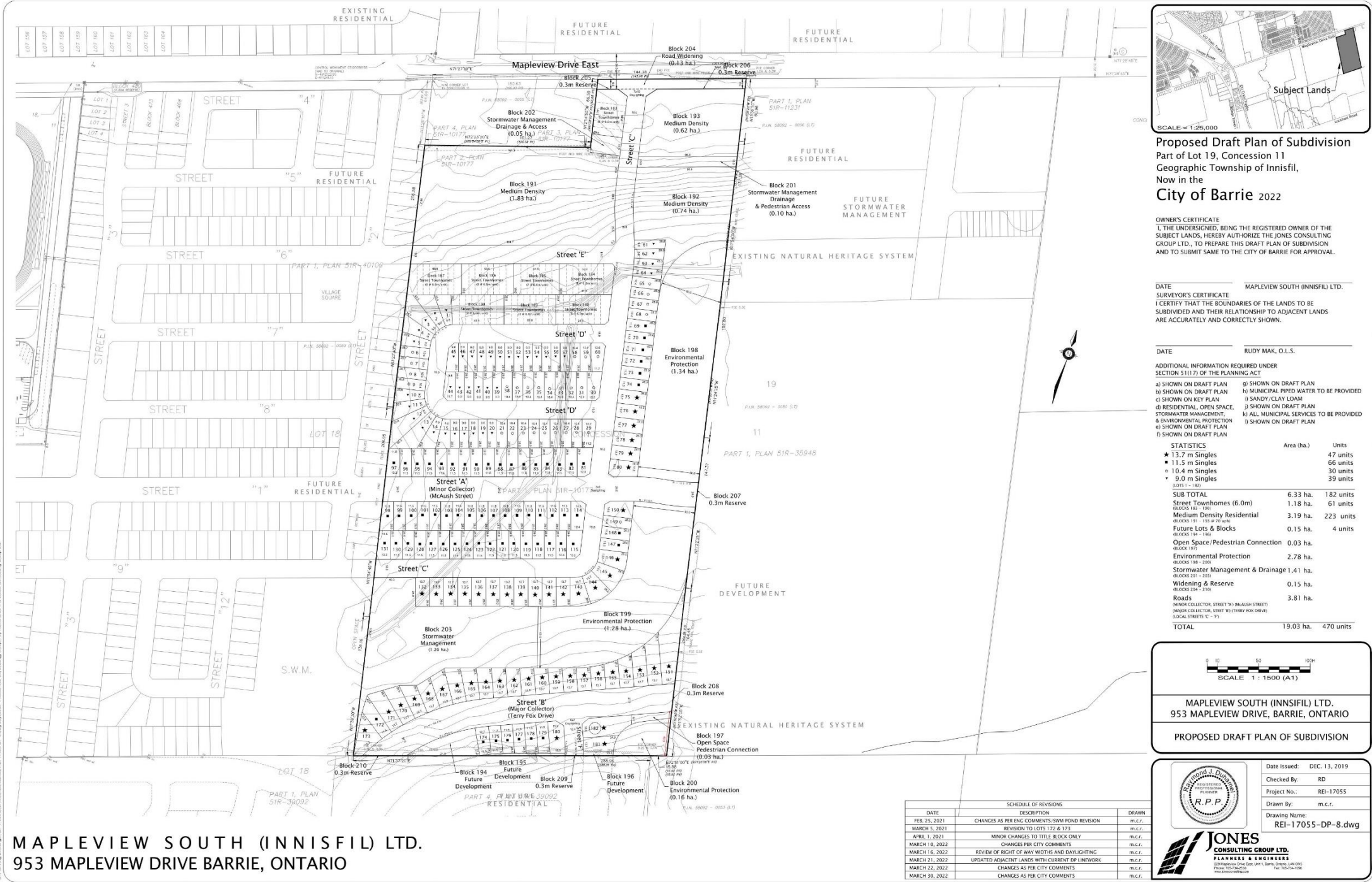


DEPUTY MAYOR – BARRY WARD

CITY CLERK – WENDY COOKE

APPENDIX “B”

Draft Plan of Subdivision



APPENDIX "C"

Hewitt's Secondary Plan Phasing

