



TO: GENERAL COMMITTEE

SUBJECT: OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT APPLICATIONS (750 MAPLEVIEW INC.) – 750 MAPLEVIEW DR. E.

WARD: 10

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

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

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

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions on behalf of Mapleview Drive Inc. to change the limits of the Environmental Protection and Residential designations for the lands known municipally as 750 Mapleview Drive East (Ward 10) on Schedule A - Land Use be approved as demonstrated in Appendix "A" to Staff Report PLN021-19.
2. That the Innis-Shore Secondary Plan Schedule 2 Innis-Shore Secondary Plan Land Use Concept Plan be amended to identify the lands known municipally as 750 Mapleview Drive East (Ward 10) as a medium density block, permitting a density of 90 units per hectare as demonstrated in Appendix "A" to Staff Report PLN021-19.
3. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Mapleview Drive Inc. to rezone the lands known municipally as 750 Mapleview Drive East (Ward 10) from Environmental Protection (EP) and Residential Single Detached First Density (R1) to Environmental Protection (EP) and Residential Multiple Second Density with Special Provisions (RM2)(SP-XXX), be approved as demonstrated in Appendix "B" to Staff Report PLN021-19.
4. That the following Special Provisions for (RM2)(SP-XXX) be referenced in the site specific Zoning By-law 2019-141 for the lands known municipally as 750 Mapleview Drive East (Ward 10):
 - a) The provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 90 units per hectare shall be permitted whereas the townhouse built form permits 40 – 53 units per hectare;
 - b) The provisions set out in Section 5.2.5.2 b) of By-law 2009-141, a minimum of 8 square metres of consolidated amenity space per unit shall be required, in a location and shape satisfactory to the City, whereas 12 square metres of consolidated amenity space per unit is the standard;
 - c) The provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are a permitted use;
 - d) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be permitted whereas 7 metres is required;

- e) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 5 metres shall be permitted whereas 7 metres is required;
 - f) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum side yard setback of 3 metres is required from all lands zoned as EP;
 - g) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage of 45% is permitted whereas a maximum of 35% is the standard;
 - h) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) of 128% is permitted whereas 60% is the standard;
 - i) The provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 15 metres shall be permitted whereas a maximum of 10 metres is permitted; and
 - j) The provisions set out in Section 5.3.3.2 d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be permitted whereas 7 metres is required.
5. That the written and oral submission received relating to the 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, as further detailed in Staff Report PLN021-19.
6. That the owner/applicant is required to provide community benefits in accordance with Section 6.8 Height and Density Bonusing of the Official Plan, to be determined in accordance with City process to the satisfaction of the Director of Planning and Building Services.
7. 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

8. The purpose of this Staff Report is to recommend approval of the applications, as amended, for the property known municipally as 750 Maplevue Drive East to permit:
- a) the alteration of the Environmental Protection and Residential land designations on Schedule A Land Use in the Official Plan and the identification of a Medium Density Development block with increased density in the Innis Shore Secondary Plan (Appendix "A" Draft Official Plan Amendment – Part B); and
 - b) rezoning from Environmental Protection (EP) and Residential Single Detached First Density (R1) to Environmental Protection (EP) and Residential Multiple Second Density with Special Provisions (RM2)(SP-XXX) (Appendix "B" Draft Zoning By-law Amendment).
9. In coordination with the Lake Simcoe Region Conservation Authority (LSRCA) an acceptable development limit has been established for the subject lands. The Environmental Impact Study (EIS) submitted in support of this application, in addition to the site investigation by LSRCA, have clearly identified that the natural heritage feature is misrepresented in the Environmental Protection designation in the Official Plan and Comprehensive Zoning By-law 2009-141. The property does meet the locational criteria for intensification, and is located in close proximity to the Barrie South GO Station.

10. Staff consider the change in the land use designation to accurately identify the limits of the natural heritage feature as Environmental Protection can be supported as good planning and have recommended approval of this project based on the opportunity for these lands to contribute to the new medium density residential uses approved and under construction in proximity to the Major Transit Station Node.

Location

11. The subject property, legally described as Part of Lot 16, Concession 12 in the City of Barrie, municipally known as 750 Mapleview Drive East is located on the north side of Mapleview Drive East, east of Yonge Street and the rail line. The property has a frontage of 91.5 metres on Mapleview Drive East and is approximately 1.39 hectares in size.
12. The existing land uses surrounding the subject property are as follows:

North

Hewitt's Creek
Wetland, Medium
Density Residential
Development

East

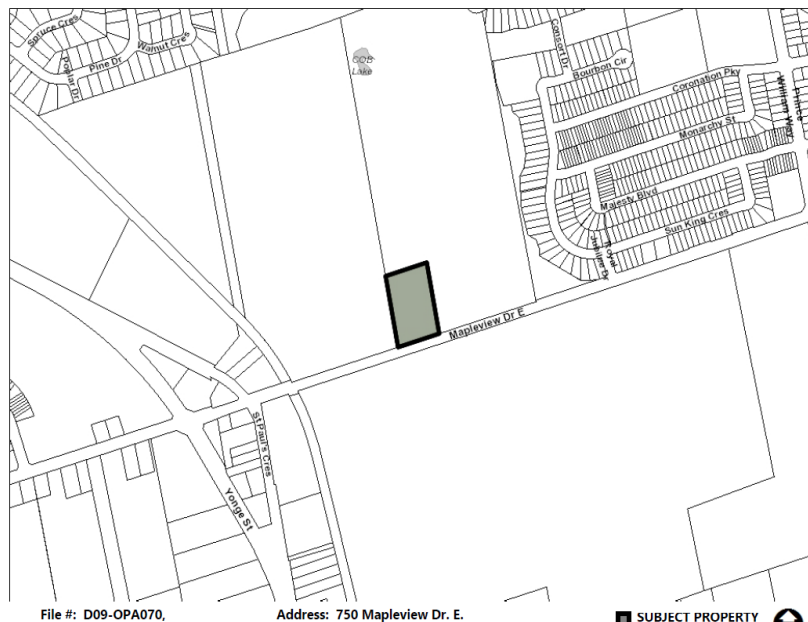
Hewitt's Creek
Wetland, Institutional -
Seniors Housing

South

Mapleview Drive East,
Medium/High Density
Residential
Development

West

Medium Density
Residential
Development



Existing Policy

13. The property is designated as Environmental Protection and Residential in the City's Official Plan, and zoned as Environmental Protection (EP) and Residential Single Detached First Density (R1) in Comprehensive Zoning By-law 2009-141. The lands are in the Innis Shore Secondary Plan Area.

Supporting Information

14. In support of the application, the following studies and supplementary information was submitted, as further detailed in Appendix "D" – Supporting Information Summary attached to Staff Report PLN021-2019.

- a) Planning Justification Report (Innovative Planning Solutions, July 2018), Supplementary Planning brief and response matrix (May 1, 2019)
- b) Scoped Environmental Impact Study (Beacon Environmental Limited, October 2018)
- c) Urban Design Brief (Innovative Planning Solutions - November 28, 2018)
- d) Preliminary Stormwater Management & Functional Servicing Report (C.C. Tatham & Associates Ltd., October 3, 2018)
- e) Hydrogeological Assessment Report (Cambium Inc., October 10, 2018)
- f) Preliminary Geotechnical Investigation (Soil Engineers Ltd., February 15, 2017)
- g) Environmental Noise Feasibility Study (Valcoustics Canada Inc., October 25, 2018)

Public Consultation

- 15. A Neighborhood Meeting was held on February 28, 2019 followed by a Public Meeting under the *Planning Act* on March 18, 2019. No verbal or written comments were provided from the public in regard to this application. General Committee was circulated two pieces of correspondence, one from Crisdawn Construction and the second from Innis Shore Management Inc. & Hewitt's Creek Management Inc.
- 16. The correspondence from Crisdawn Construction and the Trustee for Innis-Shore Management Inc. & Hewitt's Creek Management Inc., is in regard to future cost-sharing contribution towards existing infrastructure that benefits the proposed development. The Trustee has provided an additional correspondence to the City, dated May 14, 2019, indicating that the owner/applicant is in good standing with the agreements. Final clearance will also be required as a condition of Site Plan Control.

Departmental and Agency Comments

- 17. The subject application was circulated to staff in various departments and to external agencies for review and comment. In general, the comments received indicated no concern with the principle of development at this location provided an acceptable development limit has been confirmed. The City will require conveyances and technical design considerations to meet the Master Planning objectives for municipal infrastructure and the delivery of services, including compliance with the plans for the widening of Maplevue Drive East.
- 18. LSRCA has reviewed the Environmental Impact Study and generally concur with the finding that the existing Environmental Protection limit is not accurate on the subject lands. The applicant has demonstrated a natural heritage feature limit and buffer area that is acceptable to LSRCA and identified as Environmental Protection (EP) on the proposed mapping.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

20. 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 the mitigation of greenhouse gas emissions and adaptation to a changing climate.
21. The proposed development is consistent with this policy in that it is located within the settlement area of the City of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit, recreation facilities and schools; provides a compact form of development that minimizes impacts to climate change; is designed with a pedestrian oriented built form with direct access to transit and active transportation connections; and will contribute to maintaining the integrity of a natural heritage feature by protecting and dedicating lands to the City.

Provincial Policy Statement (2014) (PPS)

22. The Provincial Policy Statement 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.
23. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy as the development is within the settlement area of the City of Barrie, is surrounded by vacant lands with active development applications, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term; contributes to the range of medium to high density residential units in the form of stacked and back-to-back townhouses; and includes compact, medium to high density development that utilizes serviced lands, thereby promoting cost efficiency and minimizing the consumption of land.
24. Policies 1.1.3.1 and 1.1.3.2 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 development is consistent with these policies in that it is located within the settlement area, will utilize existing and available infrastructure and facilities, has the density to be transit supportive with direct access to transit and the active transportation network, provides a compact form of development that will contribute to protecting a wetland feature, thereby minimizing the impacts to climate change.
25. Policies 1.1.3.3, 1.1.3.4 and 1.1.3.5 identify a requirement to identify appropriate locations and promote opportunities for intensification and redevelopment, and to establish minimum targets for intensification within built up areas. The proposal is consistent with this policy as the property is in

proximity to the Major Transit Station Node as well as meeting the locational criteria of intensification outside of identified intensification areas. The higher density residential use will contribute to achieving the overall intensification targets for the Major Transit Station Node.

26. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing medium to high density housing in an area where sufficient infrastructure exists, and has direct access to commercial uses, local and inter-regional transit and the active transportation network.
27. Policies 1.6.3, 1.6.6.1 and 1.6.6.2 identify the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing municipal sewage and water services.
28. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built form, and directly located on a transit route.
29. Policy section 3.1 Natural Hazards, requires that development to be directed outside of natural hazards. The proposal is consistent with this section as a development limit has been set and approved by the LSRCA and the City of Barrie. Lands outside of the set development limit are designated and zoned as Environmental Protection (EP) and will be dedicated to the City.
30. Based on the foregoing, the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

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

31. The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow.
32. In accordance with the Guiding Principles found in Section 1.2 of A Place to Grow, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout their lifetime. The density of the proposed development results in the efficient use of land and existing municipal infrastructure.
33. Policies 2.2.1.2 (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, is focused in a built-up area that is serviced by transit, is close to public service facilities, and has a development limit that respects the identified natural heritage feature and corresponding hazard lands.

-
34. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; and integration of green infrastructure and low impact development as much as possible. This proposal has multiple transportation options including active and public transportation, and the inclusion of a compact built form that would aid in the mitigation of climate change impacts by efficiently using land and municipal services.
35. Policy 2.2.2 of the Growth Plan requires that a minimum of 40% of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40% target.
36. To support the achievement of complete communities, policy 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy through the addition of a variety of townhouse unit types.
37. Based on the foregoing, the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan (OP)

38. 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 managing growth so that the City's capacity to provide a healthy community environment is achieved.
39. The Official Plan Amendment application under review is to change the land use boundary of the Environmental Protection area to permit a larger area for residential development. In support of this request, an EIS was completed to the satisfaction of LSRCA staff, including but not limited to details regarding the accurate representation of the Hewitt's Creek Wetland, vegetation survey and contributing feature habitat. The natural heritage resource feature and buffer recommendations outlined in the EIS are demonstrated on the alteration to the Environmental Protection designation shown in Appendix "A" attached to Staff Report PLN021-2019.
40. There are a number of policies in the Official Plan that support the development of those lands outside of the designated Environmental Protection area for residential intensification. These policies relate to providing 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.

Community Context

41. Sections 2.3 (d) and (g) identify that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. Intensification represent an opportunity to develop complete communities, and is an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services. The proposed development meets the locational criteria for intensification and proposes a higher density multiple

dwelling built form that utilizes existing infrastructure and services, supports the use of public transit, and contributes to the density objectives of the Major Transit Station Node.

General Policies

42. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and transit are available and will contribute to the development of a vibrant pedestrian friendly streetscape.
43. Policies 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.
44. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form with a variety of unit sizes that would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City and is generally consistent with the density targets of the Official Plan.

Affordable Housing

45. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of 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% of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
46. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered “affordable” as defined by the 30% household income calculation. However, the target price of \$350,000 to \$400,000 does meet the criteria of 10% below the average purchase price in the regional market area (\$445,582.00). The proposed size and variety of townhouse units will contribute to a type of residential housing that is more affordable than traditional single detached housing in the City of Barrie.

Land Use Policies

47. The Goals for Residential Land Use outlined in section 4.2.1, outline the need to promote a sense of neighbourhood, foster complete communities through a mix of land use, develop high-quality public open space, and plan for new medium and high density development in Intensification Areas. These goals are represented in the principle of development for the subject lands, including the development of higher density residential units to contribute to the mix of residential uses in proximity to the Barrie South GO Station.

48. Section 4.2.2.2 states that medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26 – 53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. The subject lands are intended to develop with a medium density built form at a density of 90 units per hectare which is more in keeping with intensification density ranges. Staff consider that the target density is appropriate for this site taking in consideration the proximity of the Major Transit Station Node which has a density range of 50 – 120 units per hectare. Therefore notwithstanding this policy, a maximum density permission of 90 units per hectare is specified in the site specific zoning provisions requested for this development.
49. Policy (b) outlines the locational criteria for intensification stating that medium and high density residential development should be encouraged to locate in the Intensification Nodes and Corridors and generally directed to areas that are:
- i) adjacent to arterial and collector roads;
 - ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
 - iii) where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate.

The subject lands are located on Maplevue Drive East, an arterial road targeted for significant improvements, which also provides access to local and inter-regional transit, adequate municipal services and neighbourhood commercial uses.

50. Policy 4.2.2.6 (a) outlines the variety of ways intensification can be achieved including residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a compact urban form. The proposed residential development is an infill redevelopment that will contribute to the residential population in proximity to the Major Transit Station Node and is proposing a compact built form.
51. Policy 4.2.2.6 (d) states that development applications that propose residential intensification outside of the Intensification Areas will be considered on their merit provided that the proponent demonstrates the following to the satisfaction of the City:
- i) That the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood;
 - ii) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - iii) that public transit is available and accessible;
 - iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
 - v) that sensitive, high quality urban design will be incorporated into the development, including the efficient and safety of that environment; and
 - vi) that consideration is given to the preservation of heritage resources.

52. Staff are confident that the scale and character of the development can be integrated into the surrounding neighbourhood as the lands are adjacent to a wetland feature and a similar type residential development, as well as across the street from another similar type residential uses. Services, planned road improvements, local and inter-regional transit access are all readily available to this development and the increased residential population will make a positive contribution to meeting the target density for the Major Transit Station Node. The Urban Design Brief submitted in support of the application demonstrated quality design elements to be included in the development that will be enhanced and confirmed through the Site Plan Control process.

Servicing and Transportation

53. 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.
54. 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 detailed technical investigation for the proposed development, including the implementation of innovative stormwater management measures as permitted, will adequately address these policies through the Site Plan Control process.
55. The required provisions outlined in Section 5.4 Transportation, specifically section 5.4.2.1 have been applied to the subject lands, which is fronting on Mapleview Drive East, identified on Schedule D – Roads Plan as an arterial road. A road widening in accordance with Schedule E – Road Widening Plan and the Multi Modal Active Transportation Master Plan will be required to be dedicated at no cost to the City. The City is in the process of completing the Environmental Assessment for the widening of Mapleview Drive East, and the ultimate widening will need to be incorporated into the final development plans through the Site Plan Control process.
56. 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 5.4.1 (d), 5.4.2.3 (a), (c), and (f) detail how new development, specifically in intensification area, shall encourage and promote public transit. This development conforms to these policies through the provision of increased densities that supports the local transit service, provides pedestrian connections to municipal sidewalks, the active transportation network in accordance with policy 5.4.2.4 (b), transit and inter-regional transit systems such as GO Transit.
57. In accordance with Section 6.8 Height and Density Bonus, the owner/applicant is required to provide community benefits for the value uplift of the property development from a single detached residential unit (R1) to residential multiple with special provisions (RM2)(SP-XXX) to be determined in accordance with City process to the satisfaction of the Director of Planning and Building Services.
58. Based on the foregoing, the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan. The conceptual site plan, attached to Staff Report PLN021-2019 as Appendix "C" does, in the opinion of staff, meet the general intent of the Official Plan policy for the transition of this single detached lot for multiple residential uses in proximity to the Barrie South GO Station.

Comprehensive Zoning By-law 2009-141

59. 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 Environmental Protection (EP) and Residential Single Detached (R1) to Environmental Protection (EP) and to Residential Multiple with Special Provisions (RM2)(SP-XXX). The proposed concept plan, attached as Appendix "C" to Staff Report PLN021-2019, illustrates 90 townhouse units.

60. It is anticipated that the following special provisions will provide appropriate and flexible standards to successfully guide the development of this property while protecting the integrity of the Hewitt's wetland and contributing natural resource feature:

- a) THAT notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 90 units per hectare shall be permitted whereas the townhouse built form permits 40 – 53 units per hectare.

Staff support the additional density, in concert with good design, as the property does meet the locational criteria for intensification and contributes to increasing the residential density in proximity to the Major Transit Station Node.

- b) THAT notwithstanding the provisions set out in Policy 5.2.5.2 b) of By-law 2009-141, a minimum of 8 square metres of consolidated amenity space per unit shall be required, in a location and shape satisfactory to the City, whereas 12 square metres of consolidated amenity space per unit is the standard.

The site design does anticipate the opportunity to provide a consolidated amenity space for this development. Supplementary information was provided to demonstrate that a programmable space can be developed with a reduction to the amenity space requirement. Staff are satisfied that a consolidated amenity space can be incorporated into the design with a reduced standard to 8 square metres per unit. In addition, the site will feature unconsolidated greenspace as a result of the setback provisions from the EP buffer.

- c) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are a permitted use.

This type of townhouse built-form is a permitted use, however not represented in the Zoning By-law.

- d) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be permitted whereas 7 metres is required.

To permit a streetscape frontage and implement the elements of design encouraged by the Intensification Urban Design Guidelines.

- e) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 5 metres shall be permitted whereas 7 metres is required.

The rear yard for this development is adjacent the EP buffer. The current design concept has the frontage for back-to-back townhouse units as the intended built-form not an outdoor amenity area typically provided in the rear yard. Staff do not consider this reduction to be significant.

- f) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum building setback of 3 metres is required from all lands zoned as EP.

This is an additional standard to ensure that the section of the side yard adjacent the wetland feature and EP buffer is provided an additional setback to limit the potential impact of construction activities on the stability of the natural feature, including but not limited to the protection of boundary trees.

- g) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage of 45% is permitted whereas a maximum of 35% is the standard.

Staff do not consider this reduction to be significant as the developable area has been reduced to provide a buffer from the natural resource feature that is also designed and zoned as Environmental Protection (EP) as well as unconsolidated greenspace as a result of the setback provisions from the EP buffer.

- h) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) of 128% is permitted whereas 60% is the standard.

This provision is required to accommodate the built-form and density proposed.

- i) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 15 metres shall be permitted whereas a maximum of 10 metres is permitted.

This provision is required to accommodate the built-form and density proposed.

- j) THAT notwithstanding the provisions set out in Section 5.3.3.2 d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be permitted whereas 7 metres is required.

Staff do not consider this reduction to be significant and it is required to facilitate the other variations to setback standards.

61. Although a number of special provisions have been requested, staff do not consider the variation to the standards to be significant in terms of the site development or impact on the surrounding properties, which include medium density residential uses with similar provisions and environmentally protected lands. The development concept will be evaluated to the satisfaction of the City during the Site Plan Control process.

Site Plan Control

62. Subject to Council approval of the proposed Official Plan Amendment and Zoning By-law Amendment applications, the development of the project would be subject to Site Plan Control as per Section 41 of the Planning Act and in accordance with By-law 99-312. Site Plan Control addresses the detailed design and technical development of the site in accordance with current policy, standards and design guidelines. To ensure more than just the basic standards of development are contemplated at this stage of the process, a concept plan and urban design brief were required for review as part of the subject application.
63. Elements of detailed design that will be confirmed and applied at the Site Plan stage include, but are not limited to:

- a) Relationship of buildings and site design to the lands designated and zoned as Environmental Protection (EP), and adjacent development projects;
- b) Streetscape and built form design in accordance with the principles of the Intensification Urban Design Guidelines and as illustrated in the Urban Design Brief submitted in support of this application;
- c) The provision of programmable and passive outdoor amenity space;
- d) Pedestrian accessibility, walkability and linkage to transit;
- e) Required resident parking and the adequate provision of visitor parking;
- f) Service infrastructure and cost-sharing clearance;
- g) Stormwater management, water balance and phosphorous loading; and
- h) Location and availability of waste storage/collection and snow storage.

ENVIRONMENTAL MATTERS

64. The following environmental matters have been considered in the development of the recommendation:
- a) Detailed ground investigation of the natural heritage feature boundary to determine a development limit in coordination with the LSRCA.
 - b) Buffering of the natural heritage feature, to be designated and zoned as Environmental Protection (EP).
 - c) Confirmed minimum setback of 3 metres from any lands zoned as Environmental Protection (EP).

ALTERNATIVES

65. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could deny the proposed Official Plan and Zoning By-law Amendment applications for the alteration to the Environmental Protection designated and zoning to permit Residential Multiple use, and maintain the existing Environmental Protection (EP) and Residential Single Detached (R1) zoning for the subject lands.

This alternative is not recommended as the redesignation and rezoning of these lands will demonstrate the correct limit of the natural heritage feature and instigate the development of higher residential density in proximity to the Major Transit Station Node.

Alternative #2

General Committee could approve the proposed Official Plan application and deny or defer the Zoning By-law Amendment application to permit Residential Multiple use with Special Provisions (RM2)(SP-XXX), and maintain the existing Environmental Protection (EP) and Residential Single Detached (R1) zoning for the subject lands.

This alternative is not recommended as the redesignation and rezoning of these lands will demonstrate the correct limit of the natural heritage feature and instigate the development of higher residential density in proximity to the Major Transit Station Node.

FINANCIAL

1. The proposed rezoning of the subject parcel, at a minimum, would permit the development of 90 townhouse units. The annual property tax revenue based on the average selling price of approximately \$400,000.00 for the proposed development is \$5,090.00 for each of the potential 90 units for a total of \$397,000.00. The current tax revenue from the property is \$5,030.00. Therefore the estimated municipal property tax increase would be approximately \$392,000.00. (2018 rate)
2. Building permit application fees as an average are estimated to be in the order of \$2,480.00 per unit which would represent a total fee of approximately \$223,200.00 for the estimated 90 units proposed. (2019 rate, subject to an annual inflation adjustment on January 1st of each year).
3. Current development charges for a townhouse unit is \$35,219.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$3,169,710.00 for the estimated 90 units. (2019 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1st of each year).
4. The Education levy is currently \$644.00 per unit, which represents a total levy of \$57,960.00 for the estimated 90 units. (2019 rate)

LINKAGE TO COUNCIL STRATEGIC PRIORITIES 2018-2022

The recommendations included in this Staff Report support the following strategic priority of Council:

- ☒ Building strong neighbourhoods

5. In accordance with Council's goals, the proposal represents development on an underutilized site that contributes to providing residential density in proximity to the Barrie South GO Station.

Attachments:

Appendix "A" – DRAFT Official Plan Amendment – Part B

Appendix "B" – DRAFT Zoning By-law Amendment

Appendix "C" – Revised Concept Plan

Appendix "D" – Supporting Information Summary

APPENDIX "A"

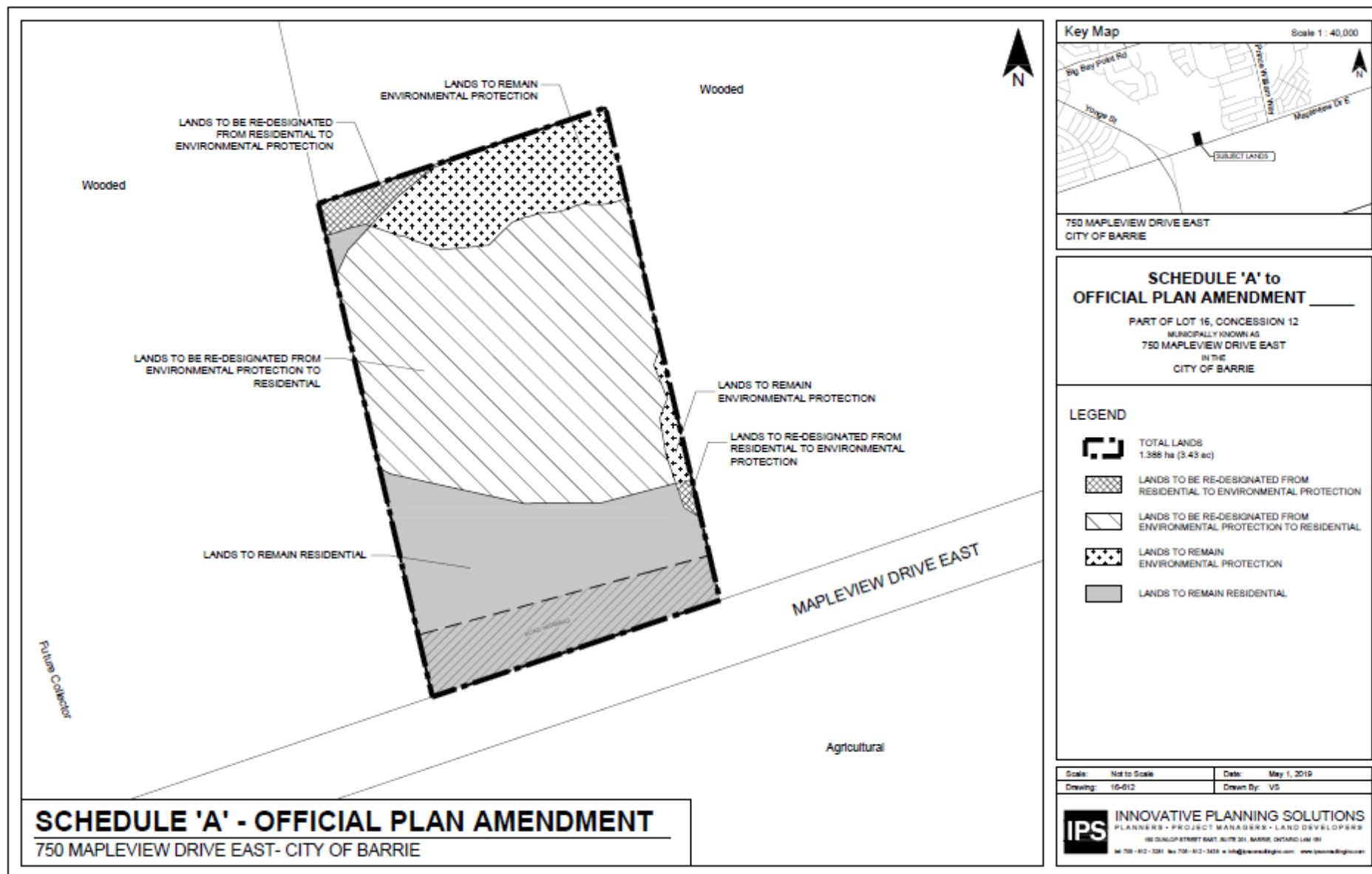
DRAFT Official Plan Amendment – Part B

PART B – THE AMENDMENT

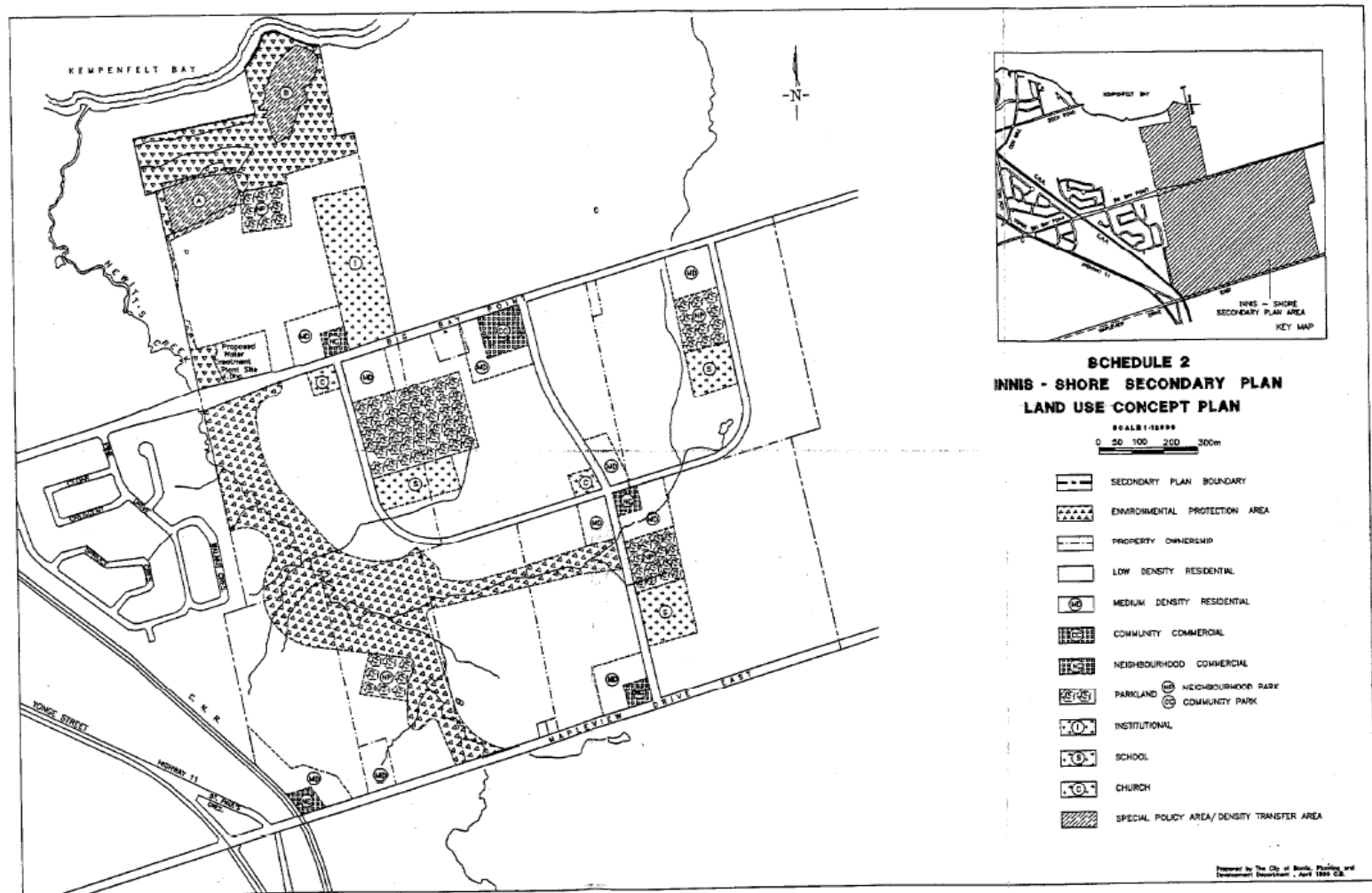
1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

1. Schedule A Land Use to the Official Plan, as amended is hereby further amended by revising the Environmental Protection and Residential designation boundaries on the lands known municipally as 750 Maplevue Drive East in the City of Barrie, as shown on Schedule "A" attached hereto and forming Part of this Amendment.
2. Schedule 2 Innis-Shore Secondary Plan Land Use Concept Plan, as amended is hereby further amended by adding a Medium Density Block on the lands known municipally as 750 Maplevue Drive East in the City of Barrie, as shown on Schedule "B" attached hereto and forming Part of this Amendment.
3. That notwithstanding section 2.5.1.2 Specific Residential Policies in the Innis-Shore Secondary Plan, the Medium Density Block on the lands known municipally as 750 Maplevue Drive East in the City of Barrie shall be permitted a density of 90 units per hectare.



Schedule 'B' - Innis-Shore Secondary Plan Land Use Concept Plan



APPENDIX "B"

DRAFT Zoning By-law Amendment

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.

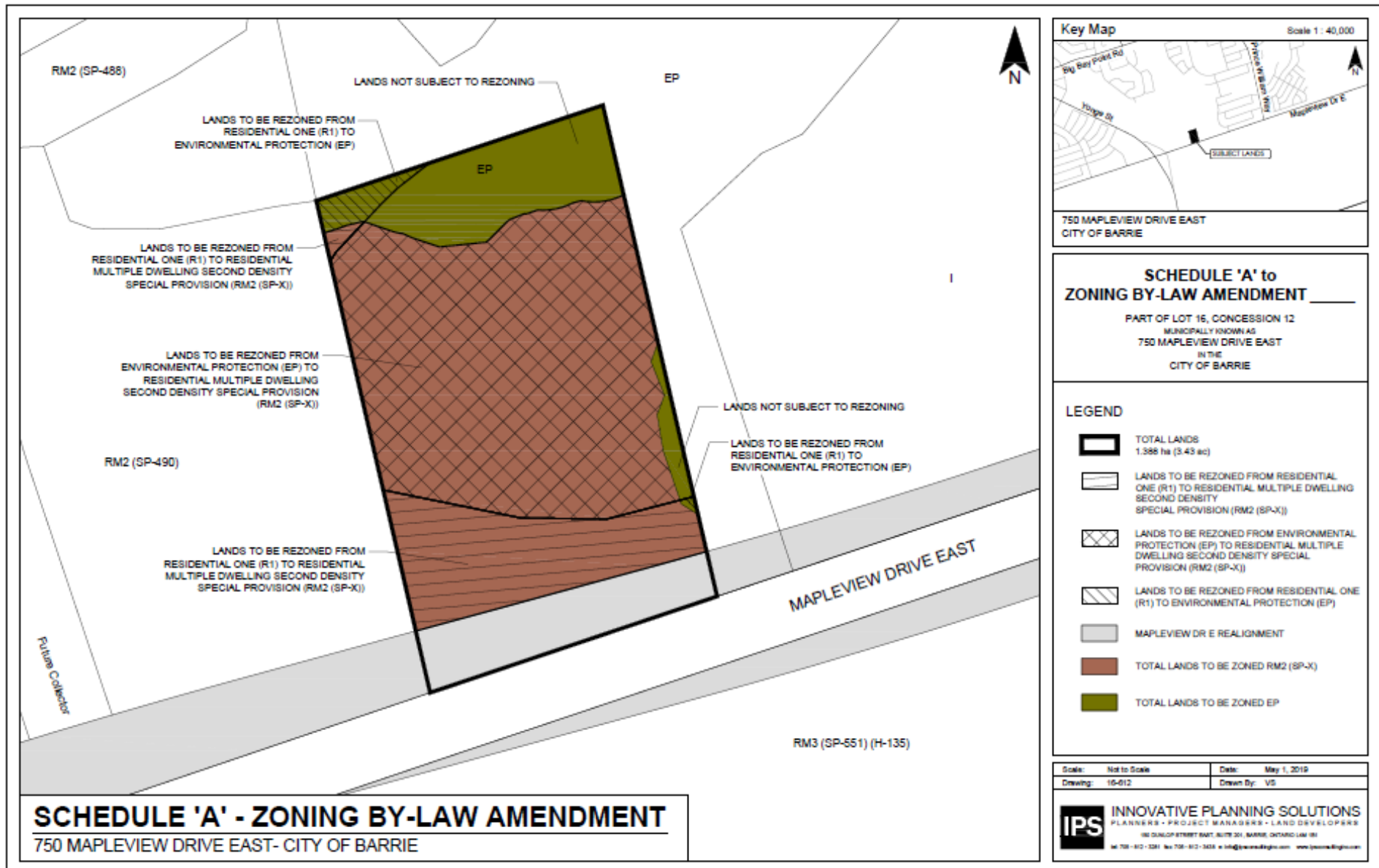
WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands known municipally as 750 Maplevue Drive East from Environmental Protection (EP) and Residential Single Detached (R1) to Environmental Protection (EP) and to Residential Multiple Dwelling Second Density (RM2)(SP-____)(H-____).

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 the lands known municipally as 750 Maplevue Drive East from Environmental Protection (EP) and Residential Single Detached (R1) to Environmental Protection (EP) and to Residential Multiple Dwelling Second Density (RM2)(SP-____)(H-____) in accordance with Schedule 'A' attached to this By-law being a portion of the zoning map.
- 2) THAT notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 90 units per hectare shall be permitted.
- 3) THAT notwithstanding the provisions set out in Section 5.2.5.2 b) of By-law 2009-141, 8 square metres of consolidated amenity space per unit shall be required, in a location and shape satisfactory to Planning Services.
- 4) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are a permitted use.
- 5) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be required.
- 6) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 5 metres shall be required.
- 7) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum building setback of 3 metres is required from all lands zoned as EP.
- 8) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage of 45% is permitted.
- 9) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) of 128% is permitted.
- 10) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 15 metres shall be permitted.
- 11) THAT notwithstanding the provisions set out in Section 5.3.3.2 d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be permitted.

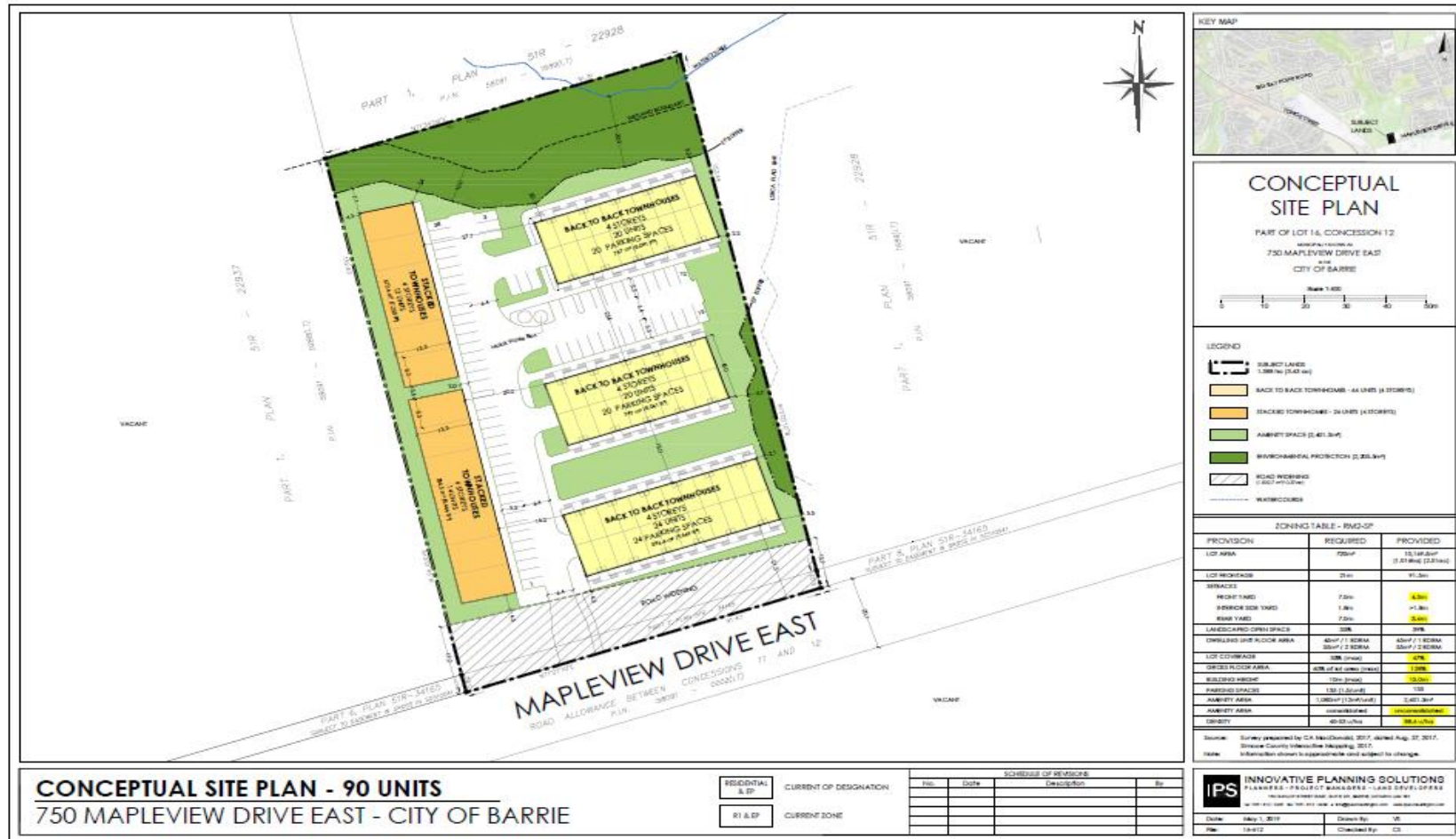
-
- 12) THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
- 13) THAT the owner/applicant is required to provide community benefits in accordance with Section 37 of the *Planning Act*, to be distributed as follows:
- a. That a minimum of 10% of all community benefit bonusing money be deposited in the Community Improvement Facility Reserve;
 - b. That a minimum of 70% of all community benefit bonusing money be deposited in an Affordable Housing Reserve; and
 - c. That the 20% of all community benefit bonusing money be allocated to a project directed to the priorities established for Ward 10 funds.
- 14) 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 _____, 2019.



APPENDIX "C"

Revised Concept Plan



APPENDIX "D"

Supporting Information

The following studies and supplementary information was submitted in support of the applications:

a) Planning Justification Report (Innovative Planning Solutions, July 2018)

The Planning Justification Report described the surrounding area and general details for the establishment of the proposed development limit on this property. The detail includes the identification of the site as being within proximity to the Barrie South GO Station and therefore contributing to the Major Transit Station Node on Schedule I Intensification Areas in the City's Official Plan. The Planning Consultant provided justification for consideration of the change in land use in accordance with the applicable Provincial and City documents, including the Provincial Policy Statement, Places to Grow, the City's Official Plan and Intensification initiatives. In the opinion of the Planning Consultant, this project met the goals and directives of these documents.

A Supplemental Planning correspondence dated May 1, 2019 was submitted to provide an update to the Environmental Protection designation and zone, confirmation of requested Special Provisions and a completed comment response matrix.

b) Scoped Environmental Impact Study (Beacon Environmental Limited, October 2018)

The Terms of Reference for the Environmental Impact Study (EIS) were approved by the Lake Simcoe Region Conservation Authority (LSRCA), and the report completed to the satisfaction of LSRCA staff, including but not limited to detail regarding the accurate representation of the Hewitt's Creek Wetland, vegetation survey and contributing feature habitat. The natural heritage resource feature and buffer recommendations outlined in the EIS are demonstrated on the alteration to the Environmental Protection designation and zoning for the subject lands provided in support of the Official Plan and Zoning By-law Amendment applications.

c) Urban Design Brief (Innovative Planning Solutions - November 28, 2018)

The Urban Design Brief was a comprehensive design submission that included street view, proposed built form, elevations and interior design elements for the townhouse units to support the proposed concept. In the opinion of the Planning Consultant, the development met the goals and directives of good design. Staff will provide detailed review of the site design and ultimate concept as part of the Site Plan Control process if the recommendation in Staff Report PLN021-2019 is approved.

d) Preliminary Stormwater Management & Functional Servicing Report (C.C. Tatham & Associates Ltd., October 3, 2018)

The Preliminary Stormwater Management and Functional Servicing Report reviewed the existing infrastructure to service the proposed change in land use and density at this location. The consulting team concluded that capacity in the water, sewer and wastewater infrastructure is available without needing improvements to the municipal system. A basic analysis of stormwater management for the site concluded that a best efforts approach be proposed to meet water balance and runoff volume control criteria due to site constraints. Further detail and examination of the provision of services, water balance, phosphorous loading and the potential for using Low Impact Development techniques for stormwater

management will be completed as part of the Site Plan Control process if the recommendation in Staff Report PLN021-2019 is approved.

- e) Hydrogeological Assessment Report (Cambium Inc., October 10, 2018)

The Hydrogeological Assessment Report was completed to examine dewatering requirements, water balance and construction requirements for underground parking garages. Detailed engineering and review will be completed as part of the Site Plan Control process if the recommendation in Staff Report PLN021-2019 is approved.

- f) Preliminary Geotechnical Investigation (Soil Engineers Ltd., February 15, 2017)

A Geotechnical report was prepared to examine the subsurface soil and support capabilities for the future development of the site, including dewatering requirements. The report concludes that development can be supported, however it is anticipated that geotechnical expertise will be required as part of the detailed design and construction processes.

- g) Environmental Noise Feasibility Study (Valcoustics Canada Inc., October 25, 2018)

The noise assessment was completed to review and determine potential mitigation measures required to abate noise levels from traffic sources on Mapleview Drive East and from the existing Metrolinx rail corridor. The assessment has demonstrated the need for protections including air conditioning units so windows can be kept closed in those units adjacent to Mapleview Drive East. Any specific recommendations will need to be evaluated and confirmed with the final design of the site and implemented through the Site Plan Control process if the recommendation in Staff Report PLN021-2019 is approved.