

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT

658 & 662 Mapleview Drive East
Barrie, Ontario

Date:

December 10, 2019

Prepared for:

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1.0 INTRODUCTION

MHBC Planning Limited was retained by 1701390 Ontario Ltd. and 1701391 Ontario Ltd. to review the planning merits of an application for Zoning By-law Amendment (“ZBA”) with respect to their properties known municipally as 658 and 662 Maplevue Drive East, Barrie (the “Site”), and described legally as Parts 1 and 2, Registered Plan 51R-41177. The Site is made up of two parcels of land zoned and designated for low-density residential use.

The proposed ZBA is associated with no specific development concept at this time. Rather, the application would bring the Site into consistency with the City’s Official Plan “node” policies which are applicable on the Site. The application would also be more in keeping with the zoning on the lands surrounding the Site which are zoned commercial. The surrounding lands are known municipally as 800 Yonge Street, which are also held by the Owner. As such, the ZBA application submitted proposes rezoning from the current “Residential Single Detached Dwelling First Density (R1)” zone to “Mixed Use Node Special Provision (MU1 SP-XXX)”. Development is anticipated to proceed through application for Site Plan Approval at a later date.

1.1 Site Context, and Surrounding Land Uses

The Site is located on Maplevue Drive E, in the City’s South end (see **Figure 1**). The landholdings make up a combined area of 2,500 square-metres (0.25 ha) and have a combined frontage of 60 metres on Maplevue Drive East. The Site is flat and formerly hosted two single detached residential units which have since been demolished. The Site is largely cleared of vegetation and does not otherwise contain any significant environmental features.

To the south of the site is Maplevue Drive. On the south side of Maplevue Drive are two single detached units, two small vacant lots, and an “key lot” which has a small frontage on Maplevue but is actually a larger landholding beyond the entry way. The area south of Maplevue Drive is the location of the Salem Secondary plan which is an area slated for considerable development. West, north and east of the Site is a vacant land holding which, as stated, is also owned by the applicant. Barrie’s ‘Yonge GO South’ transit station is approximately 250 metres to the northeast of the Site. The property is currently being farmed (see **Figure 2**).

Further east of the Site is the intersection of Maplevue Drive and Yonge Street. This intersection is a major intersection of these two arterial roads and the City has plans for major development in this area. At this intersection is a major transit station area which includes one of the City’s two GO Train stations.

1.2 Proposal

There is no development concept proposed in association with the application for ZBA put forward. Should the proposed rezoning be approved, it is anticipated that any development would proceed through subsequent application for Site Plan Approval. The ZBA application proposes to rezone the lands from “Residential Single Detached Dwelling First Density (R1)” zone to “Mixed Use Node Special Provision (M1)” (see **Appendix A**).

The intention is to recognize the City’s desire to zone the area in a Mixed Use Zone through its Intensification policy framework (discussed in detail in **Section 2.6** of this report). An additional intention is to preclude the development of single detached homes in an area where the City desires higher order development as well as to eliminate the opportunity for two detached residential driveways onto Maplevue Drive.

2.0 Policy Analysis

2.1 Planning Act, R.S.O. 1990, c. P.13

The *Planning Act, R.S.O. 1990, c. P.13* sets forth the foundation for land use planning in Ontario and describes how land uses may be controlled. A zoning by-law amendment is sought to bring the Site into consistency with the City’s “node” policies. The information contained in this Planning Brief satisfies the prescribed information requirement for rezoning requests as set out in Section 34 of the *Planning Act*.

2.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) is a provincial policy document that all planning decisions within the Province shall be consistent with. The PPS seeks to sustain healthy, liveable and safe communities by promoting efficient, cost-effective development and land use patterns, protecting resources for economic or environmental benefit and directing development away from areas of public health or safety risk. The PPS has been reviewed in its entirety as it relates to the Site and a discussion respecting the applicable policies is included herein.

The PPS provides policies for Settlement Areas, including that Settlement Areas shall be the focus of growth and development. The Site is located within the Settlement area of the City of Barrie. Additionally, land use patterns in Settlement Areas shall efficiently use land and resources as well as infrastructure and public service facilities, and shall support active transportation.

The Site is considered a “Designated Growth Area” and is located adjacent to the “Built-up Area” of the City. Development in Designated Growth Areas should occur adjacent to the existing built-up area with a compact form, and mix of uses and density to allow for the efficient use of land, infrastructure and public service facilities. The existing land use permissions for the site facilitate low-density detached residential development as-of-right. This would not achieve a residential density which would be considered an efficient use of land, infrastructure, or public services. The proposed ZBA would bring the Site into consistency with the municipal planning context for the area.

In terms of servicing, the PPS provides that municipal sewage services and municipal water services are the preferred form of servicing for Settlement Areas. The Site is currently not municipally serviced; redevelopment of the Site within the new proposed zone would require municipal servicing as is preferred through the policies of the PPS.

The Site hosts no significant natural heritage features, or known cultural heritage features nor does it contain any known natural hazards.

It is the opinion of the undersigned that based on a comprehensive review of the document; the proposed ZBA is consistent with the policies of the PPS.

2.3 Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) is a policy document which guides the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are intended to guide decisions on how land is developed in the Greater Golden Horseshoe. These principals promote, amongst other matters, the building of compact, vibrant and complete communities, the protection and wise use of natural resources, the optimization and use of existing infrastructure, and providing for approaches to managing growth that recognize the diversity of the many communities subject to the Plan.

The general growth management policies contained within the Growth Plan include policies which, amongst other items, direct development to Settlement Areas, in particular those with existing municipal water and sewage systems; build compact communities in designated greenfield areas; and encourage the development of complete communities that contain a diverse mix of land uses, including a range and mix of housing types and high quality public open space. The Growth Plan identifies the City of Barrie as a Primary Settlement Area within the Simcoe Sub-area. Accordingly, the Growth Plan directs a significant portion of population and employment Growth within the County of Simcoe to the City of Barrie.

The Site is outside of the municipal ‘built-up’ area within the City of Barrie Official Plan, but is within the municipal Settlement Area. As such, the Site is considered to be within a designated greenfield area. The Growth Plan provides new development taking place in designated greenfield areas will support the achievement of complete communities, support active transportation, encourage the integration and sustained viability of transit services, and will generally meet a

minimum density of 50 residents and jobs per hectare. Current zoning permissions held by the Site would allow for single detached residential built form as-of-right on each of the two lots. Development of this form would not assist the City to achieve the density prescribed through the designated greenfield area policies of the Growth Plan. Furthermore, the current zoning permissions provide minimal opportunity for the mix of uses typically associated with complete communities.

The Site is within a 250 metre radius of Barrie's Yonge Street GO Transit Station. Through the Growth Plan, major transit station areas are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan calls for a minimum density of 150 residents and jobs combined per hectare within such areas. As with policies supporting development within designated greenfield areas, the Growth Plan provides that development within major transit station areas plan for a diverse mix of land uses, and higher residential density, generally considered more supportive of transit use.

The Site contains no protected water resource systems, or other features or areas which are outlined for protection under the Growth Plan. Consistency with the relevant watershed planning framework, the Lake Simcoe Protection Plan, is described further in **Section 2.4** of this document. No concept is currently proposed and thus detailed review of the water and energy conservation and Climate Change policies of the Growth Plan cannot be considered in entirety due to the lack of a development concept; these items will be reviewed when a specific development proposal comes forward. However, the proposed ZBA would generally better position the Site to be supportive of the notions of complete communities and reduced reliance on the automobile versus the current zoning permissions.

It is the opinion of the undersigned that based on a comprehensive review of the document; the proposed ZBA is consistent with the policies of the Growth Plan.

2.4 Lake Simcoe Protection Plan

The Site is within the watershed of Lake Simcoe and thus is subject to the policies of the Lake Simcoe Protection Plan ("LSPP"). The LSPP addresses a wide spectrum of issues, categories and goals all with the priority of protecting, improving and/or restoring elements that contribute to the ecological health of the Lake Simcoe watershed. As it relates to land development within a recognized settlement such as the City of Barrie, certain broad categories of policy apply, and within these categories specific policies based on the location and characteristics of the Site.

The Site does not contain any tributary, riparian area, or other significant natural heritage feature nor is it near the shoreline of Lake Simcoe. Any future proposal will be fully serviced and proper stormwater techniques will be employed which conform to the policies of the LSPP.

The proposed ZBA conforms to the policies of the LSPP.

2.5 City of Barrie Official Plan

Through the City of Barrie Official Plan (2018) (the “OP”), Barrie is recognized as the regional growth centre and urban area in terms of population, employment and the delivery of services, and recognizes its role as a Primary Settlement Area in terms of the Provincial Growth Plan framework. In implementing the goals and policies of the OP the City will strive for sustainable development which is defined as development that is sensitive to the environment, can be achieved through sound land use planning and transportation policies, and through the development of energy and resource conservation programs as well as other means. From a specific policy context, the Site is within the Yonge GO Station Major Transit Node and is outside the Built-up Area in Schedule I of the OP (see **Figure 3**). Further, the Site is designated “Residential” in Schedule A of the OP (see **Figure 4**).

The OP is based on various assumptions including but not limited to identifying that there will be a strong 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 represents an essential component of the City’s growth management strategy in an effort to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space.

The City’s growth management policies review various matters but from a residential density perspective, the City’s policies are similar to the Growth Plan with respect to striving towards 50 people and/or jobs per hectare and residential densities and the development of transit infrastructure will be used to direct and manage growth.

The City’s Housing policies further provide that the City is to provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales. The policies also speak to design and density for new housing which efficiently uses lands, resources, infrastructure and public service facilities and support safe, vibrant, pedestrian and bike friendly streetscapes. Part of the complete community policies include ensuring a mix and range of housing types, high quality public spaces and easy access to local stores and services. Housing is also directed to locations where there are appropriate levels of infrastructure and public services existing or planned. Although maintaining the single detached lots and associated zoning on the Site would assist the City in providing for a mix of housing types, the Site is located in an intensification area on an arterial road thus uses in keeping with the policies of the Official Plan, the proposed MU1 SP-XXX zone would further in assisting the City in achieving many of the Official Plan’s housing policies.

The Residential policies of the OP provide for an urban residential fabric characteristic of a maturing City. They provide for, but are not limited to fostering a sense of neighbourhood, creation of complete communities, develop residential densities which support transit use and active transportation, development of high quality and well-linked public open spaces, enhance residential compatibility between dwelling types at different densities and minimize potential conflict between incompatible land uses, and to plan for new medium and high density development which encourage mixed use and high quality urban design within the Intensification Areas while continuing to support the integrity of stable neighborhoods. The locational criteria direct medium and high residential development to the Intensification Nodes and Corridors identified in Schedule I of the OP, among other potential locations.

The Site is located within one of the City's Intensification Nodes (Node) as well as within a Major Transit Station Area. The policies identify that residential intensification shall be focused in the Urban Growth Centre as well as the Intensification Nodes, Intensification Corridors and the Major Transit Station Areas, as well as potentially other areas. The intersection of Mapleview Drive and Yonge Street is a Primary Node as well as a Major Transit Station Area and thus the area of the Site and surrounding is a target area for the City's intensification. It is submitted that the development of two single detached lots in this area does not assist the City in achieving these policy positions.

The Site is also subject to the Painswick South Secondary Plan policies. The Painswick South Secondary Plan was approved as OPA 81 in the 1990's. The Secondary Plan designates the Site as a deferred development area. Several of the City's newer OP policies however, take precedence over the Secondary Plan policies. The City's intensification policies identify that within a Node, such as where the Site is located, the intensification policies of the City take precedence over the population policies of the applicable Secondary Plan and where there is a conflict with the Secondary Plan, the Node and Corridor policies of the OP as well as policies of the PPS and the Growth Plan take precedence. Further still, the Mixed-Use policies which apply to the identified Nodes and Corridors within the City, take precedence over the Residential and the Commercial policies of the OP with one exception being related to both mixed-use and high quality design. The details of the Painswick South Secondary Plan were not therefore reviewed in detail through this report as several of the other policies take precedence over the Secondary Plan.

The Mixed Use policy goals, which are applicable to the Node and Corridor areas of the City, include planning for medium and high density development that supports a mix of commercial, residential and institutional uses, creating a complete community that supports a range of activities and multiple modes of transportation, providing for a variety of housing forms to satisfy a range of incomes and tenures, pedestrian oriented, and to establish the Nodes and Corridors as the focal point of activity and destination for surrounding neighbourhoods. Current zoning permissions which allow for low-density detached residential built form would not generally align with the Mixed Use policy goals described herein. The policies further identify that Mixed Use areas will be zoned to discourage uses that negatively affect their planned function.

The Site is not within a defined policy area, it fronts onto an Arterial Road (Mapleview Drive), is not within the Conservation Authority's regulated area, is not within any of the City's vulnerable areas for drinking water, nor is it subject to any of the City's natural heritage areas.

Although the two lots which constitute the Site already exist and, it is assumed, access to these lots would not be prohibited, it is a policy of the City to discourage numerous individual accesses points along arterial roads such as Mapleview Drive.

Various other development policies, including but not limited to, servicing and stormwater will be reviewed at the time of a specific application.

Based on the above, it is concluded that the proposed ZBA conforms to the applicable policies of the City of Barrie Official Plan.

2.6 City of Barrie Zoning By-law

The Site is currently zoned “Residential Single Detached Dwelling First Density (R1)” in the City of Barrie’s Comprehensive Zoning By-law 2009-141 (see **Figure 5**). Accordingly, the Site currently holds as of right permissions for single-detached uses and would only require the issuance of a building permit for such a development. The application put forward seeks to rezone the lands to the “Mixed Use Node Special Provision (MU1 SP-XXX)” zone. A draft amendment and Schedule ‘A’ is provided in **Appendix A** of this report.

One special provision is proposed. This provision would, in effect, “blur” the lot lines between the existing two lots on the Site with the adjacent parcel and remove the need for a building setback between the various lot lines.

The purpose of the proposed rezoning exercise is largely to facilitate a built form within the Site consistent with municipal and provincial planning policy for intensification areas. Allowing for the subject lands to be considered as a component of the greater 800 Yonge Street site adjacent, would provide for a better use of the lands rather than imposing artificial setbacks from the lot lines and thus sterilizing otherwise useable land. No further special provisions are proposed.

Mixed Use Zoning

The City specifically developed the MU1 (Node) and MU2 (Corridor) zones to apply to the Intensification Nodes and Intensification Corridors in the City. Through pre-consultation City staff have expressed desire to have mixed use zones utilized for this property; namely, the MU1 zone. The Mixed Use zoning was crafted, by the City, in effort to provide for a variety of land uses in intensification areas, including residential and commercial, which would generally be aligned with the provincial vision of a mixed-use intensification area. Accordingly, it is understood that the standards of the Mixed Use zones have been created with the intention of facilitating a built form that provides for higher residential densities, a mix of uses, supports the existing and planned transit in the area and favours the pedestrian realm.

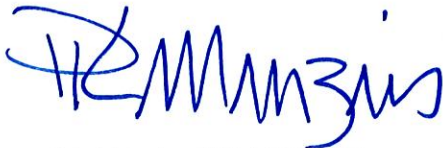
Based on the above, it is concluded that the proposed zoning bylaw amendment is appropriate for the Site and will implement the overall vision and policies that the City has provided for this intensification area within its Official Plan.

3.0 CONCLUSION

Based on a detailed review of all applicable Provincial and City policies, as well as considering the site location, condition, context and surrounding land uses, it is the opinion of the undersigned that the proposal represents good planning.

Respectfully submitted,

MHBC



Kris Menzies, BES, MCIP, RPP
Partner



Tyler Searls, BCD
Planner

Figures

Figure 1

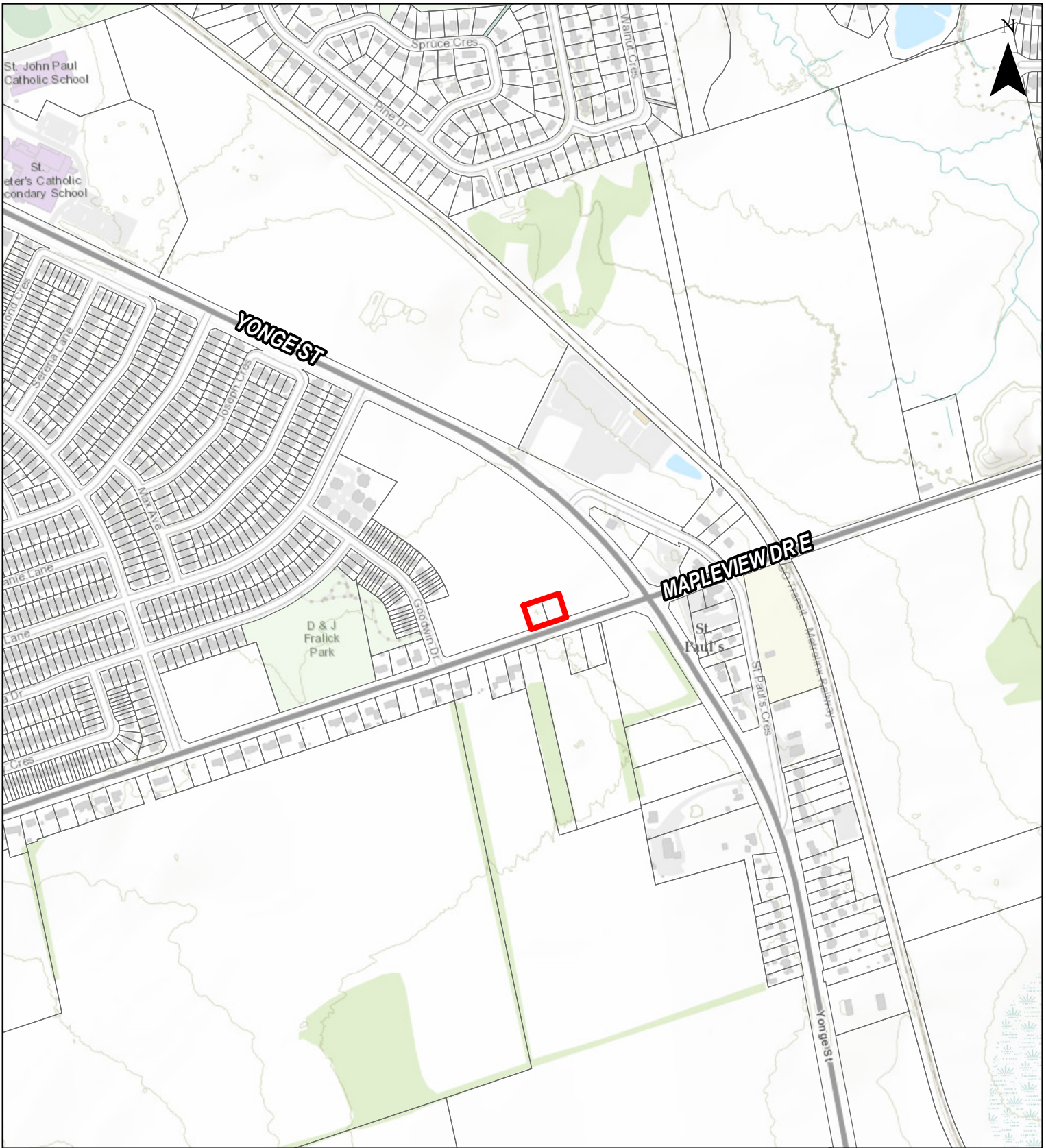


FIGURE #1
LOCATION

Yonge GO W Res. Lots
658-662 Mapleview Drive West
City of Barrie
County of Simcoe

LEGEND

 Site Location

DATE November, 2019

SOURCES Contains information licensed under the
Open Government Licence - Ontario
ESRI Base Maps

0 50 100 200 Meters

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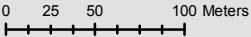
Figure 2



FIGURE #2
AERIAL PHOTO

Yonge GO W Res. Lots
658-662 Mapleview Drive West
City of Barrie
County of Simcoe

LEGEND
 Site Location

DATE	November, 2019
SOURCES	Contains information licensed under the Open Government Licence - Ontario ESRI Base Maps
	

N:\Barrie\Yonge at Mapleview (Barrie West) Residential lots - 081761 Drawings\Planning Report\Figure 02

Figure 3

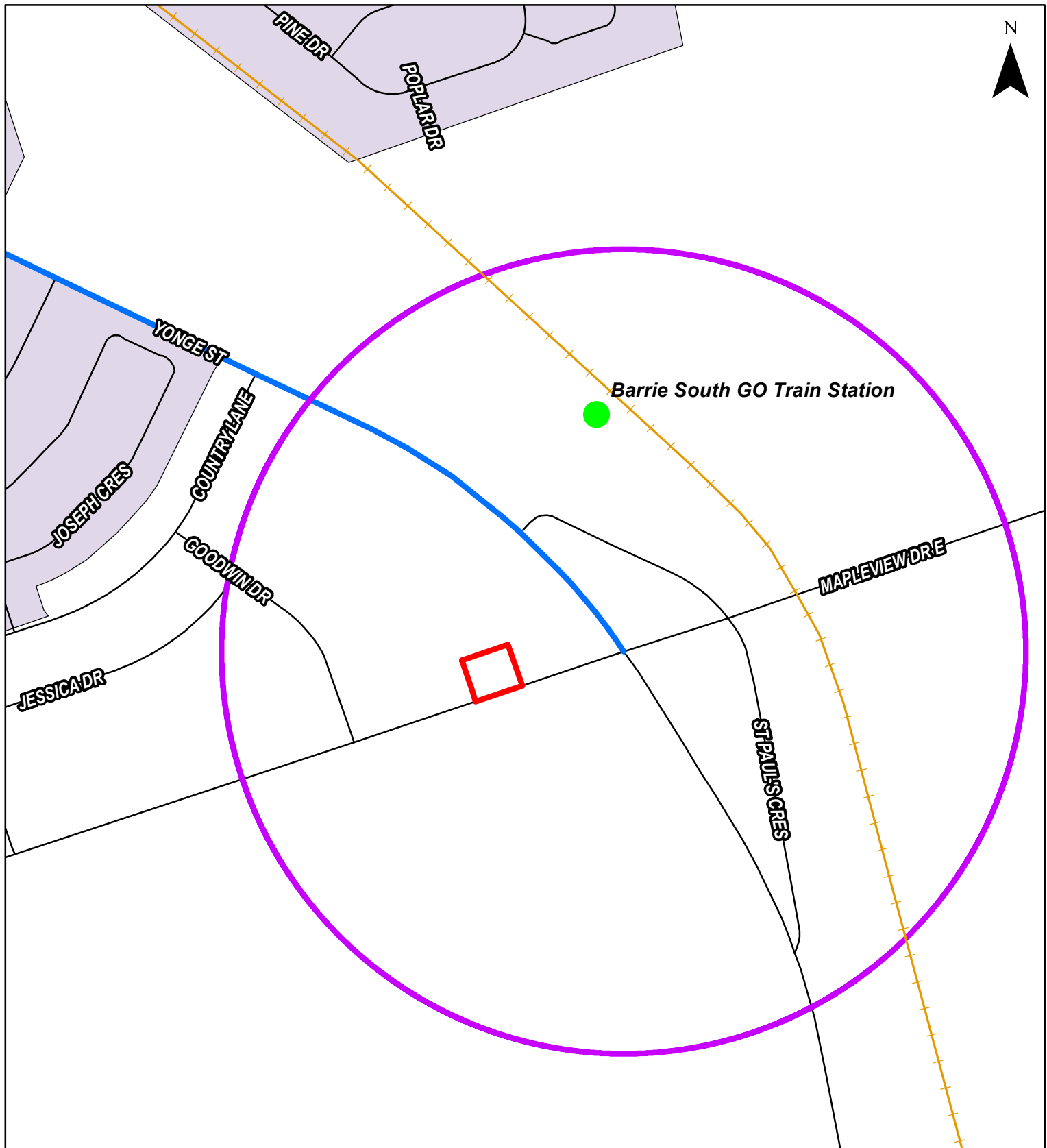


FIGURE #3
INTENSIFICATION AREAS
 City of Barrie Official Plan
 Schedule I

Yonge GO W Res. Lots
 658-662 Mapleview Drive West
 City of Barrie
 County of Simcoe

LEGEND

- Site Location
- Primary Node/Major Transit Node
(50-120 units per ha)
- Primary Corridor
- Built-up Area
- Railway
- Major Transit Station

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0 37.5 75 150 Meters	
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PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE	

Figure 4

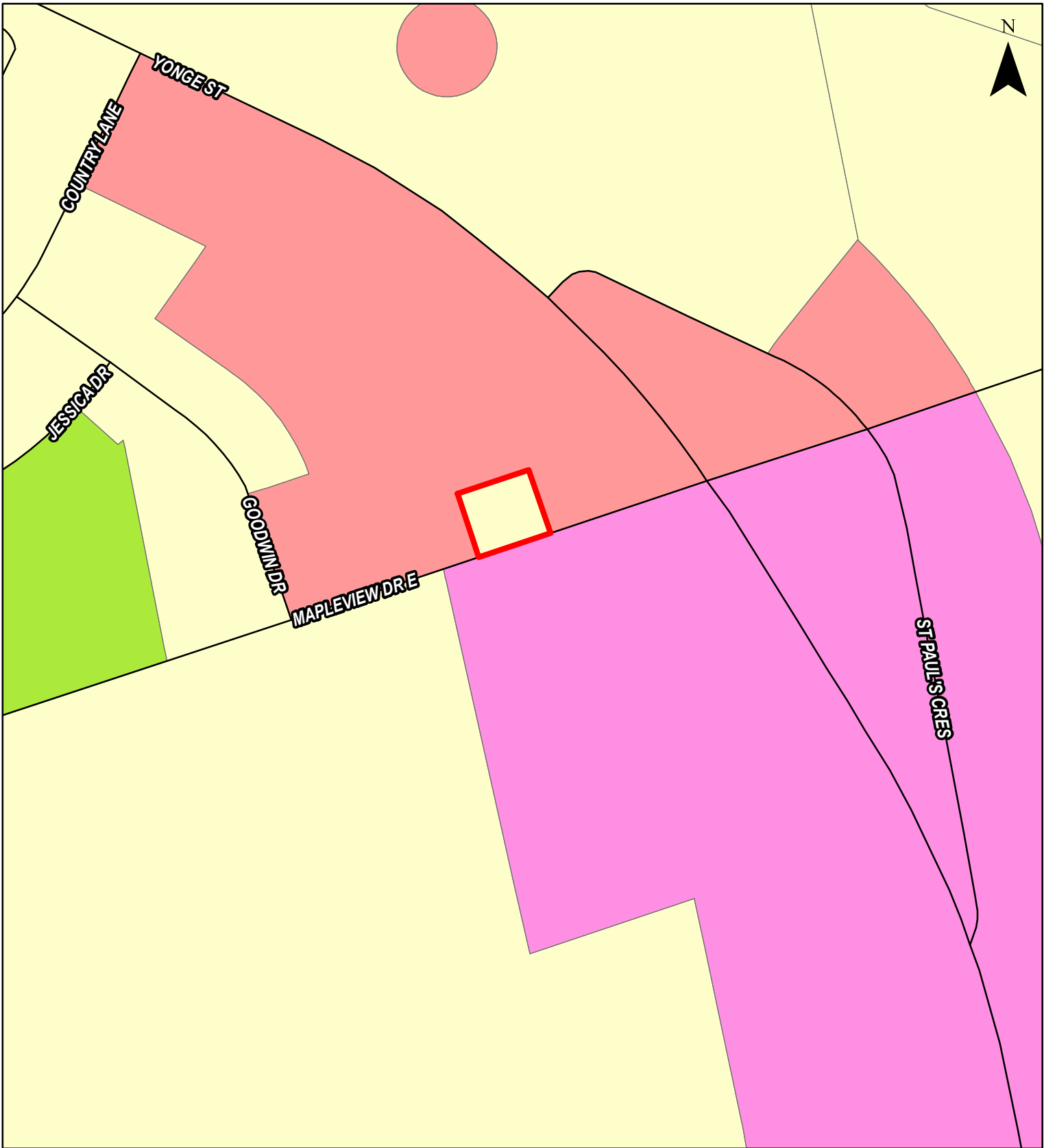


FIGURE #4
LAND USE DESIGNATION
 City of Barrie Official Plan
 Schedule A

Yonge GO W Res. Lots
 658-662 Maplevue Drive West
 City of Barrie
 County of Simcoe

- LEGEND**
- Site Location
 - Residential
 - Mixed Use Nodes and Corridors
 - Open Space
 - General Commercial

DATE	November, 2019
SOURCES	Contains information licensed under the Open Government Licence - Ontario City of Barrie
0 25 50 100 Meters 	

Figure 5

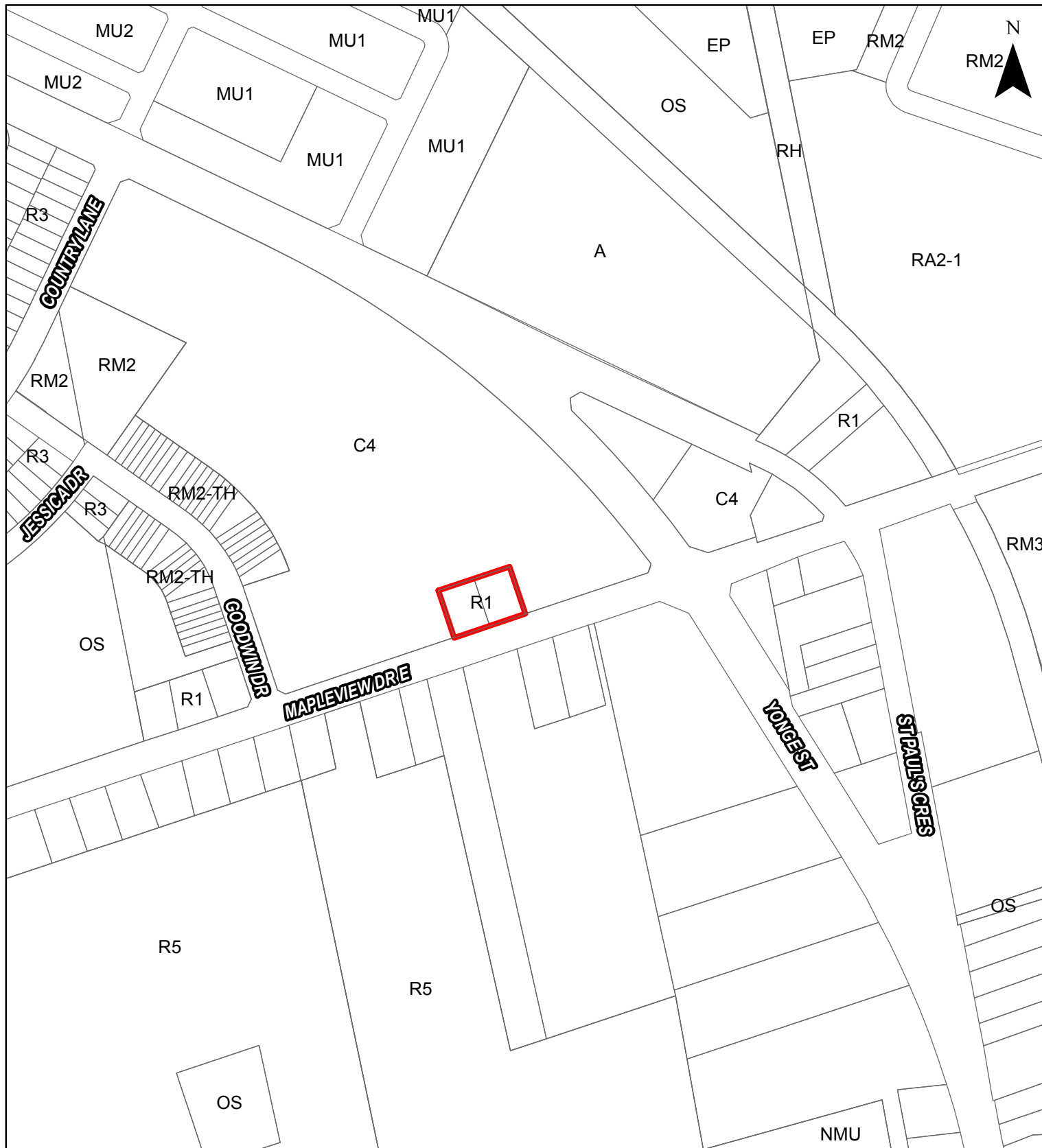


FIGURE #5
ZONING
 City of Barrie Zoning By-law

Yonge GO W Res. Lots
 658-662 Maplevue Drive West
 City of Barrie
 County of Simcoe

LEGEND

- | | |
|---|--|
|  Site Location | R3 Residential Single Detached Dwelling Third Density |
| R5 Neighbourhood Residential | MU1 Mixed Use Node |
| C4 General Commercial | RM2-TH Residential Multiple Dwelling Second Density |
| R1 Residential Single Detached Dwelling First Density | A Agriculture |
| OS Open Space | |

DATE November, 2019

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 City of Barrie

0 25 50 100 Meters

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Appendices

Appendix **A**

BY-LAW NUMBER 2020-

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as Parts 1 and 2, Registered Plan 51R-41177 and known municipally as 658 and 662 Maplevue Drive East, shown on Schedule "A" to this By-law from Residential Single Detached Dwelling First Density (R1) to Mixed Use Node Special Provision ____ (MU1 SP-____) Zone.

AND WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion _____;

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

1. **THAT** the zoning map is amended to change the zoning of 658 and 662 Maplevue Drive East from Residential Single Detached Dwelling First Density (R1) to Mixed Use Node Special Provision ____ (MU1 SP-____) Zone in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** the subject lands shall be treated as one parcel to each other and one parcel with the adjoining lands known municipally as 800 Yonge Street for zoning purposes.
3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

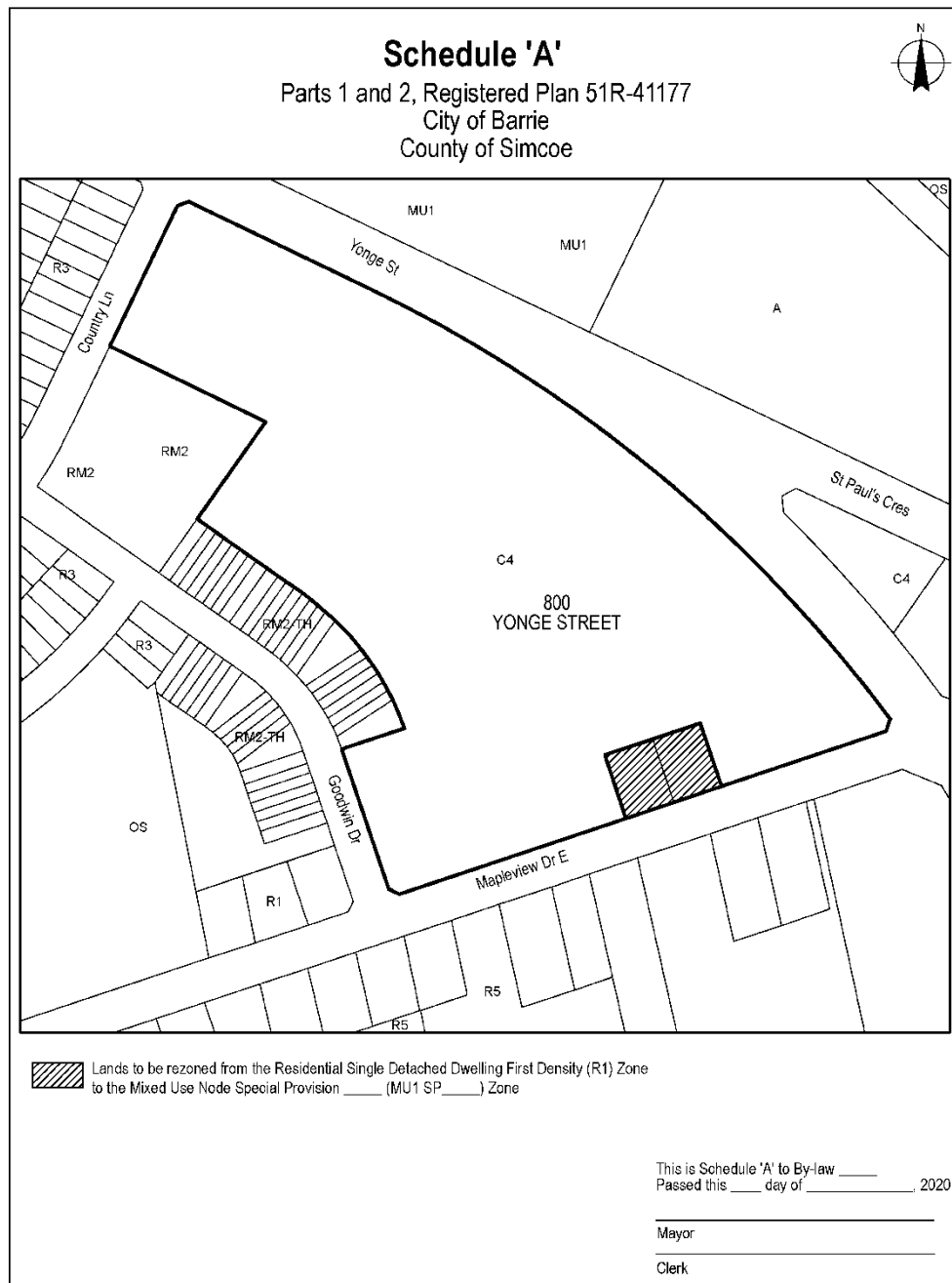
READ a **FIRST**, **SECOND**, and **THIRD** time and finally passed this ____ day of _____, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2020-_____



MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

DRAFT