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**TO: GENERAL COMMITTEE**

**SUBJECT: ZONING BY-LAW AMENDMENT – 947 MAPLEVIEW DRIVE EAST**

**WARD: 10**

**PREPARED BY AND KEY CONTACT: A. GAMEIRO, RPP, SENIOR PLANNER, EXT. 5038**

**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**

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**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment application submitted by the Goodreid Planning Group, on behalf of Mapleview Friday Corporation from Mapleview South (Innisfil) Ltd., to rezone lands known municipally as 947 Mapleview Drive East from 'Rural Residential' (RR) to 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX), be approved.
2. That the following site-specific provisions be referenced in the implementing zoning by-law for the subject lands:
  - a) That the lot line abutting Mapleview Drive East shall be considered the front lot line;
  - b) That a minimum front yard setback of 2 metres to the principal building is permitted, whereas a minimum front yard setback of 3 metres is required;
  - c) That architectural features such as awnings and canopies may encroach a maximum of 1 metre into a required front yard;
  - d) That a landscape buffer strip with a minimum width of 2 metres is permitted along the rear lot line, whereas a landscape buffer strip with a minimum width of 3 metres is required;
  - e) That a landscape buffer strip with a minimum width of 1 metre is permitted along a driveway located adjacent to the rear lot line, whereas a landscape buffer strip with a minimum width of 3 metres is required;
  - f) That a maximum lot coverage of 46 percent is permitted for a surface parking area, whereas a maximum lot coverage of 40 percent is permitted for a surface parking area that services an apartment building;
  - g) Where a lot zoned 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) is developed collectively with a lot zoned 'Neighbourhood Residential Multiple – Special Provision No. 616' (RM3)(SP-616), the lands within the RM3(SP-616) zone may be included in the calculation of the lot area, landscaped open space, lot coverage, density, gross floor area, and parking area lot coverage for the RM3(SP-XXX) zone; and,

- h) That lands zoned ‘Neighbourhood Residential Multiple – Special Provision’ (RM3)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule “B” to Staff Report DEV026-23, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, driveways, drive aisles and parking areas.
- 3. That the written and oral submissions received relating to this application, have been on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV026-23.
- 4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

**PURPOSE & BACKGROUND**

**Report Overview**

- 5. The purpose of this Staff Report is to recommend approval of a Zoning By-law Amendment Application submitted by the Goodreid Planning Group, on behalf of Mapleview Friday Corporation from Mapleview South (Innisfil) Ltd., for lands known municipally as 947 Mapleview Drive East (see Appendix “A” – Proposed Zoning By-law Amendment attached to Staff Report DEV026-23).
- 6. The effect of the application, if approved, is to permit the development of a mid-rise mixed-use development consisting of:
  - a) A six (6) storey mixed-use building containing 96 residential condominium units (1 and 2 bedroom units) and 293 square metres of ground floor commercial space along the Mapleview Drive East frontage; and,
  - b) 157 surface parking spaces, consisting of 144 residential spaces and 13 commercial spaces (see Appendix “B” – Conceptual Site Plan).

**Table 1: Unit Type and Count – 947 Mapleview Drive East, Barrie**

Unit Type	Unit Count
<b>One Bedroom</b>	55
<b>Two Bedroom</b>	41 (15 – two-storey loft units at-grade) (26 – traditional units)

- 7. With the conclusion of the technical review and public consultation process, which included a public meeting on April 12, 2022, 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), and the City of Barrie Official Plan (2010). 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, and are known municipally as 947 Mapleview Drive East. The property is located on the south side of Mapleview Drive East, between Yonge Street and the 20<sup>th</sup> Sideroad, is generally rectangular in

shape and comprises 1.05 hectares (2.59 acres) of land with approximately 160 metres of frontage along Maplevue Drive East. The subject lands are currently vacant with vegetation along the perimeter and in the central area of the, all of which is proposed to be removed to facilitate the development of the site. Finally, the subject lands are located within Phase 1 on Schedule 9E – Development Phases of the former Hewitt’s Secondary Plan Area.

9. The existing land uses surrounding the subject lands are as follows:

North: A draft approved plan of subdivision which is being advanced by 970 Maplevue Inc. on the north side of Maplevue Drive East ([File: D12-430 & D30-004-2020 – 932, 970, 1002 & 1006 Maplevue Drive East](#)). To date, two (2) phases of the subdivision have been registered and are proceeding to construction. The subdivision is comprised of low, medium and high-density residential lots (899 units), mixed-use blocks, a public park block, a stormwater management block, a natural heritage system block and municipal streets.

East & South: Future development lands, known municipally as 953 Maplevue Drive East, which have been re-zoned and received draft approval for a plan of subdivision ([File: D30-015-2021 – 953 Maplevue Drive East](#)). The proposed subdivision consists of 466 residential units, as well as three medium density blocks, environmental protection blocks, stormwater management blocks, and municipal roads. The owner of the subject lands has arranged to acquire a block (Block 202) from the owner of 953 Maplevue Drive East to accommodate a second full-movement driveway access on the east side of the subject site. The driveway access will be provided via Stormwater Drainage and Access Block 202, as identified on the draft approved plan of subdivision. In this regard, the block is zoned RM3(SP-616) which includes site-specific permissions for stormwater drainage, vehicular and pedestrian access, and servicing for 947 Maplevue Drive East.

West: A draft approved plan of subdivision which is being advanced by 1091369 Ontario Inc. on the south side of Maplevue Drive East ([File: D12-428 – 883 Maplevue Drive East](#)). The subdivision is comprised of 457 single-detached dwelling units, 113 street townhouse units, a village square (park), a stormwater management block and municipal streets.

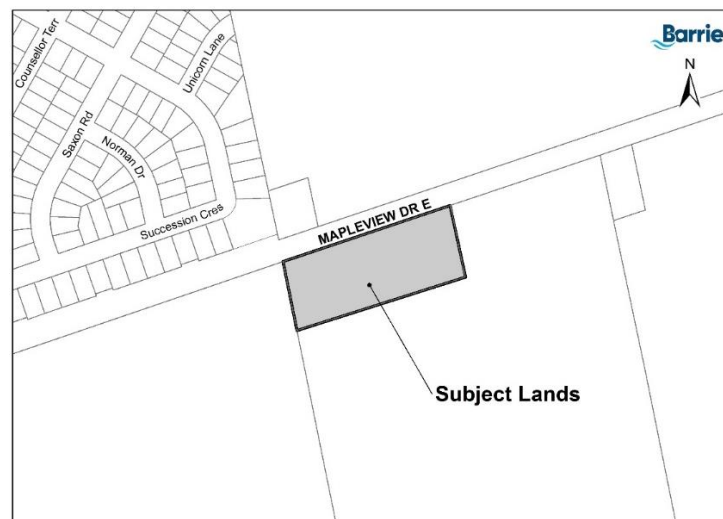


Figure 1: Location Map – 947 Maplevue Drive East

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### **Existing Policy**

10. The City's former Official Plan (2010), which included the Hewitt's Secondary Plan, designated the subject property as 'Residential Area' within Phase 1 (see Appendix "C" – Hewitt's Secondary Plan Land Use Schedule attached to Staff Report DEV026-23). According to Policy 9.5.7.2 of the Official Plan, the 'Residential' land use designation permits a variety of residential and institutional land uses, including high-density residential land uses such as stacked townhouses and apartments at a maximum density of 100 units per hectare. Additionally, Defined Policy Area 9.5.7.5 permits commercial uses on the ground floor of high-density residential uses on the subject property.
11. The subject lands are currently zoned 'Rural Residential' (RR) in the Town of Innisfil Zoning By-law 054-04, which remains in effect by virtue of the *Barrie-Innisfil Boundary Act, 2009*. These lands, among others within the former Hewitt's Secondary Plan Area, are to be re-zoned in accordance with the standards of the City of Barrie Comprehensive Zoning By-law 2009-141, as amended, to facilitate new development, as directed by City and Provincial planning policies.
12. On April 11, 2023, the Ministry of Municipal Affairs and Housing approved the City's new Official Plan (2023). According to section 2.5.7 – Existing Applications of the new Official Plan (2023), applications deemed complete prior to the approval of the Official Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy framework in place at the time the Notice of Complete Application was issued. As such, the requested Zoning By-law Amendment will be reviewed against the policies of the City's former Official Plan (2010), which includes the Hewitt's Secondary Plan.
13. While the subject application is not being reviewed against the policies of the new Official Plan, Planning staff note that the proposed development includes a six (6) storey mixed-use building containing residential condominium units and ground floor commercial uses at a density of 100 units per hectare, along an arterial road with existing and/or planned services and infrastructure, in accordance with the policy direction of the new Official Plan. Further, the proposed building includes a two-storey human-scaled podium with well-defined entrances, activated façades with recesses/projections, glazing and active-uses at-grade, along with rear yard parking to screen parking areas from the street. Finally, as discussed throughout this staff report, the importance of providing an appropriate transition to lower density land uses has been considered through the building and site design. If approved, the proposed development would be subject to Site Plan Control where matters such as building design and materials, landscaping, stormwater management, and site servicing would be reviewed in greater detail.

### **Background Studies**

14. In support of the application, the following reports were submitted. Copies of the submission materials are available online on the City's Proposed Developments webpage under [Ward 10 – 947 Mapleview Drive East](#).
  - Planning Justification Report (Goodreid Planning Group, Dated: February 2022);
  - Urban Design Brief (Lett Architects Inc., Dated: November 2021);
  - Functional Servicing and Stormwater Management Report (Pearson Engineering, Dated: January 2022);
  - Geotechnical Investigation Report (Peto MacCallum Consulting Engineers Ltd., Dated: August 2019);
  - Hydrogeological Investigation (Peto MacCallum Consulting Engineers Ltd., Dated: October 2020, Revised: April 2023);

- Phase 1 and 2 Environmental Site Assessment (Peto MacCallum Consulting Engineers Ltd., Dated: November 2022);
- Tree Inventory and Preservation Plan (JDB Associates, Dated: June 2020)
- Shadow Study (Lett Architects Inc., Dated: July 2021);
- Species at Risk Assessment (Cambium Inc., Dated: August 2019);
- Stage 1-2 Archaeological Assessment (Amick Archaeology Consultants Limited, Dated: April 2020); and,
- Transportation Impact Study (JD Northcote Engineering Inc., Dated: January 2022).

### **Neighbourhood Meeting**

A Neighbourhood Meeting was not scheduled for the proposed development as all lands located within 240 metres of the subject property have either received draft plan approval for plans of subdivision or are in the process of obtaining approvals. As such, Planning staff provided notification of the Public Meeting to all affected property owners within 240 metres, which is beyond the requirements of the *Planning Act* (i.e. 120 metres).

### **Public Meeting**

15. A Statutory Public Meeting was held on April 12, 2022, to present the subject application to the City's former Planning Committee and the public. No comments or questions were received from members of the public or Planning Committee.

### **Department and Agency Comments**

16. The subject application was circulated to staff in various departments and to external agencies for review and comment.
17. The **Lake Simcoe Region Conservation Authority (LSRCA)** provided comments indicating they have no objection to the approval of the proposed Zoning By-law Amendment. Technical review comments related to the stormwater management and phosphorous loading, as well as hydrogeological assessment and water balance may be addressed at the time of detailed design (i.e. Site Plan Control).
18. **Development Services – Approvals** staff identified no concerns with the proposed rezoning. Staff noted that the Functional Servicing and Stormwater Management Report appears to generally support the proposed development. Staff comments can be addressed during detailed design review. Staff further noted that full servicing (stormwater, water and sanitary) is contingent on the development of infrastructure in the surrounding area, particularly the Mapleview Drive Construction Works ([Project No: EN1270](#)), and advised that servicing will be reviewed further at the detailed design stage. To date, servicing upgrades along Mapleview Drive East have been completed, while the roadway urbanization remains incomplete. In this regard, timing of the remaining roadway urbanization works is being coordinated with the needs of local development.
19. The City's **Infrastructure Department – Developer and Special Projects** identified no concerns with the proposed rezoning. Staff noted that the development of the subject property is contingent on the development of stormwater, sanitary and water services in the surrounding area, particularly the Mapleview Drive East Construction Works ([Project No: EN1270](#)).
20. **Development Services – Parks Planning** staff advised that they have no comments on the proposed Zoning By-law Amendment.
21. **Environmental Sustainability (Business Performance and Environmental Sustainability)** staff provided comments indicating the residential component of the proposed development may

be eligible for municipal waste collection services, including recycling and organics programs. Further review will be conducted at the detailed design stage.

22. **Environmental Compliance (Business Performance and Environmental Sustainability)** noted that information regarding internal stormwater management and site drainage, erosion and sediment controls, and sanitary connections must be provided for full review. These matters will be addressed at the time of detailed design (i.e. Site Plan Control). It is noted that a Site Alteration Permit, Discharge Agreement, and a Fill Management Plan will be required.

Additionally, staff noted that the Phase 2 Environmental Site Assessment (ESA) submitted in support of the application will need to be updated to re-evaluate soil and groundwater conditions in comparison to Table: 2: Full Depth Generic Site Condition Standards in a Potable Water Condition of Ontario Regulation 153/04, in accordance with the City's Drinking Water Policy. If the subject application is approved, the Phase 2 ESA shall be updated at the time of detailed design (i.e. Site Plan Control).

23. The **City's Risk Management Official (RMO)** does not have any objections to the approval of the proposed application. The RMO noted that deep drilling and/or construction activities are not permitted to occur on-site without formal consultation with the City. Additionally, building supports are not permitted to be constructed within the municipal supply aquifer, and permanent dewatering is not permitted.
24. The City's **Fire and Emergency Services Department** advised that they do not have any concerns with the proposed rezoning. Further review will be completed at the time of detailed design (i.e. Site Plan Control).
25. The City's **Finance Department** provided applicable development charges/fees associated with the future development of this site.
26. The City's **Infrastructure Department – Water Operations Branch** have indicated no concerns with the proposed rezoning and noted that a detailed review will be provided through the detailed design stage.
27. **Development Services – Transportation Planning** staff do not have any concerns with the Transportation Impact Study submitted in support of the proposed development. If approved, further review will be completed as part of the subsequent Site Plan Control application.
28. The City's **Transit and Parking Strategy Department** noted that they are supportive of the proposed development, as high-density mixed-use projects facilitate transit efficiencies for the City.
29. **Enbridge Gas Inc.** has reviewed the proposed development and have expressed no objection to the approval of the application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through the subsequent Site Plan Control application.
30. **InnPower** provided no objections to the application. The developer is to contact InnPower to discuss hydro requirements for this development to ensure adequate power supply is available.
31. The **Simcoe County District School Board** and the **Simcoe Muskoka Catholic District School Board** provided comments indicating no objection to the proposed development. They confirmed that their standard notification clauses would be required through the Site Plan Control process advising prospective purchasers that pupils generated by the proposed development may need to be transported to/accommodated in facilities outside of the neighbourhood, if required.

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## **ANALYSIS**

### **Policy Planning Framework**

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

### **Ontario Planning Act, R.S.O. 1990**

33. 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>
34. The proposed development is consistent with this legislation given 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, schools, parks and community centres; provides for a variety of residential units; provides a compact, high-density form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with active uses at-grade, and pedestrian connections to municipal sidewalks to support active transportation.

### **Provincial Policy Statement (2020) (PPS)**

35. 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>
36. 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 promoting efficient and cost-effective development.
37. 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.

38. 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). The subject lands are located within an area identified for the type of development that is proposed and the proposed development has been designed to efficiently use land, infrastructure and public service facilities and provide a range of uses to meet the needs of projected growth.

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

39. 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>
40. 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, intensification corridors, 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.
41. Section 2.2.7 of the Growth Plan requires that all new development occurring 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.
42. 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. A density of approximately 173 persons and jobs per developable hectare is proposed which exceeds the minimum requirements of the Growth Plan. The proposal provides a range of housing options including condominium apartment units at varying sizes (i.e. 1 and 2 bedroom units), together with commercial uses to support the achievement of a complete community.
43. Staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

**Lake Simcoe Protection Plan (LSPP)**

44. 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 provided comments noting that they do not have any objections to the approval of the subject application. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.



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**Former City of Barrie Official Plan, 2010 (OP)**

45. The City's former Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards and private enterprise and municipal initiatives. 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 City's former 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%202017.pdf>
46. There are a number of policies in the Official Plan that generally support the proposed development. Sections 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.
47. 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 proposes a high-density mixed use development with an appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.
48. Section 3.3.1 encourages the development of 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 high density residential development, together with commercial uses, in an area where infrastructure exists and/or is proposed (i.e. water, stormwater and sanitary services) and public services such as schools, parks, and transit will be available.
49. 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.
50. This policy represents a target of the Official Plan, not a requirement. However, the developer is proposing more attainable forms of housing in the form of condominium apartment units. While the purchase price of the units has not been confirmed at this time, it should be noted that apartment units are generally considered a more affordable form of housing compared to lower density housing options, such as single, semi-detached and townhouse dwelling units. Additionally, the proposed development will increase the supply of available apartment units within the City, thereby reducing market pressures that drive up housing costs, and subsequently provide additional opportunities for moderate income households to obtain suitable housing.

**Urban Design Guidelines, Tall Buildings and Height Control**

51. Sections 6.5 and 6.6 of the Official Plan guide building and site design for tall buildings across the City by providing a framework for the development and maintenance of a healthy, safe, convenient,

efficient, and aesthetically pleasing urban environment. These policies require innovative architectural design to reduce the visual and physical impacts of building height on the public realm and low-density neighbourhoods; encourage the beautification of streetscapes through the provision of well-defined defined building entrances, active uses at-grade, pedestrian connections, and landscaping; and, the screening of loading and parking areas, site servicing, utilities and waste facilities.

52. As illustrated on the Conceptual Site Plan, Conceptual Building Elevations/Renderings, and Conceptual Landscape Plan (see Appendix "B", "D" and "E" attached to Staff Report DEV026-23), the proposed development conforms to the urban design guidelines and tall buildings policies of the Official Plan for the following reasons:
- a) The building design incorporates a two (2) storey podium which includes active commercial uses at-grade along with residential units with considerable glazing, together with landscaping to beautify the streetscape.
  - b) The building is sited, massed, and oriented toward the Mapleview Drive East frontage, providing a continuous street wall with well-defined entrances and seamless pedestrian walkways that are well-integrated with the future multi-use trail proposed along Mapleview Drive East. The site and building design prioritize pedestrians and active transportation over motorized vehicles.
  - c) Parking, loading areas and associated drive aisles are proposed at the rear of the building and are buffered by planting features along the rear and side lot lines, thereby mitigating impacts on the streetscape and public realm along Mapleview Drive East and the future north-south collector road within the draft approved plan of subdivision to the east at 953 Mapleview Drive East. Utilities will also be located at the rear of the building and appropriately screened.
  - d) The building design includes a two (2) storey commercial component on the east side of the site with a 29 metre side yard setback, which provides a gentle transition to the street townhouse units proposed within the future plan of subdivision at 953 Mapleview Drive East. Further, the site design includes an oversized landscape buffer strip along the east side lot line which will accommodate deciduous trees and a 2 metre tight board fence. Together, these design features will provide an appropriate transition and buffer to the adjacent residential land uses.
  - e) The building design includes a 2 metre step-back above the second storey on the west façade, along with an increased side yard setback which ranges from 9 metres to 14 metres from the front to the rear of the building. The increased side yard setback also provides a generous amount of space to accommodate a mix of deciduous and coniferous tree species and a 2 metre tight board fence for buffering. Together, these design features will provide an appropriate transition and buffer to the street townhouse units proposed within the future plan of subdivision at 883 Mapleview Drive East.
  - f) The orientation and siting of the building with rear yard parking will complement the future development of the medium density block proposed to the rear (south) of the site within the proposed plan of subdivision at 953 Mapleview Drive East. When the medium density block to the south is developed through Site Plan Control, the expectation will be that buildings shall also be oriented and sited toward the street with rear yard or underground parking, thereby resulting in an appropriate separation between buildings. A 2.6 metre landscape buffer strip is also proposed along the rear lot line which will be planted with deciduous trees and will contain a 2 metre tight board fence.

- g) According to the shadow impact study, no property is shadowed for more than 4 hours during the fall/spring equinoxes and summer/winter solstices. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development. Additionally, minimal shadowing impacts would be realized over the Mapleview Drive East right-of-way, with impacts being most significant during the winter solstice when the sun is at its lowest point (see Appendix "F" – Shadow Impact Study attached to Staff Report DEV026-23).
53. Should Council approve the subject application, staff are confident that the abovementioned design objectives, as well as the selection of suitable building materials, would be adequately addressed through the subsequent site plan control process.

#### Hewitt's Secondary Plan

54. 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>
55. According to Schedule 9C – Land Use, the subject lands are designated 'Residential Area – Defined Policy Area 9.5.7.5' (See Appendix 'C' – Hewitt's Secondary Plan Lan Use Map attached to Staff Report DEV026-23).
56. 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 or community facilities. The proposal conforms to this policy as the development contributes towards the provision of a mix of housing types across the secondary plan area. The site is also within a five (5) minute walk of existing and planned parks and schools. Additionally, this proposal will provide street and sidewalk connections to existing and proposed subdivisions adjacent to the subject lands.
57. Section 9.2.2 provides that the Hewitt's Secondary Plan Area will be a gateway to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work, and play in their community. These areas will be developed based on an interconnected natural heritage system, open space network and transportation system that seamlessly incorporates the Hewitt's Secondary Plan Areas into the community, and encourages active transportation and transit. The proposal generally conforms to this policy as the development would provide for a mix of land uses, inclusive of 96 residential apartment units and 293 square metres of commercial space, that is transit supportive and encourages active transportation.
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 173 persons and jobs per developable hectare.
59. Section 9.5.7.2 identifies that high density residential uses, such as apartments, are permitted up to a maximum density of 100 units per hectare in the 'Residential' designation where such uses are located on major collector and arterial roads. Further, Defined Policy 9.5.7.5 grants permissions for the provision of ground floor retail, service commercial and office uses at 947 Mapleview Drive East, provided such uses are delivered in conjunction with high density housing and shall not exceed 60 percent of the ground floor area. The proposal conforms to these policies as the project includes a six (6) storey mixed-use building containing residential condominium units and ground

floor commercial uses at a density of 100 units per hectare, along an arterial road. Additionally, the ground floor commercial uses occupy 16 percent of the ground floor area, in accordance with Defined Policy 9.5.7.5.

60. Policies 9.6.4 and 9.6.5 require that all new urban development in the Hewitt’s Secondary Plan Area be connected to full municipal services and comply with the City’s Master Plans, Municipal Class Environmental Assessments (Class EA’s), 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 is 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.
61. Although not included in detail, 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 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 Hewitt’s Secondary Plan.

**Comprehensive Zoning By-law 2009-141**

62. As noted above, the application proposes to rezone the lands from ‘Rural Residential’ (RR) in the Town of Innisfil Zoning By-law 054-04 to ‘Neighbourhood Residential Multiple – Special Provision’ (RM3)(SP-XXX) in accordance with the provisions and standards of the City’s Comprehensive Zoning By-law 2009-141, as amended. The site-specific zoning provisions, as identified in Table 1, are discussed in paragraphs 67 to 79.
63. Planning staff have made minor adjustments to the site-specific provisions, at the applicant’s request, to provide flexibility at the time of construction. The actual figures, as reflected on the plans, are noted in ‘brackets’ in Table 2, as well as the paragraphs below.

**Table 2: Site Specific Zoning Provisions – ‘Neighbourhood Residential Multiple – Special Provision’ (RM3)(SP-XXX)**

Zoning Provision	Required RM3 Zone	Proposed
Front Yard Setback (min.) – Section 14.5.6	3 m	1 m (awnings and canopies) and 2 m (building) – recommended by staff  0 m – requested by applicant (1.2 m – awning & 2.4 m – building)
Landscape Buffer Strip Adjacent to a Driveway – Rear Lot line (min.) – Section 5.3.7.2	3 m	1 m (1.2 m)

Landscape Buffer Strip – Rear Lot line (min.) – Section 5.3.7.2	3 m	2 m
Lot Coverage for Surface Parking Areas (max.) – Section 14.5.10.1	40%	46% (45.1%)

Deeming Mapleview Drive East the Front Lot Line – Zoning Interpretation

- 64. The application seeks a site-specific provision to deem the Mapleview Drive East frontage as the front lot line for the purpose of clarifying the administration and interpretation of the zoning by-law standards for the subject lands.
- 65. As noted in paragraph 9 of this staff report, the owner of the subject lands has made arrangements to acquire a development block from the owner of the adjacent lands to the east, known municipally as 953 Mapleview Drive East, which have been re-zoned and received draft approval for a plan of subdivision ([File: D30-015-2021 – 953 Mapleview Drive East](#)). In particular, the owner of the subject property has arranged the acquisition of Stormwater Drainage and Access Block 202, as identified on the draft approved plan of subdivision. The block is being acquired to provide a second full-movement driveway access onto the future north-south collector road on the neighbouring draft plan of subdivision (see Appendix “B” – Conceptual Site Plan attached to Staff Report DEV026-23).
- 66. When the block is acquired, the subject lands will be considered a through-lot with dual frontage on two streets. For this reason, the application seeks to deem the Mapleview Drive East frontage as the front line to simplify the administration and interpretation of the City’s zoning by-law provisions for the subject lands. This request is appropriate in this case, as the proposed development has been designed with an emphasis on the Mapleview Drive East frontage through the placement and orientation of the building.

Minimum Front Yard Setback and Encroachments for Awnings and Canopies

- 67. The application seeks a minimum front yard setback of 0 (1.2) metres, whereas a minimum front yard setback of 3 metres is required. The general intent and purpose of requiring minimum front yard setbacks is to ensure that sufficient space is provided at-grade to accommodate the provision of pedestrian walkways, outdoor amenity areas and landscaping. This is particularly important along arterial and collector roads, as well as intensification areas, where an emphasis is placed on creating an attractive urban streetscape and enhancing the public realm.
- 68. Planning staff note that the Conceptual Site Plan in Appendix “B” attached to Staff Report DEV026-23 identifies a front yard setback of 1.2 metres at one point of the building, adjacent to the residential entrance, which corresponds to an architectural awning/canopy feature over the residential entrance, which extends downward to finished grade. The balance of the building is set back 2.4 to 2.6 metres from the front lot line. While the applicant’s intent behind the request for a 0 metre front yard setback is to provide flexibility at the time of detailed design and construction, Planning staff are concerned that the approval of a 0 metre front yard setback would permit the building to be located immediately adjacent to the front lot line, thereby eliminating any opportunity for the provision of landscaping and pedestrian walkway connections to the future multi-use trail along Mapleview Drive East. For this reason, Planning staff are recommending that a minimum front yard setback requirement of 2 metres for a principal building be approved, together with a maximum encroachment of 1 metre for architectural features such as awnings and canopies. This would provide the applicant with flexibility at the time of detailed design to accommodate

architectural features such as awnings and canopies, while also ensuring that pedestrian walkways and foundation planting can be accommodated in the front yard.

69. Notwithstanding the foregoing, the development proposal includes a 2.4 to 2.6 metre front yard setback along the majority of the Mapleview Drive East frontage. As identified on the Conceptual Landscape Plan in Appendix “E” attached to Staff Report DEV026-23, the proposed front yard setbacks are large enough to accommodate pedestrian walkways, bicycle racks and benches, and a generous amount of landscaping (i.e. shrubs and perennials). Planning staff are of the opinion that the applicant will be able to achieve the site and building design, as proposed, and the approval of a 2 metre building setback, together with encroachment permissions for architectural features such as awnings and canopies will provide flexibility at the time of detailed design.

#### Minimum Width for Landscape Buffer Strips – Rear Lot Line

70. The application seeks to permit a minimum width of 1 (1.2) metre(s) for a landscape buffer strip adjacent to a driveway access along the rear lot line and a minimum width of 2 metres for a landscape strip along the balance of the rear lot line, whereas a minimum width of 3 metres is required. The general intent and purpose of requiring minimum widths for landscape buffer strips, particularly for sites with apartment buildings, is to provide viable planting areas to act as a buffer for lower-density land uses, and to accommodate snow storage on-site.
71. In this case, the applicant has submitted a conceptual landscape plan which demonstrates that deciduous trees can be accommodated along the rear lot line to provide a buffer to adjacent residential land uses (see Appendix “E” – Conceptual Landscape Plan, attached to Staff Report DEV026-23. The site design also includes the provision of a 2 metre tight board fence along the interior side and rear lot lines to provide an additional buffer to adjacent lands. Additionally, it is important to note that the landscape buffer strip with a width of 1 (1.2) metre(s) adjacent to a driveway is located at one specific point of constraint on the site, immediately east of parking space 141, as identified on the Conceptual Site Plan (see Appendix “B” attached to Staff Report DEV026-23). This point of constraint is not expected to result in negative impacts to adjacent land uses, as the combination of fencing and landscaping (deciduous trees) along the balance of the rear lot line will provide an effective buffer. Finally, the balance of the landscape buffer strips proposed on-site meet or exceed the minimum standards of the zoning by-law and can be used to accommodate snow storage and an appropriate amount of landscaping.

#### Lot Coverage for Parking Areas (Percentage of Lot Area)

72. The application seeks to permit a lot coverage of 46 (45.1) percent of the lot area for parking areas, whereas a maximum lot coverage of 40 percent is permitted for parking areas that service an apartment building. The general intent and purpose of restricting lot coverage for parking areas is to ensure that sites are not dominated by parking and that sufficient landscaped open space is provided to accommodate planting and to assist with stormwater infiltration.
73. In this case, the application is seeking a slight increase from the zoning by-law standard. Planning staff note that the proposed development meets the minimum landscaped open space requirement of the zoning by-law, which requires that a minimum of 25 percent of the site area contain landscaping. Additionally, the applicant has demonstrated that a generous amount of landscaping will be provided on-site in the form of coniferous and deciduous trees, sod, and a mix of shrubs and perennials (see Appendix “E” – Conceptual Landscape Plan attached to Staff Report DEV026-23). Additionally, the functional stormwater management design for the proposed development has been reviewed by the City’s Development Services Department – Approvals Branch and the Lake Simcoe Region Conservation Authority (LSCRA), both of which have not identified any concerns with the slight increase in the impervious area for the site. As such, Planning staff are of the opinion that the requested provision is appropriate for the site and will not impact the ability to provide

sufficient landscaping or to infiltrate stormwater on-site. Finally, the parking area is located to the rear of the building and is surrounded by landscape buffer strips and fencing, all of which act collectively to mitigate impacts to the streetscape and surrounding lands. In this regard, the parking area has been strategically located so that parking does not dominate the streetscape, in accordance with the policies of the Official Plan.

Zoning Interpretation (Lot Area, Landscaped Open Space, Lot Coverage, Density, Gross Floor Area and Parking Area Lot Coverage) – RM3(SP-XXX) and RM3(SP-616) Zones

74. The owner of the subject lands has made arrangements to acquire a development block from the owner of the adjacent lands to the east, known municipally as 953 Maplevue Drive East, which have been re-zoned and received draft approval for a plan of subdivision ([File: D30-015-2021 – 953 Maplevue Drive East](#)). In particular, the owner of the subject property is proposing to acquire Stormwater Drainage and Access Block 202, as identified on the draft approved plan of subdivision. The block is being acquired to provide a full-movement driveway access onto the future north-south collector road (Street 'C' – Dallaire Street) on the neighbouring draft plan of subdivision (see Appendix "B" – Conceptual Site Plan attached to Staff Report DEV026-23). The block is currently zoned RM3(SP-616) which includes site-specific permissions for stormwater drainage, vehicular and pedestrian access, and servicing for 947 Maplevue Drive East.
75. The applicant is requesting a site-specific provision which would allow Stormwater Drainage and Access Block 202 in the adjacent draft plan of subdivision to be included in the calculation of the lot area, landscaped open space, lot coverage, density, gross floor area, and parking area lot coverage for the proposed development, should the two parcels be developed together, as proposed. This request is being made to clarify the administration and interpretation of the provisions of the zoning by-law for both parcels of land, as they are proposed to be developed collectively as one site. Planning staff are of the opinion that the requested provision is appropriate and would facilitate the development of both parcels collectively, as proposed.

Development Generally in Accordance with the Conceptual Site Plan

76. Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, drive aisles and parking areas (see Appendix "B" attached to Staff Report DEV026-23). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

**Site Plan Control**

77. The subject lands 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 the subject lands, as it relates to built form; setbacks; building orientation/placement/massing; building materials; parking, access and site circulation; site servicing and stormwater management; erosion and sediment controls; fencing, tree preservation and landscaping; lighting; and, construction management. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
78. Growth management conditions related to the development will be incorporated into the Site Plan Control approval process.

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## **Summary**

79. 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 provision of 96 residential units and 293 square metres of ground floor commercial space in the form of a six (6) storey building along Mapleview Drive East is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan, the City's Official Plan and the Hewitt's Secondary Plan.
80. 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**

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

## **ALTERNATIVES**

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

### **Alternative #1**

General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Rural Residential' (RR) 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, including the new Official Plan (2023), as noted throughout the analysis section of this report.

### **Alternative #2**

General Committee could approve the subject Zoning By-law Amendment without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has responded to the comments received through the technical review and public consultation process and staff are satisfied that the proposed special provisions are appropriate for the subject lands. Further, staff are of the opinion that the plan is generally consistent with City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc.

## **FINANCIAL**

83. The subject application, if approved, would permit the development of 41 two-bedroom apartment units and 55 one-bedroom apartment units, together with 293 square metres of ground floor commercial space. It is not possible to estimate the assessed value of the subject property at this time; 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.



- 
84. At this time, it also is not possible to provide estimates of the building permit fees that will be collected, as building permits are not expected until 2025 or 2026 at the earliest. If approved, building permit fees will be collected at the time of submission of building permit applications.
  85. Current residential development charges for the proposed development are \$34,319.00 per bachelor/one-bedroom apartment unit and \$48,878.00 per two or more-bedroom units. The residential development charge revenue for the proposed development is estimated to be in the order of \$3,891,543.00.
  86. Current non-residential development charges for commercial retail spaces are \$454.41 per square metre of gross floor area (GFA). The non-residential development charge revenue for the proposed development is estimated to be approximately \$133,142.13.
  87. The education levy for residential uses is currently \$4,283.00 per unit, representing a total education levy of approximately \$411,168.00.
  88. The education levy for non-residential uses \$6.46 per square metre of GFA, representing a total education levy of approximately \$1,892.78.
  89. The cash in lieu of parkland contribution will be required and is currently \$3,693.00 per residential unit, which represents a total of approximately \$354,528.00. Cash in lieu of parkland for the commercial retail portion of the development will be determined based on 5 percent of the appraised land value.
  90. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$82.50 per residential dwelling unit and \$170.00 per non-residential building.
  91. 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.
  92. Given that the subject lands, when developed, will be subject to Site Plan Control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits of the proposed development blocks and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

**LINKAGE TO 2022–2026 STRATEGIC PLAN**

93. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
  - Affordable Place to Live – Encourage a range of housing options to make housing more attainable
    - The proposed development would introduce a mix of condominium apartment units, which are attractive options for many demographics and are typically more affordable than low-density housing forms that exist in many areas of the City. If approved, the proposed development would contribute towards increasing the City's housing stock and providing a variety of housing options for the community.

- 
- ☒ Infrastructure Investments – Update and Improve Infrastructure
    - The approval of a high-density development along an arterial road, which is planned to accommodate a mix of uses, represents an improvement in how the City’s infrastructure is utilized. The proposed development seeks to take advantage of the strategic location of the subject lands by concentrating high density in an area where it is encouraged and can be supported by community services, facilities, and future commercial businesses.
  
  - ☒ Infrastructure Investments – Support active transportation and pedestrian connections
    - The proposed development is a high-density built-form that would increase the population along Maplevue Drive East, which may translate into increased transit ridership. The proposed development is also designed with a human-scaled podium and an enhanced streetscape, including active uses at-grade along the Maplevue Drive East frontage, together with pedestrian connections to the municipal sidewalk network to foster a pedestrian-friendly environment and promote active transportation.

Attachments: Appendix “A” – Proposed Zoning By-law Amendment  
Appendix “B” – Conceptual Site Plan  
Appendix “C” – Hewitt’s Secondary Plan Land Use Schedule  
Appendix “D” – Building Elevations/Renderings  
Appendix “E” – Conceptual Landscape Plan  
Appendix “F” – Shadow Study

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2023-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 in the Town of Innisfil, and known municipally as 947 Mapleview Drive East, Barrie, shown on Schedule "A" to this By-law from 'Rural Residential' (RR) to 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 23-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of the lands from 'Rural Residential' (RR) in Town of Innisfil By-law 054-04 to 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) in City of Barrie By-law 2009-141, in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding the provisions and definitions set out in Section 3.0 of By-law 2009-141, the Mapleview Drive East frontage shall be considered the front lot line in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
3. **THAT** notwithstanding any provisions set out in By-law 2009-141, architectural features such as awnings and canopies may project a maximum of 1 metre into a required front yard in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Section 14.5.6 of By-law 2009-141, a minimum front yard setback of 2 metres is permitted for the principal building in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscape buffer strip with a minimum width of 1 metre is permitted adjacent to a driveway located along the rear lot line in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
6. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscape buffer strip with a minimum width of 2 metres is permitted along the rear lot line in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
7. **THAT** notwithstanding the provisions set out in Section 14.5.10.1 of By-law 2009-141, a maximum lot coverage of 46% is permitted for a surface parking area for an apartment building in the 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) zone.
8. **THAT** where a lot zoned 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) is developed collectively with a lot zoned 'Neighbourhood Residential Multiple – Special Provision No. 616' (RM3)(SP-616), the lands within the RM3(SP-616) zone may be included in the calculation of the lot area, landscaped open space, lot coverage, density, gross floor area, and parking area lot coverage for the RM3(SP-XXX) zone.
9. **THAT** lands zoned 'Neighbourhood Residential Multiple – Special Provision' (RM3)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B", as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, driveways, drive aisles and parking areas.



- 
10. **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.
  11. **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 \_\_\_\_, 2023.

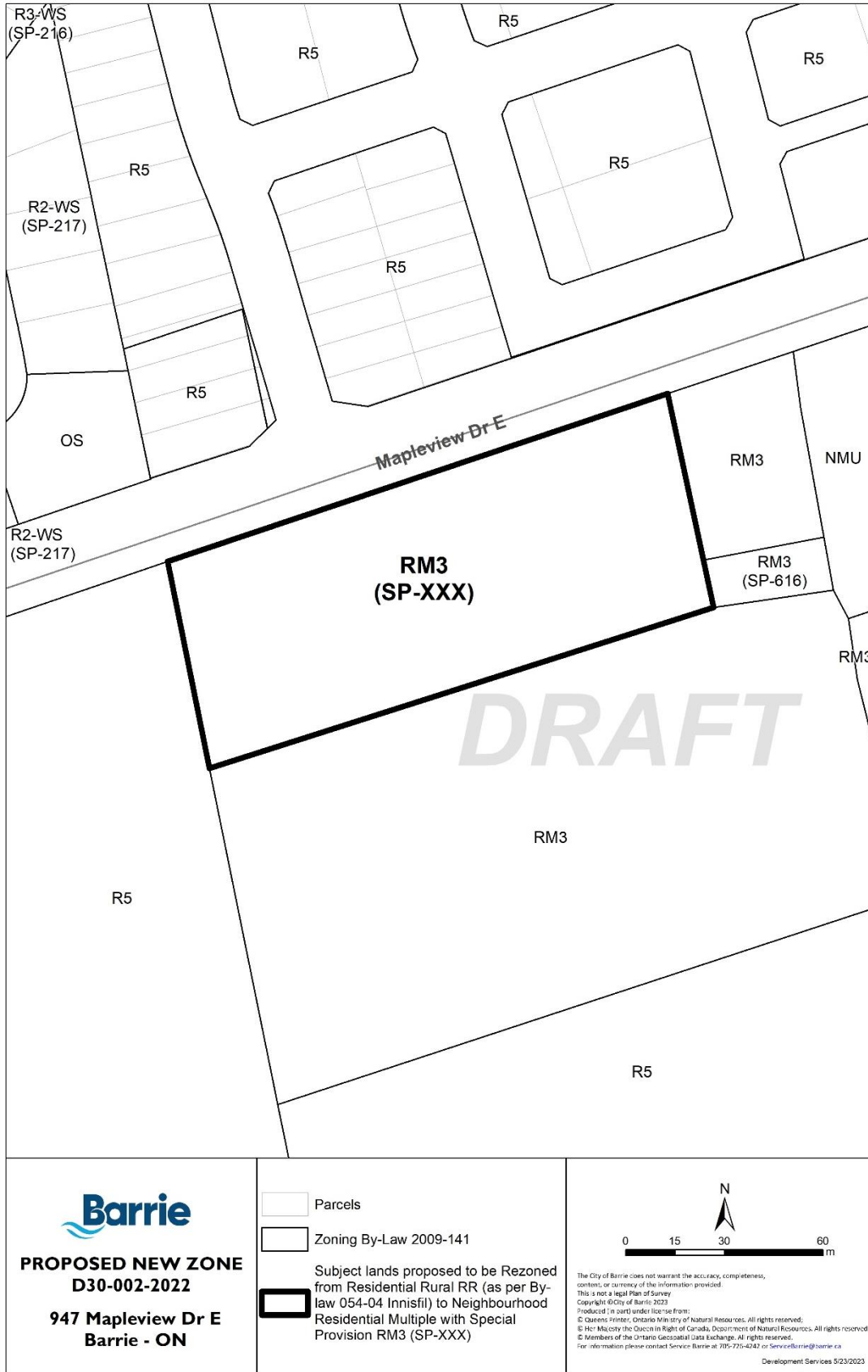
**READ** a third time and finally passed this \_\_\_\_ day of \_\_\_\_, 2023.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – A. NUTTALL**

\_\_\_\_\_  
**CITY CLERK – WENDY COOKE**

Schedule "A" to attached By-law 2023-XXX

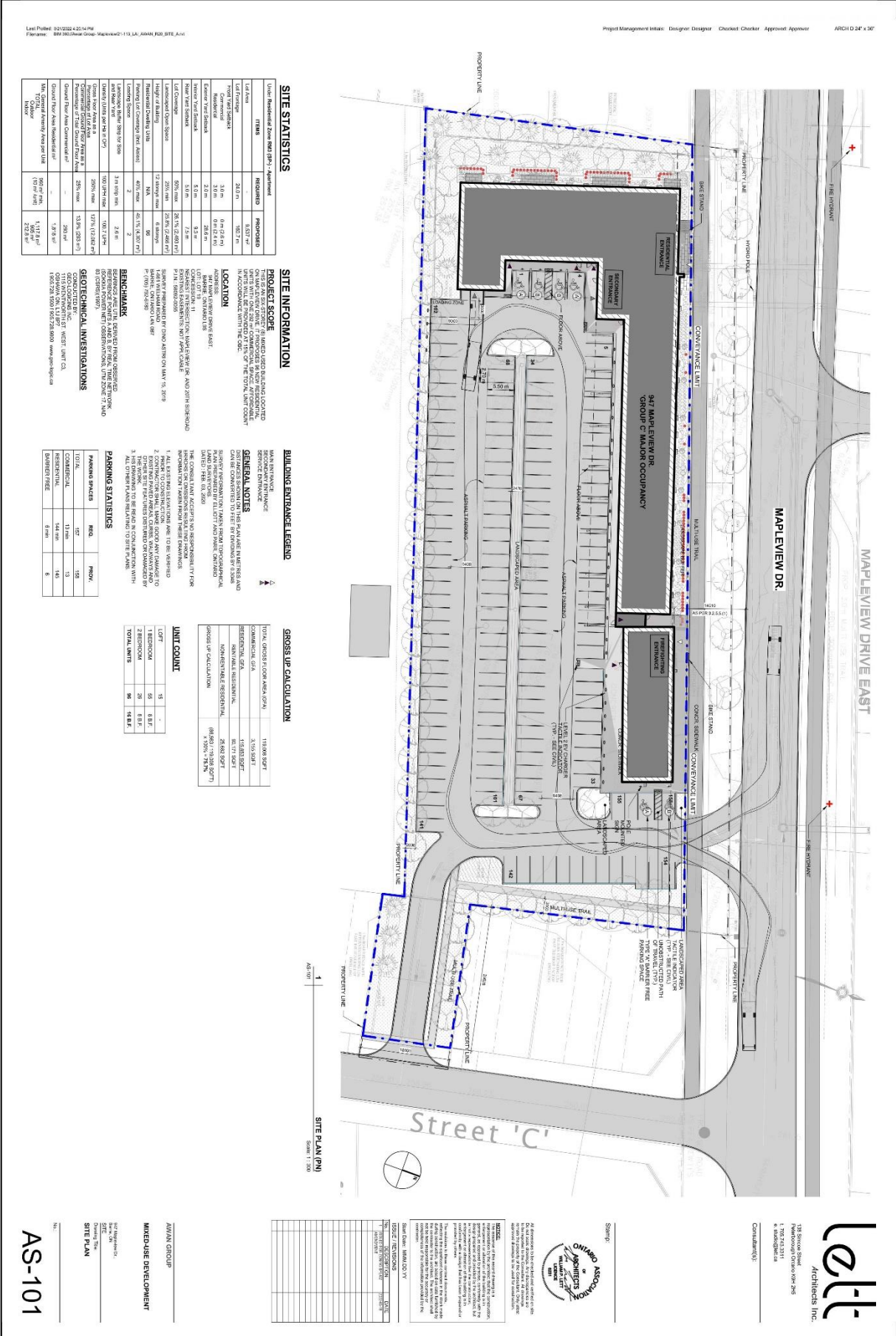


<p><b>PROPOSED NEW ZONE</b> <b>D30-002-2022</b> <b>947 Mapleview Dr E</b> <b>Barrie - ON</b></p>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Parcels</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Zoning By-Law 2009-141</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 3px solid black; margin-right: 5px;"></span> Subject lands proposed to be Rezoned from Residential Rural RR (as per By-law 054-04 Innisfil) to Neighbourhood Residential Multiple with Special Provision RM3 (SP-XXX)</li> </ul>	<div style="text-align: center;"> </div> <p><small>The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal Plan of Survey. Copyright © City of Barrie 2023. Produced in part under license from: © Queen's Printer, Ontario Ministry of Natural Resources. All rights reserved. © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved. © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-775-4242 or Service@barrie.ca</small></p> <p style="text-align: right;"><small>Development Services 5/23/2023</small></p>
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MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

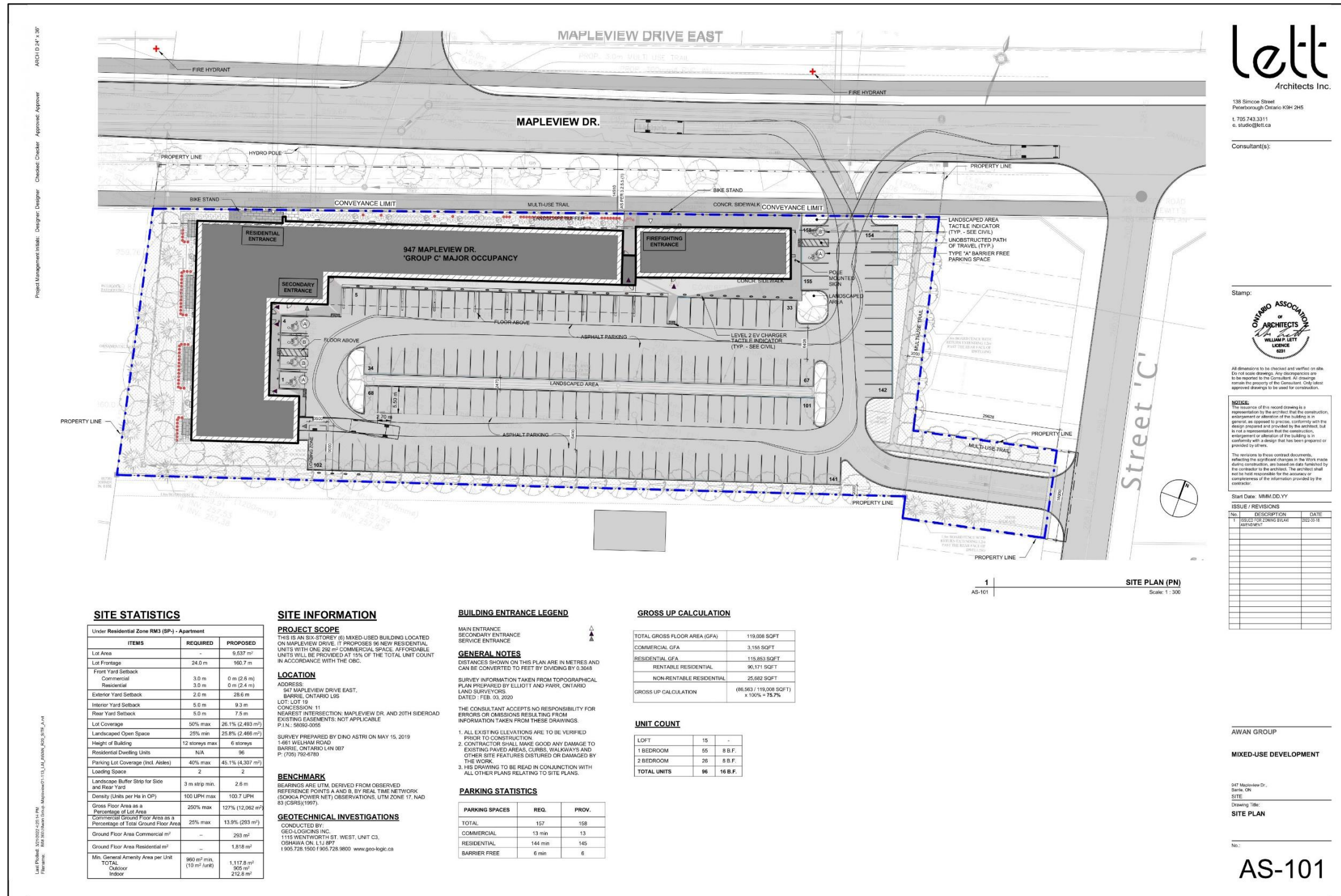
Schedule "B" to attached By-law 2023-XXX



MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

APPENDIX "B"  
Conceptual Site Plan



lett  
Architects Inc.

138 Simcoe Street  
Peterborough Ontario K9H 2H5  
T. 705.743.3311  
e. studio@lett.ca

Consultant(s):

Stamp:



All dimensions to be checked and verified on site. Do not scale drawings. Any discrepancies are to be reported to the Consultant. All changes must be the property of the Consultant. Only official approved drawings to be used for construction.

**NOTICE:** The issuance of this record drawing is a representation by the architect that the construction, enlargement or alteration of the building is in general as approved by process, conforming with the design prepared and provided by the architect, but is not a representation that the construction, enlargement or alteration of the building is in conformity with a design that has been prepared or provided by others.

The drawings are these contract documents, reflecting the significant changes in the Work made during construction, as shown or otherwise provided by the contractor to the architect. The architect shall not be held responsible for the accuracy or completeness of the information provided by the contractor.

Start Date: MM/DD/YY

ISSUE / REVISIONS	DATE
1. ISSUE FOR CONSTRUCTION	2023-01-18

AWAN GROUP

MIXED-USE DEVELOPMENT

947 Mapleview Dr.,  
Barrie, ON

SITE

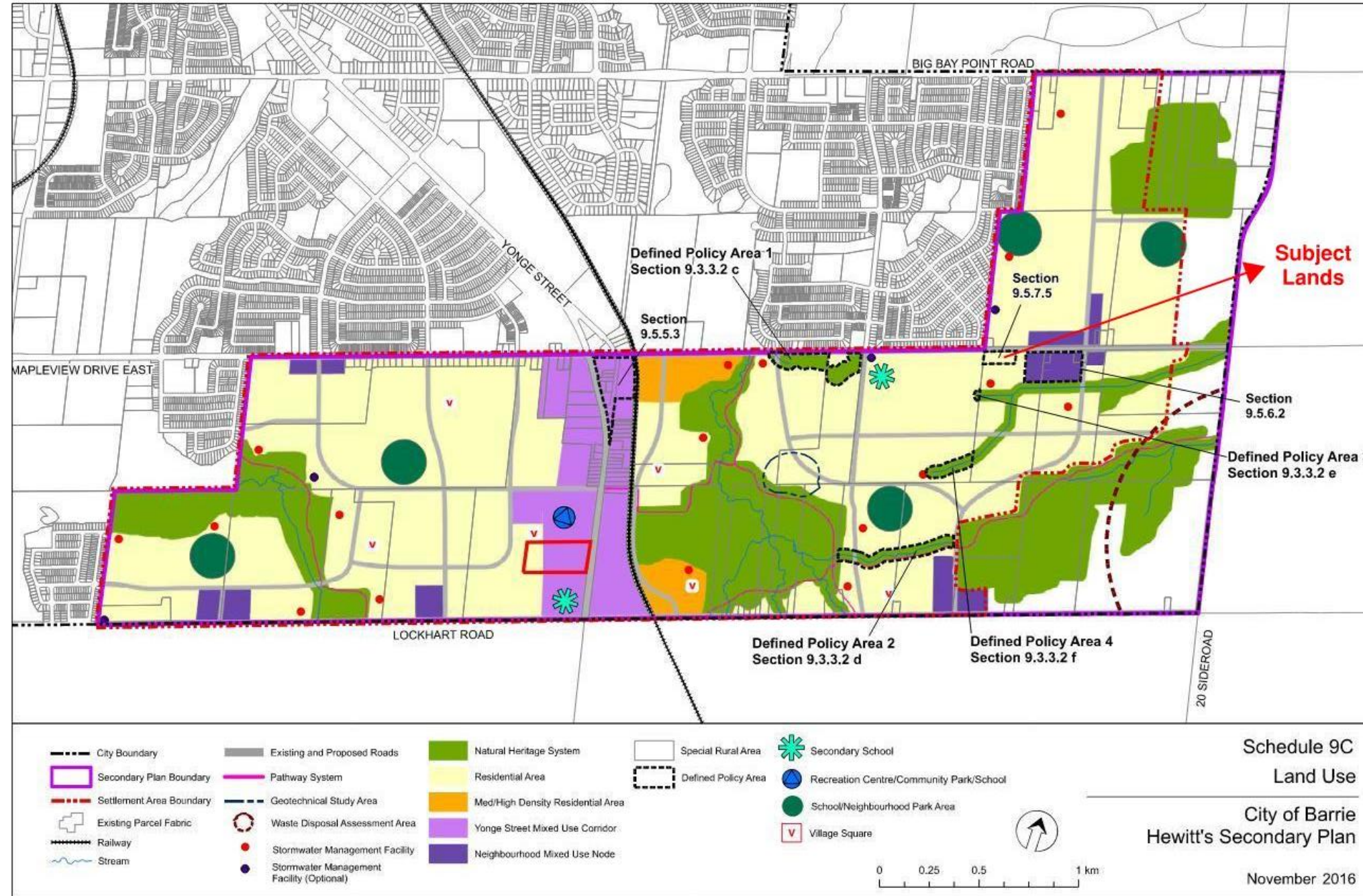
Drawing Title:  
SITE PLAN

No.:

AS-101

APPENDIX "C"

Hewitt's Secondary Plan Land Use Schedule





APPENDIX "D"

Building Elevations/Renderings – Front (North) Elevation



APPENDIX "D"

Building Elevations/Renderings – Front Main Lobby (North) Elevation



APPENDIX "D"

Building Elevations/Renderings – Front Commercial (North) Elevation



APPENDIX "D"

Building Elevations/Renderings – South (Rear) Elevation



APPENDIX "D"

Building Elevations/Renderings – Side (East) Elevation



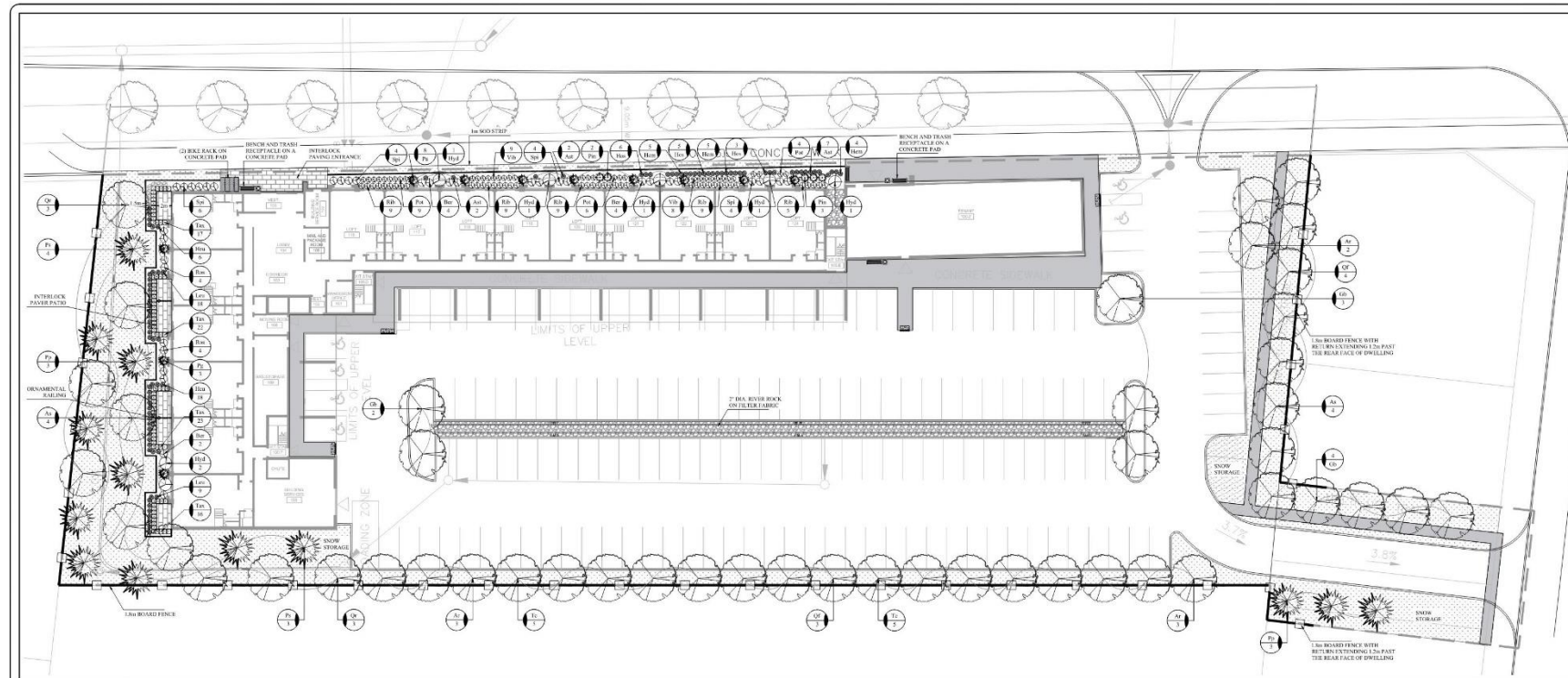
APPENDIX "D"

Building Elevations/Renderings – Side (West) Elevation



APPENDIX "E"

Conceptual Landscape Plan



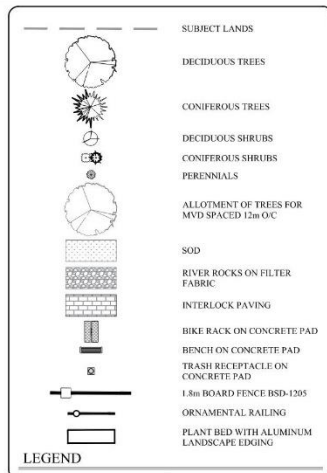
LANDSCAPE PLAN

**PLANT MATERIAL CALCULATION FOR RESIDENTIAL DEVELOPMENTS**

MIN.	PROPOSED	TOTALS
48	48	DECIDUOUS TREES 60mm
24	24	CONIFEROUS TREES 200mm
96	120	DECIDUOUS SHRUBS 0.6-1.2m
48	83	CONIFEROUS SHRUBS 0.45m spr - 1.2m ht.

CODE [QTY]	COMMON NAME	BOTANICAL NAME	SIZE	FORM	SPACING	DETAIL	NOTES
<b>DECIDUOUS TREES</b>							
AJ	8	JARROLD MAPLE	60 mm	W.B.	6.0 m o.c.	1310	Full Form
AM	8	ENDOWMENT SUGAR MAPLE	60 mm	W.B.	6.0 m o.c.	1310	Full Form
CH	9	PRINCE OF WALES MAHONIA	60 mm	W.B.	6.0 m o.c.	1310	Full Form
CE	7	PYRAMIDAL ENGLISH OAK	60 mm	W.B.	6.0 m o.c.	1310	Full Form
CO	6	RED OAK	60 mm	W.B.	9.0 m o.c.	1310	Full Form
TC	10	CORINTHIAN LINDEN	60 mm	W.B.	6.0 m o.c.	1310	Full Form
<b>CONIFEROUS TREES</b>							
EL	8	COULMAN NORWAY SPRUCE	200 cm ht.	W.B.	As above	1312	Full Form / Do not cut leader
EP	6	BLUE SPRUCE	200 cm ht.	W.B.	6.0 m o.c.	1312	Full Form / Do not cut leader
PE	3	WEeping WHITE SPRUCE	200 cm ht.	W.B.	As above	1312	Full Form / Do not cut leader
ES	7	EASTERN WHITE PINE	200 cm ht.	W.B.	6.0 m o.c.	1312	Full Form / Do not cut leader
<b>DECIDUOUS SHRUBS</b>							
BE	10	ROSE GLOW BARBERRY	60 cm	5 gal	1.0 m o.c.	1314	Full Form / Container grown
HD	7	BLOOMSTRUCK HYDRANGEA	60 cm	5 gal	As above	1314	Full Form / Container grown
TR	18	ARBORESCENS CASCADILLA	60 cm	5 gal	0.7 m o.c.	1314	Full Form / Container grown
RO	8	RUSSIA ROSE (HARDY)	60 cm	5 gal	1.0 m o.c.	1314	Full Form / Container grown
VI	17	DWARF EUROPEAN CRANBERRY	60 cm	5 gal	0.7 m o.c.	1314	Full Form / Container grown
SP	18	NEON LASH SPirea	60 cm	5 gal	1.0 m o.c.	1314	Full Form / Container grown
AL	41	ALPINE CURRANT	60 cm	5 gal	0.75 m o.c.	1314	Hedge form / Container grown
<b>CONIFEROUS SHRUBS</b>							
TS	78	RESIN STAR YEW	50 cm	5 gal	0.5 m o.c.	1314	Hedge form / Container grown
PR	5	JAKOBSIN DWARF MUGHO PINE	50 cm	5 gal	1.0 m o.c.	1314	Full Form / Container grown
<b>PERENNIALS</b>							
AS	11	PURPLE DOME ASTER	1 gal	Plt.	0.7 m o.c.	as	Full Form / Container grown
HO	14	FIRE AND ICE HOSTA	1 gal	Plt.	0.7 m o.c.	as	Full Form / Container grown
CO	24	CORAL BELLS	1 gal	Plt.	0.7 m o.c.	as	Full Form / Container grown
HE	14	STELLA D'ORO DAISY	1 gal	Plt.	0.7 m o.c.	as	Full Form / Container grown
LO	27	SHASTA DAISY	1 gal	Plt.	0.7 m o.c.	as	Full Form / Container grown

PLANT LIST



**GENERAL NOTES**

CONTRACTOR IS RESPONSIBLE FOR ALL LOCATES INCLUDING ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION OR INSTALLATIONS. THE CONTRACTOR IS REQUIRED TO NOTIFY THE VARIOUS UTILITY COMPANIES 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORK.

ANY ACCOMPANYING DOCUMENTATION RELATING TO THE LANDSCAPE PLAN AND/OR PRESERVATION PLAN SUCH AS TENDER DOCUMENTS AND CHANGE NOTES ARE TO BE ENSURED BY JDB ASSOCIATES LIMITED FROM THE BEGINNING OF ANY SITE WORKS. IN THE EVENT THAT A DISCREPANCY THE DRAWING SHALL BE AS-MONUMENTED.

IT IS THE RESPONSIBILITY OF THE PERSON OR PERSONS RESPONSIBLE FOR THE CONSTRUCTION WORKS TO NOTIFY THE LANDSCAPE ARCHITECT WHEN PREPARED FOR ANY REQUIRED INSPECTIONS AND SIGN OFFS.

SCHEDULED MEETINGS SHALL TAKE PLACE AT THE CLOSEST MUTUALLY CONVENIENT TIME.

No.	REVISION	DATE	APPROVED
1	SUBMISSION FOR REVIEW	06/21/2023	MC

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IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES OR VARIATIONS FROM THE SUPPLIED INFORMATION TO THE LANDSCAPE ARCHITECT WITH THE PROJECT. J.D.B. ASSOCIATES LIMITED IS NOT RESPONSIBLE FOR THE ACCURACY OF SURVEY, ARCHITECTURAL, MECHANICAL, ELECTRICAL, OR ELECTRICAL INFORMATION REFERRED TO IN THESE DRAWINGS. FOR FURTHER INFORMATION REFER TO APPROPRIATE SURVEY, ARCHITECTURAL, MECHANICAL, ELECTRICAL OR ELECTRICAL DRAWINGS PRIOR TO PROCEEDING WITH ANY WORKS.

THIS DRAWING IS NOT TO BE SCALED.

DATE INFORMATION PROVIDED BY:  
 JDB Associates Ltd.  
 274 Barton Ave., Suite 1201  
 Barrie, Ontario  
 L4N 5W4

SCALE PLAN REVISION: October 2023

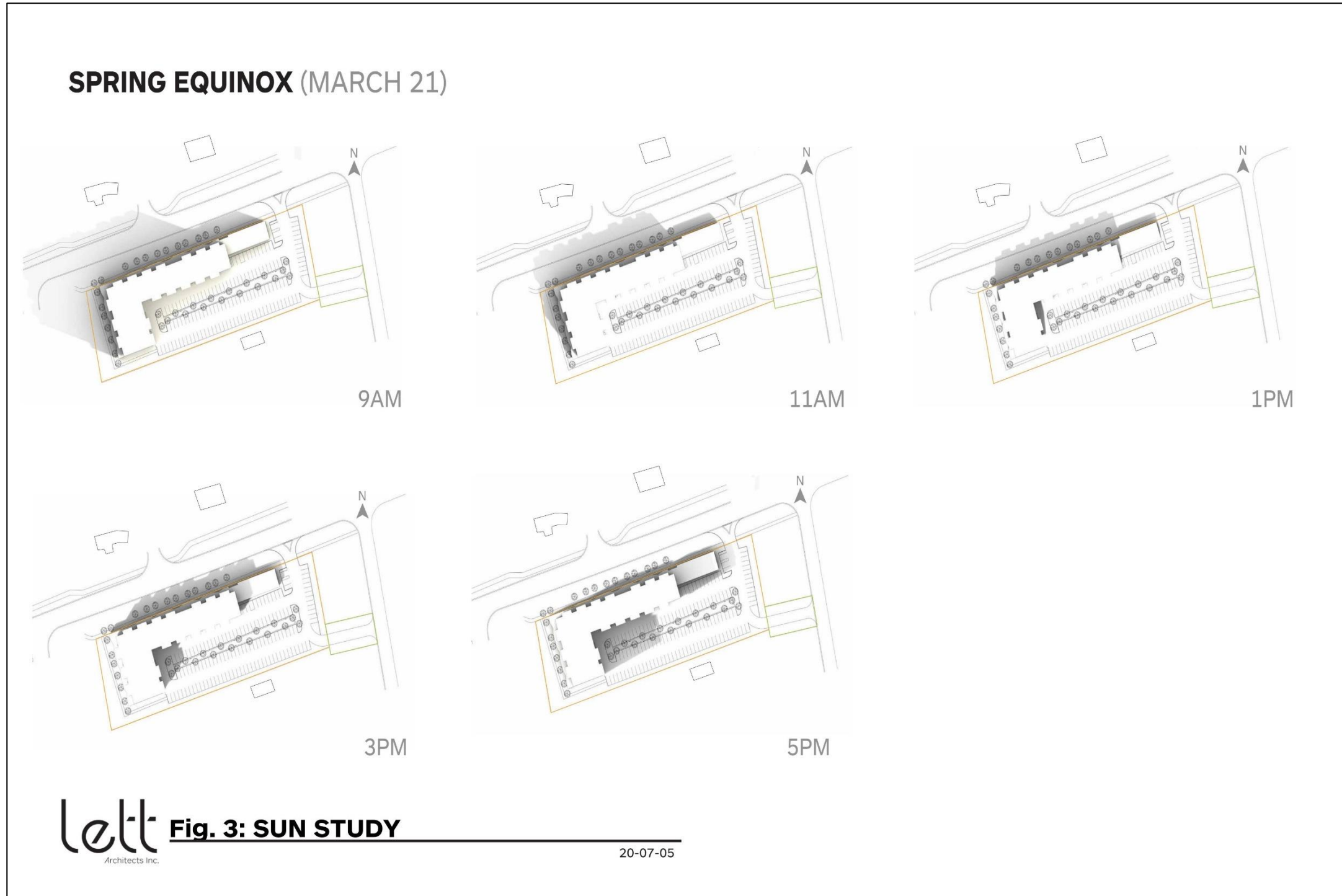
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 Tel: 705-725-8278

**MAPLEVIEW FRIDAY CORPORATION**  
 947 Mapleview Drive East  
 City of Barrie  
 LANDSCAPE PLAN

SCALE	DATE	DESIGNED BY	REVIEWED BY
1:500	06/21/23	MC	MC
CITY FILE NO.	OUR FILE REF #	DRAWN BY	L-I
	18-03	WJMC	

APPENDIX "F"

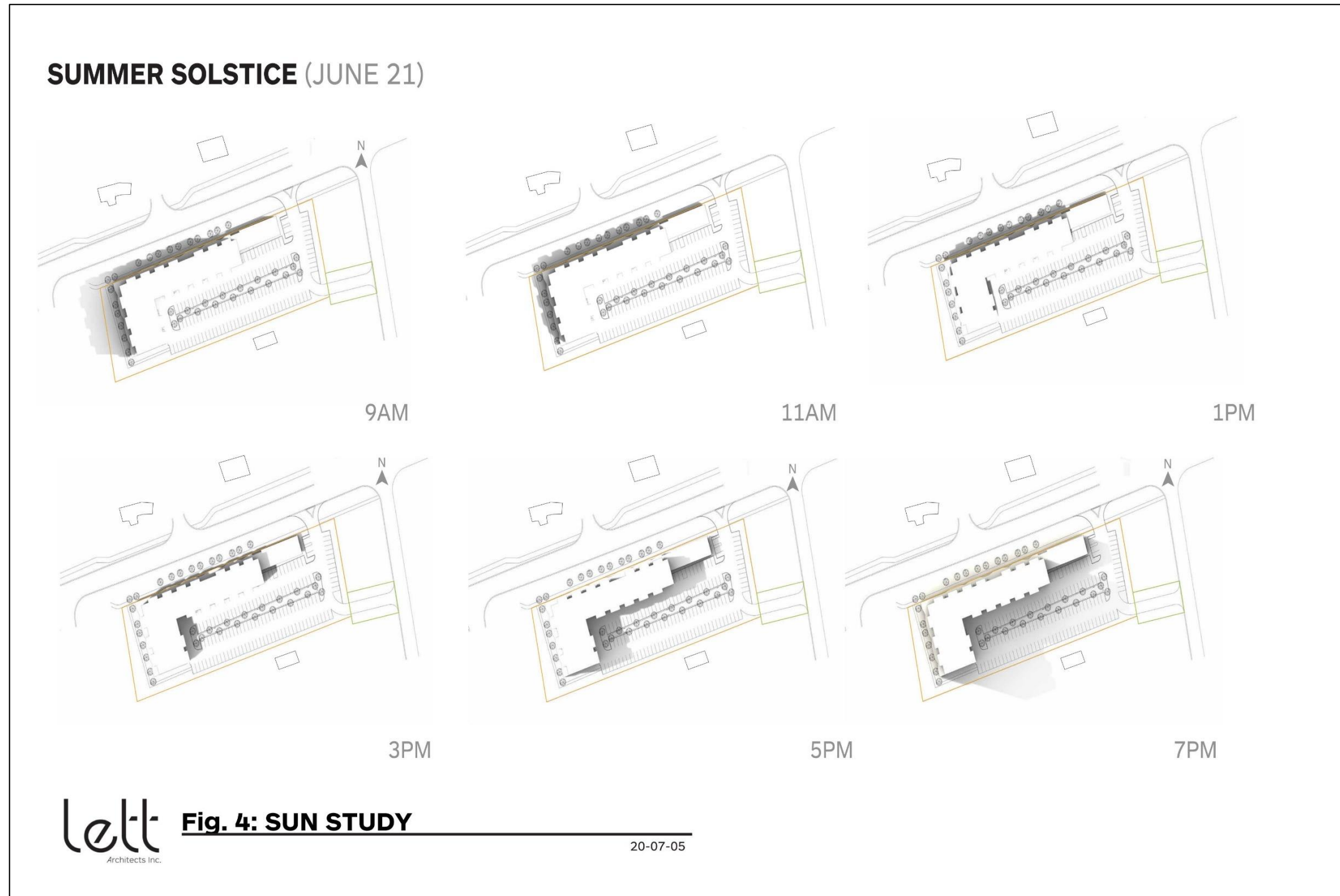
Shadow Study – March 21<sup>st</sup>





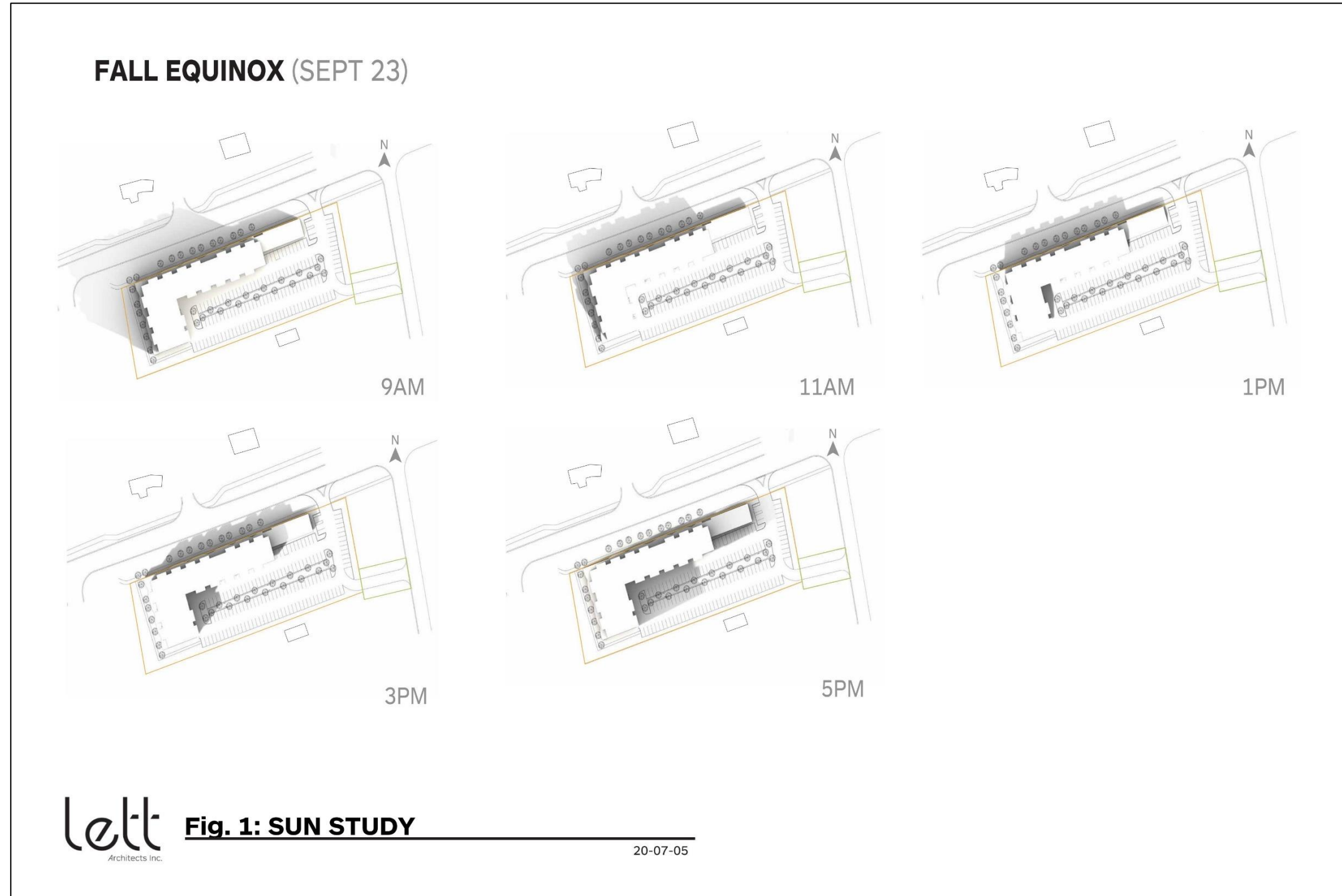
APPENDIX "F"

Shadow Study – June 21<sup>st</sup>



APPENDIX "F"

Shadow Study – September 23<sup>rd</sup>



APPENDIX "F"

Shadow Study – December 21<sup>st</sup>

WINTER SOLSTICE (DEC 21)

