



# INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

October 13, 2021

City of Barrie  
70 Collier Street  
Barrie, ON  
L4M 4T5

Attention: Michelle Banfield, Director of Development Services  
Tiffany Thompson, Manager of Growth and Development  
Logan Juffermans, Planner

Re: Zoning Bylaw Amendment Applications – Final Submission  
407, 411, 413, 417 & 419 Mapleview Drive West  
Barrie, ON

---

Innovative Planning Solutions (IPS), on behalf of the 407-419 Mapleview Inc. (Encore Group), is pleased to submit updated materials for the Zoning Bylaw Amendment application, on lands described above.

1. Draft Zoning Bylaw Amendment Text
2. Conceptual Site Plan, prepared by Innovative Planning Solutions, dated October 7, 2021
3. Architectural Elevations/Renderings, prepared by pml.A
4. Functional Servicing Report (including preliminary drawings), prepared by Pinestone Engineering Limited
5. Arbor Report, prepared by Landmark Environmental Group Ltd.
6. Landscape Plan Package, prepared by Landmark Environmental Group Ltd.

In addition to the materials enclosed, as outlined on the table attached, the following provides a summary of the Site Plan evolution from neighborhood meeting to the current submission:

- Neighbourhood Meeting
  - o Site Plan (June 15, 2020); 88 units consisting entirely of back to back townhouses.
- First Submission
  - o Site Plan (November 3, 2020); 88 units consisting entirely of back to back townhouses.

- Public Meeting
  - o Conceptual Site Plan (February 2, 2021); 72 units consisting entirely of back to back townhouses with adjusted setbacks and heights.
- Revised Site Plan (presented to Planning Staff)
  - o Conceptual Site Plan (March 26, 2021); 62 units consisting of back to backs townhouses (40) and standard townhouses (22).
- Revised Submission
  - o Conceptual Site Plan (October 7, 2021); 46 units consisting of back to back stacked townhouses (24) and standard townhouses (22).

The revised Conceptual Site Plan provides significant outdoor **amenity area** in an unconsolidated form. The breakdown by unit type is as follows:

- Back-2-back stacked townhomes:
  - o Basement Unit – sunken patio 15m<sup>2</sup>
  - o Front Unit – rooftop deck 18m<sup>2</sup>, plus balcony
  - o Back Unit – rear deck 50m<sup>2</sup>, plus balcony
- Standard townhomes
  - o Private Backyard 30m<sup>2</sup>
  - o Deck 6m<sup>2</sup>

Therefore, all dwelling units have a minimum of 15m<sup>2</sup> of private outdoor amenity area within the site. It should be noted that the municipal requirement is 12m<sup>2</sup> per unit.

An updated Traffic Impact Letter has not been provided based on the significant reduction in density and the ongoing conversations with City Transportation Planning Staff to address the concerns raised. It is our understanding that this will be addressed in the staff report.

**Response to Public Meeting Comments:**

A Public Meeting was held on February 2, 2021. Comments received through this meeting identified a number of resident concerns regarding the compatibility of the proposed development to the existing, surrounding residential neighbourhood. The comments revolved around the following themes: traffic, density, height, community character, setbacks and landscape buffers. These themes will be discussed in the following sections in relation to the proposed development.

Traffic

Several concerns were raised regarding existing traffic volumes along Mapleview Drive and the impacts the proposed development will have on the surrounding road

---

network. The proposed unit count has decreased from 88 units to 46 units, which will greatly reduce the potential traffic concerns along the Maplevue corridor.

A Traffic Impact Study was submitted to assess these concerns to ensure they can be adequately addressed. This study, which was prepared by Tatham Engineering, concludes that the proposed developments additional expected trips, can be accommodated within the capacity of Maplevue Drive within the existing and 2028 time horizon road network. Overall, the proposed development is not expected to have any material impact on the operations of the existing road network. Based on a review of right and left turn volumes accessing the site, exclusive turning lanes are not considered necessary. The sight lights along Maplevue Drive where also deemed to be acceptable for the entrance location proposed. The dual access points also provide excellent access for emergency services.

#### Density, Height and Community Character

The proposed Site Plan provides a density of 72 units per hectare, whereas the permitted density is 40 units per hectare for block/cluster townhouse developments and 53 units per hectare for stacked townhouse developments. The height proposed for Blocks 1 and 2, fronting Maplevue Drive is a maximum of 12.5 metres, whereas 10 metres is permitted. The height of Block 3 through 5, which are along the rear of the site, will conform with the By-law requirement of 10 metres.

Intensification and community character are important considerations when reviewing development applications. In this neighborhood, the character of the community is evolving in accordance with Provincial and Local policies promoting intensification and the efficient use of land and resources. Residents on Redfern Avenue and Dyer Boulevard have experienced character changes for decades as the City of Barrie continues to grow and evolve into an Urban Growth Centre. Development density is predicated on the sites ability to accommodate responsible development and ensure that each unit can accommodate necessary parking, amenity spaces, garbage collection, road maintenance, and site circulation. The proposed development responsibly addresses these design matters to ensure the site can adequately function.

Maplevue Drive is recognized as an arterial road in the City of Barrie Official Plan. Existing along Maplevue Drive to the west includes a 3 storey walk up apartment building and institutional and commercial uses that are two to two and a half stories in height. Higher density residential uses in the form of townhomes and semi-detached dwellings are also noted throughout the surrounding neighbourhood.

The proposed development is located within 310 metres of the Essa Road Intensification Corridor. At this intersection, development proposals currently before the City of Barrie include heights ranging from 5 to 27 stories. The proposed development will have the tallest building at 3.5 stories which is not out of character

---

with the existing or planned developments along Mapleview Drive and Mapleview Drive/Essa Road intersection. It is also important to note that the abutting parcels zoned Residential (R1) permit a maximum height of 10 metres (3 stories) as of right should a property owner choose to renovate or construct a new single detached dwelling with an accessory apartment on their lot.

Setback and Landscape Buffers

The proposed setbacks to all property lines has significantly increased from the original submission. All side yard and rear yard setback conform to the RM2 By-law. The side yard setback to the east, Block 2, provides a 14.6 metre setback to the property line, in addition a 1.2 metre widening is being provided to the existing 1.8 metre walkway (total of a 3 metre) to Redfern Park. Therefore, the setback to the adjacent lot to the east is 17.6 metres. To the west, Block 1, provides a 17.4 metre setback from the building to the adjacent property line. These setbacks are very generous considering the permitted setback is 1.8 metres. The setbacks to Block 3 and 5, to both the east and west, are 2.6 metres. The rear yard setback is 7 metres from the dwelling to the rear property line. In addition, 3 metres landscape buffers have been provided. A 2.0 metre high fence and strategic landscaping will be provided along the southern and western boundaries to support privacy and screening to the abutting residential uses.

Private individual rear yard amenity areas have been provided along the southern boundary of the proposed development. Access to these private rear yard amenity areas will be restricted to the individual units that face these spaces. This will ensure not all residents in this new community will have access to this space and reduce the overall intensity for the abutting neighbors to the south. This will support the privacy to these existing residential uses. Furthermore, the provision of amenity areas adjacent to the existing rear yards of the south-abutting residential uses will support land-use compatibility between the two residential uses.

**Intensification outside of Intensification Areas**

Lastly, we'd like to highlight several projects within Barrie that have received approvals for intensification outside of intensification areas. These were referenced in our Public Meeting presentation.

**224-250 Ardagh Road**

- 6 storeys, up to 19 metres
- Mixed Use Building; ground floor commercial space and 50 apartment units
- 31, 3-storey townhouses along perimeter
- 81 dwelling units total
- Density, 81.6 units per



- hectare
- Parking, 118 spaces (reduced ratio of 1.25 spaces per unit & 1 space per 30m<sup>2</sup> of commercial)

#### **430 Ferndale Drive South**

- 4 storey building, up to 13 metres
- 65 dwelling units
- Density, 84 units per hectare
- Parking, 96 spaces (ratio of 1.5 spaces per unit)



#### **105-111 Edgehill Drive**

- 4 storeys, up to 12 metres
- 63 dwelling units
- Density, 104 units per hectare
- Parking, 79 spaces (reduced parking ratio of 1.25 spaces per unit)



#### **37 Johnson Street**

- 11 storeys, up to 33.52 metres
- 192 existing dwelling units
- 215 proposed dwelling units
- Density, 288 units per hectare
- Parking, 407 spaces (reduced ratio of 1.0 spaces per unit)



The updated concept is in line with these projects noted above. The proposed height is a maximum of 12.5 metres for the Blocks along Mapleview Drive. A total of 46 dwelling units are proposed, with a density of 72 units per hectare. Lastly, 124 parking spaces are provided, which is well over the required minimum of 1.5 spaces per unit.

Trusting this is satisfactory; we would request that the following information be circulated and reviewed as required, and that the Staff Recommendation Report be brought forward to Council in November 2021.



Should you have any additional questions or concerns, please do not hesitate to contact the undersigned at your convenience.

Respectfully submitted,  
**Innovative Planning Solutions**

A handwritten signature in black ink that reads "V. Simpson." The signature is written in a cursive, flowing style.

Vanessa Simpson, B.ID., M.PI.  
*Senior Planner*

