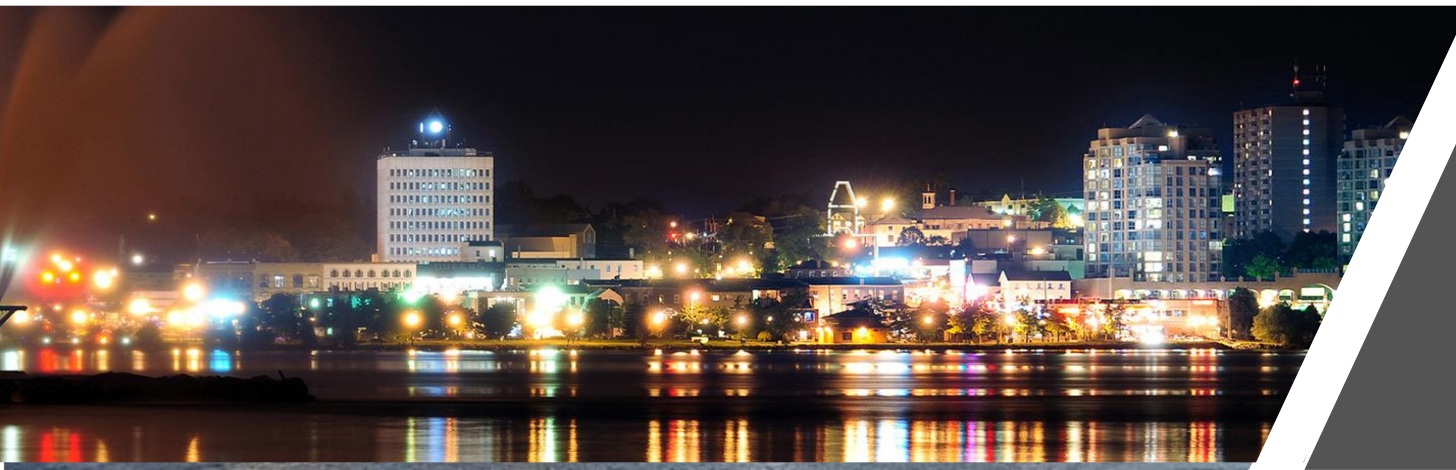


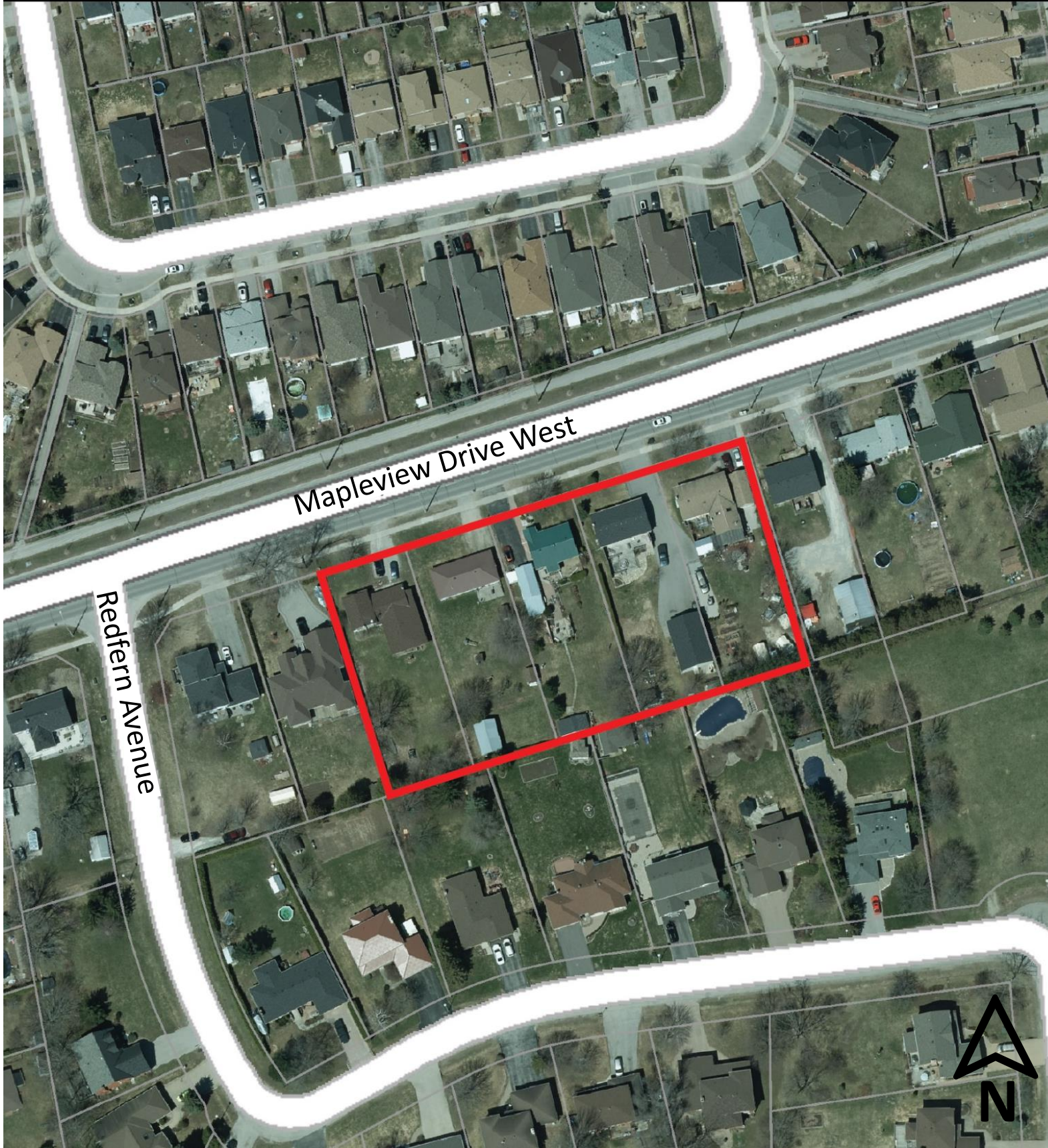


407-419 Mapleview Drive West

Draft Plan of Subdivision & Zoning By-law Amendment



**September 16, 2020
Neighbourhood Meeting**



Subject Lands:

- Frontage
 - 110 m
- Lot Area
 - 0.64 ha (1.58 acres)

Existing Site Conditions:

- 5 residential lots, each lot containing a single-detached dwelling, driveway, and accessory structures/buildings
- Relatively flat, little change in elevation
- All existing buildings and structures will be demolished subject to approval of these applications

Application Context

IPS
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MAPLEVIEW ENTRANCE



VIEW FROM THE WEST



REDFERN PARK ENTRANCE



VIEW FROM THE EAST

Site Description

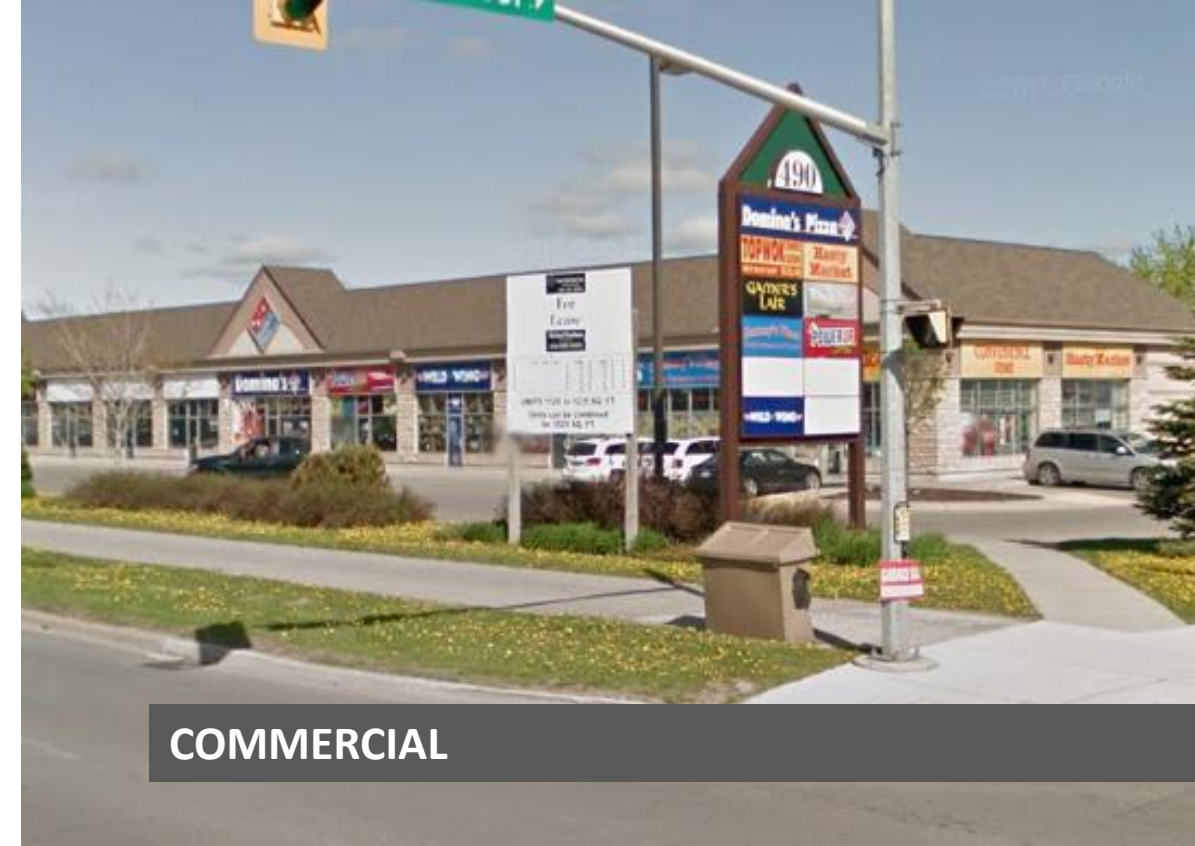


Surrounding Uses

MID-RISE APARTMENTS



COMMERCIAL

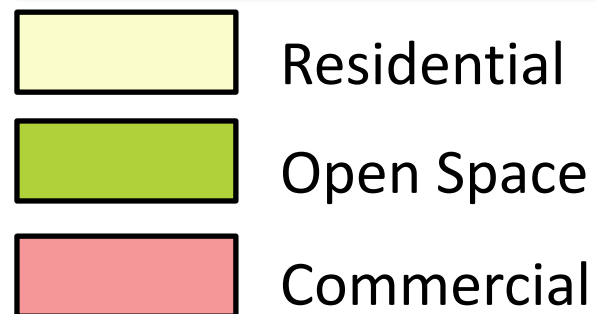


TOWNHOMES

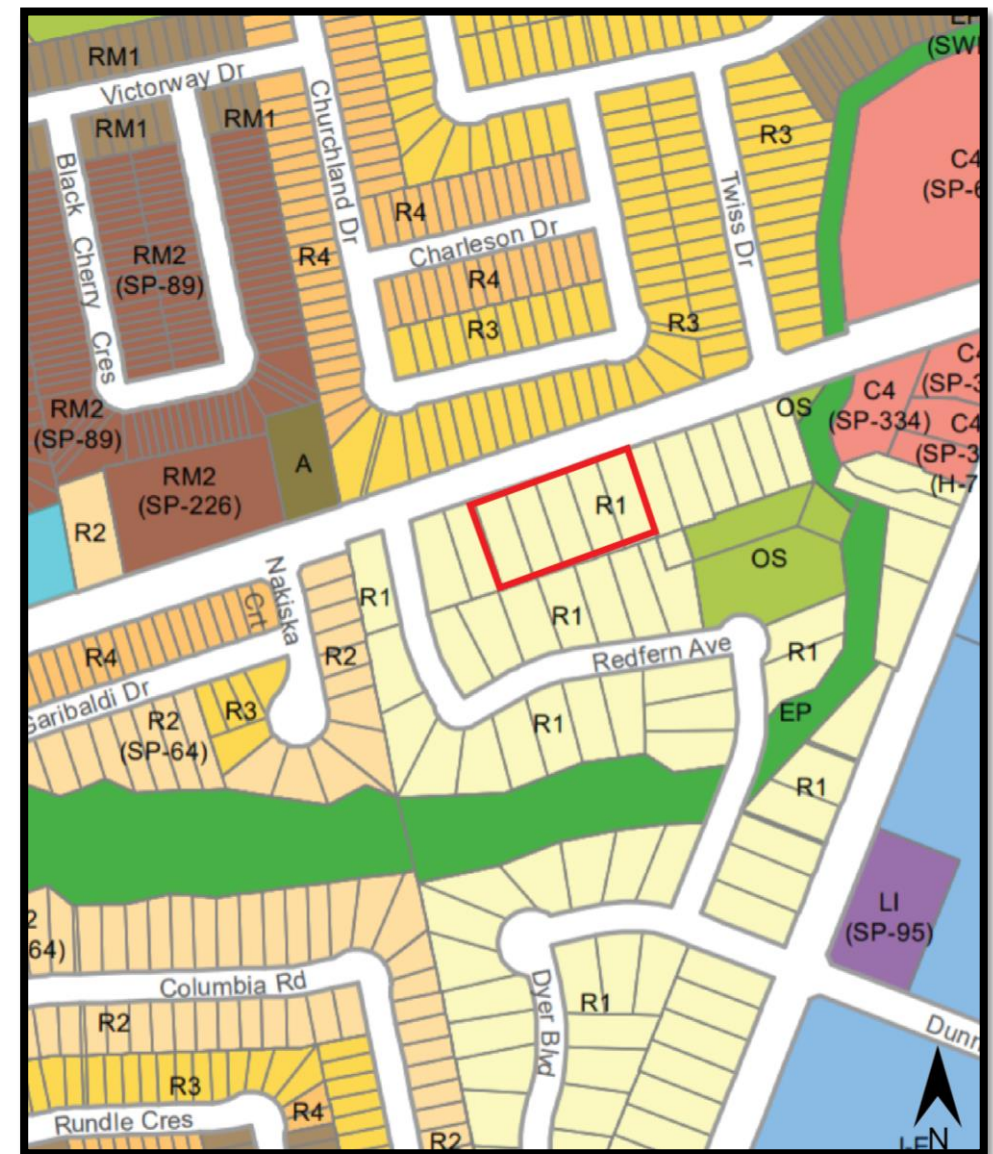


Surrounding Uses

City of Barrie Official Plan:
Designated 'Residential'



City of Barrie Zoning By-law:
Zoned 'Residential Single Detached Dwelling
First Density' (R1)



**Existing Land Use
& Zoning**

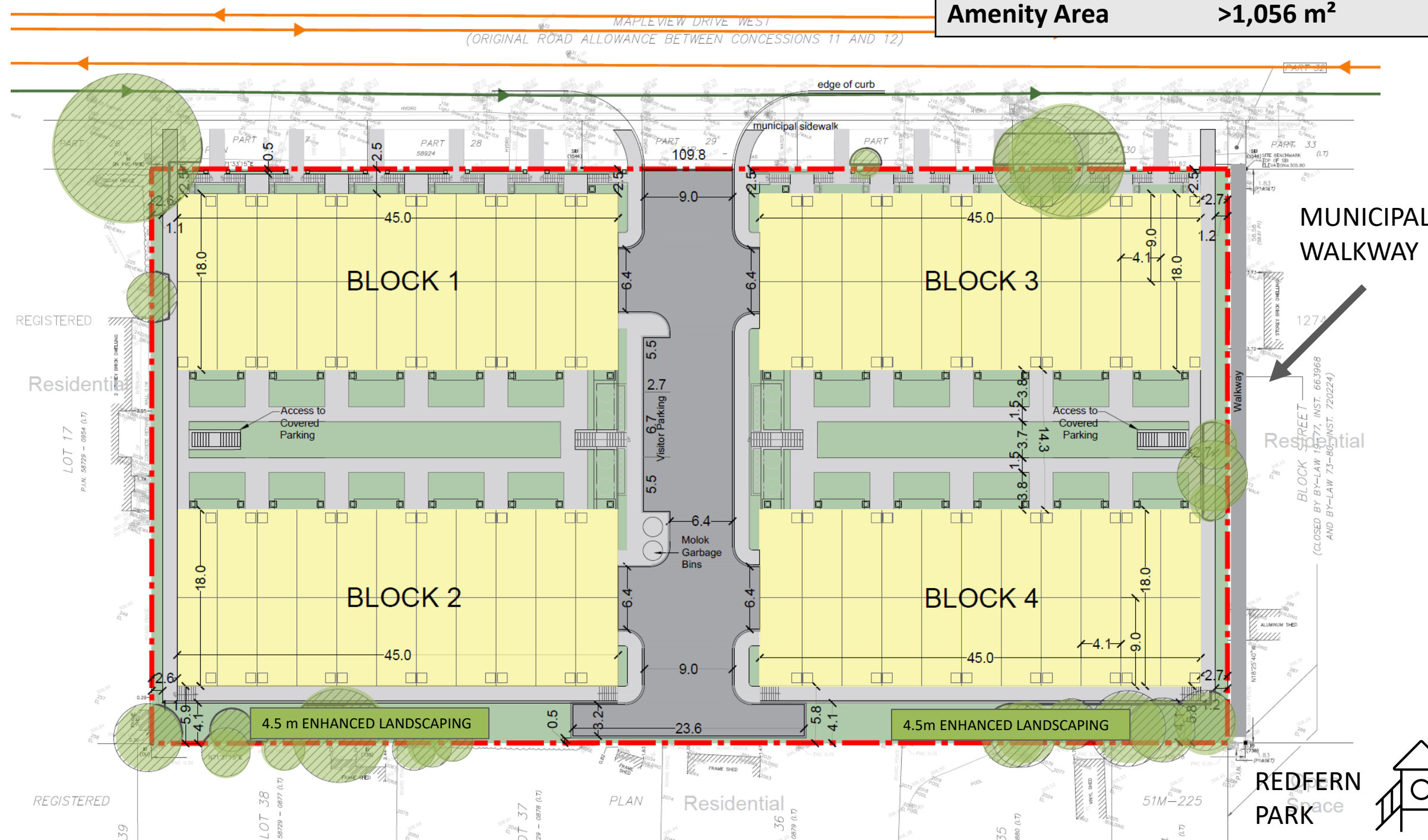
IPS
CONSULTING



Residential

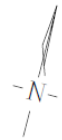
MAPLEVIEW DR. WEST

Number of Units	88 Units
Parking Spaces	167 Parking Spaces
Height	3.5 storeys
Amenity Area	>1,056 m ²



Conceptual Site Plan





- LEGEND
- Tree Location
 - Boundary Tree Location
 - Tree Canopy
 - Tree to Remove
 - Tree Preservation Fence

Tree Preservation Plan



Existing Trees



Built Form & Design Streetscape

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Built Form & Design Streetscape

IPS
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Built Form & Design Roof Top Patios

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Draft Plan of Subdivision:

- Proposes 1 single block, combining the 5 residential lots

Zoning By-law Amendment, requested variances include:

- Front yard setback of 2.5 metres
- Rear yard setback of 5.8 metres
- Lot coverage, 58%
- Gross floor area, 152%
- Height of main building a maximum of 3.5 storeys
- Density of 138 units per hectare
- Unconsolidated Amenity Area
- Tandem Parking Provided
- Landscape Buffer of 0.5 metres

City of Barrie Official Plan:

- Section 3.3 encourages residential revitalization and intensification throughout the built-up area.
 - New housing should support a varied housing stock with a range of housing types, unit sizes, and cost.
 - New housing should be located where appropriate levels of infrastructure and public service facilities exist.
- Section 4.2 promotes residential development at densities that would support transit use, active transportation, and contribute to achieving intensification and density targets
 - Medium and high-density residential development shall be generally directed towards areas adjacent to arterial roads and where public infrastructure and services exist.

Locational Criteria (4.2.2.3), medium and high density residential development, is directed towards:

- Adjacent to arterial (Mapleview Dr W) and collector roads.
- In close proximity to public transit (330 to the east and 430m to the west), and facilities such as schools, parks, commercial development.
- Where municipal services such as roads, sewers and watermain are provided.

Design Policies (4.2.2.4), residential development shall provide:

- Necessary on-site parking, functional open space amenity area
- Densities that are graduated where possible in order to provide for integration between adjoining residential land uses and provide buffering protection to minimize the impact on adjacent lands
- Maintain and improve the character, and appearance of existing residential area

Intensification Policies (4.2.2.6):

- Achieved through residential conversions, infill, and redevelopment, to promote an increase in planned built densities and to achieve a desirable compact urban form.
- Intensification will contribute to development that is more compact and will efficiently use land and resources.
- Intensification outside Intensification Areas:
 - i. The scale and character of the proposed development is compatible with the surrounding neighbourhood.
 - ii. Infrastructure, transportation facilities, and community facilities and services are readily available.
 - iii. Public transit is available and accessible.
 - iv. The development is a project that will not detract from intensification areas.
 - v. High quality urban design will ensure efficient, safe, and sensitive development.

Intensification outside of Intensification Areas:

Number of Units	81 Units
Parking Spaces	156 Parking Spaces
Height	6 storeys / 19.0 metres
Amenity Area	>1,052 m ²



224 & 250 Ardagh Road

Intensification outside of Intensification Areas:

Number of Units	64 Units
Parking Spaces	96 Parking Spaces
Height	4 storeys / 13.0 metres
Amenity Area	790 m ²



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430 Ferndale Drive South

- The subject applications propose the development of:
 - 88 freehold residential dwelling units (freehold condominium, with common elements), within 4 back to back townhouse buildings.
 - 167 underground parking spaces.
 - Private rooftop amenity.
- The development will provide an opportunity for cost-effective and responsible residential intensification, that makes use of existing services, infrastructure, and facilities.
- Should the following application be approved, applications for site plan approval and condominium exemption will require approval prior to any development taking place.
- The proposed development is an appropriate location for residential intensification outside of Intensification Areas

Conclusion