



407-419 Maplevue Drive W.

PLANNING JUSTIFICATION REPORT

BARRIE, ON

IPS NO. 18-813

NOVEMBER 2020



EMAIL: info@ipsconsultinginc.com
WEB: www.ipsconsultinginc.com



647 WELHAM ROAD, UNIT 9A
BARRIE, ON L4N0B7



TEL: (705) 812-3281

407-419 MAPLEVIEW DRIVE WEST

CITY OF BARRIE

APPLICATIONS FOR

DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

647 WELHAM ROAD, UNIT 9A

BARRIE, ONTARIO L4N 0B7

TEL: (705) 812-3281

FAX: (705) 812-3438

ON BEHALF OF

407-419 MAPLEVIEW DRIVE INC. (ENCORE GROUP)

NOVEMBER 2020

TABLE OF CONTENTS

1.0 INTRODUCTION	1
2.0 SITE DESCRIPTION AND SURROUNDING LAND USES	1
3.0 DESCRIPTION OF DEVELOPMENT	8
3.1 RESPONDING TO RESIDENT CONCERNS	9
3.2 DRAFT PLAN OF SUBDIVISION	16
3.3 ZONING BY-LAW AMENDMENT	16
3.4 TECHNICAL REPORTS	22
4.0 POLICY REVIEW	22
4.1 PROVINCIAL POLICY STATEMENT, 2020	22
4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020	24
4.3 CITY OF BARRIE OFFICIAL PLAN, 2018 CONSOLIDATION	25
4.3.1 AFFORDABLE HOUSING	32
5.0 CONCLUSION	32

FIGURES

FIGURE 1:	Location of Subject Property
FIGURE 2:	Intensification Areas
FIGURE 3:	Land-use Designation
FIGURE 4:	Zoning
FIGURE 5:	Surrounding Uses
FIGURE 6:	Rear Yard Cross Section & Angular Plane
FIGURE 7:	Examples of Privacy Screens
FIGURE 8:	City Roads Plan

TABLES

TABLE 1:	Zoning Table
-----------------	--------------

APPENDICES

APPENDIX 1:	Conceptual Site Plan
APPENDIX 2:	Rear Yard Cross Section
APPENDIX 3:	Parking Plan
APPENDIX 4:	Draft Plan of Subdivision
APPENDIX 5:	Draft Zoning By-law Amendment

1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by 407-419 Mapleview Drive Inc. (Encore Group) to prepare a Planning Justification Report (PJR) relative to applications for Draft Plan of Subdivision and Zoning By-law Amendment, for lands legally known as Part of Lots 12, 13, 15 & 16, Concession 11 Plan 1274, and municipally known as 407, 411, 413, 417 & 419 Mapleview Drive West in the City of Barrie.

The subject lands are located approximately 310 metres west of the intersection of Essa Road and Mapleview Drive West. The subject lands have a total area of 0.60 ha (1.48 acres) with approximately 110 metres of frontage onto Mapleview Drive West. **Figure 1** shows the location of the subject lands.

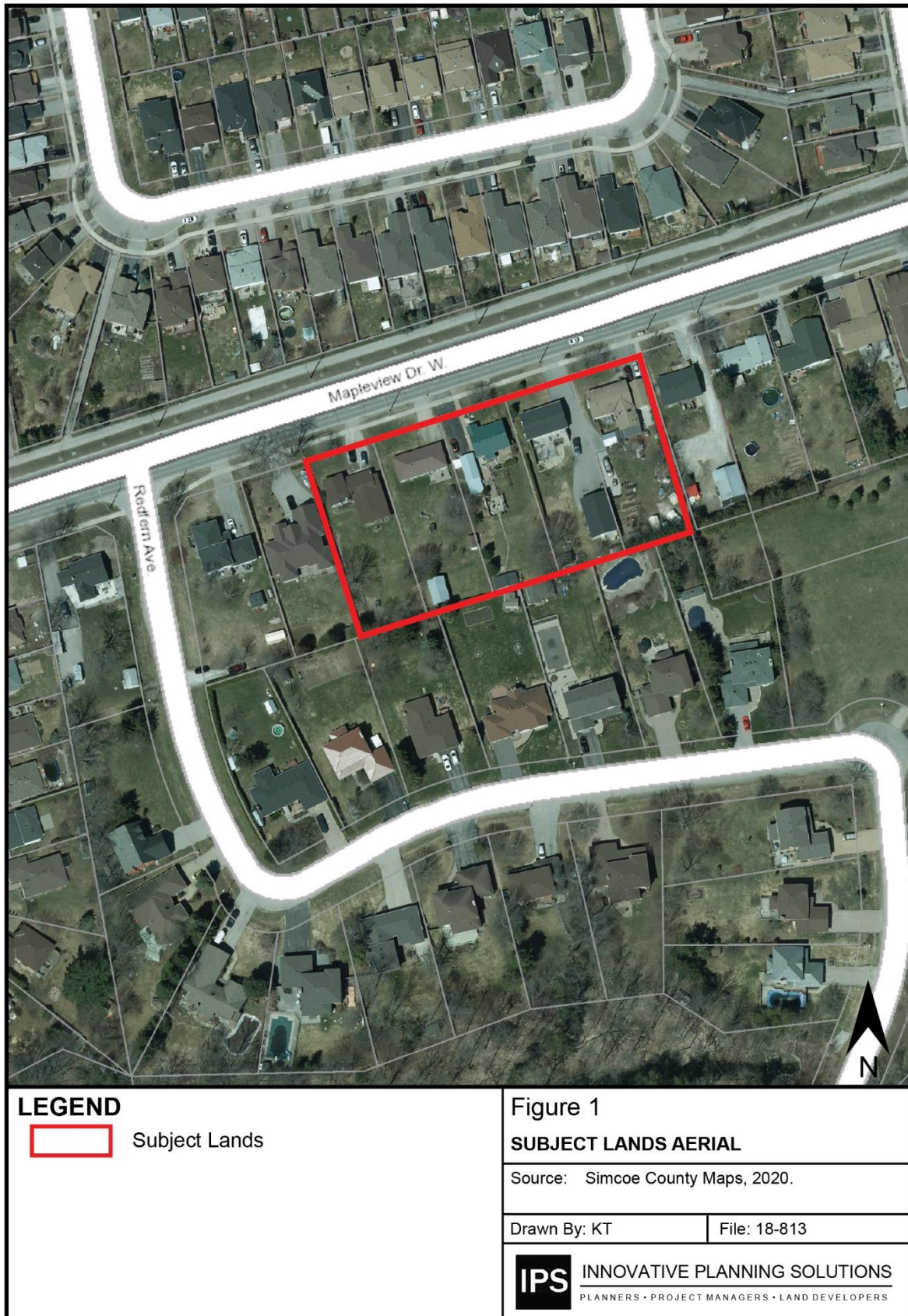
The purpose of these applications is to obtain approval for a Draft Plan of Subdivision and Zoning By-law Amendment that will facilitate redevelopment and intensification on the subject lands in the form of back-to-back townhomes. The report will review the applicable policies found within the documents noted below to demonstrate consistency with good planning principles:

- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Comprehensive Zoning By-law 2009-141, 2018 Consolidation

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands currently accommodate for five residential lots, with each lot containing a single-detached dwelling, driveway access onto Mapleview Drive West, and accessory structures/buildings. The five lots are largely comprised of landscaped lawns with vegetation generally oriented along their boundaries. All existing buildings and structures will be demolished subject to approval of these applications.

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

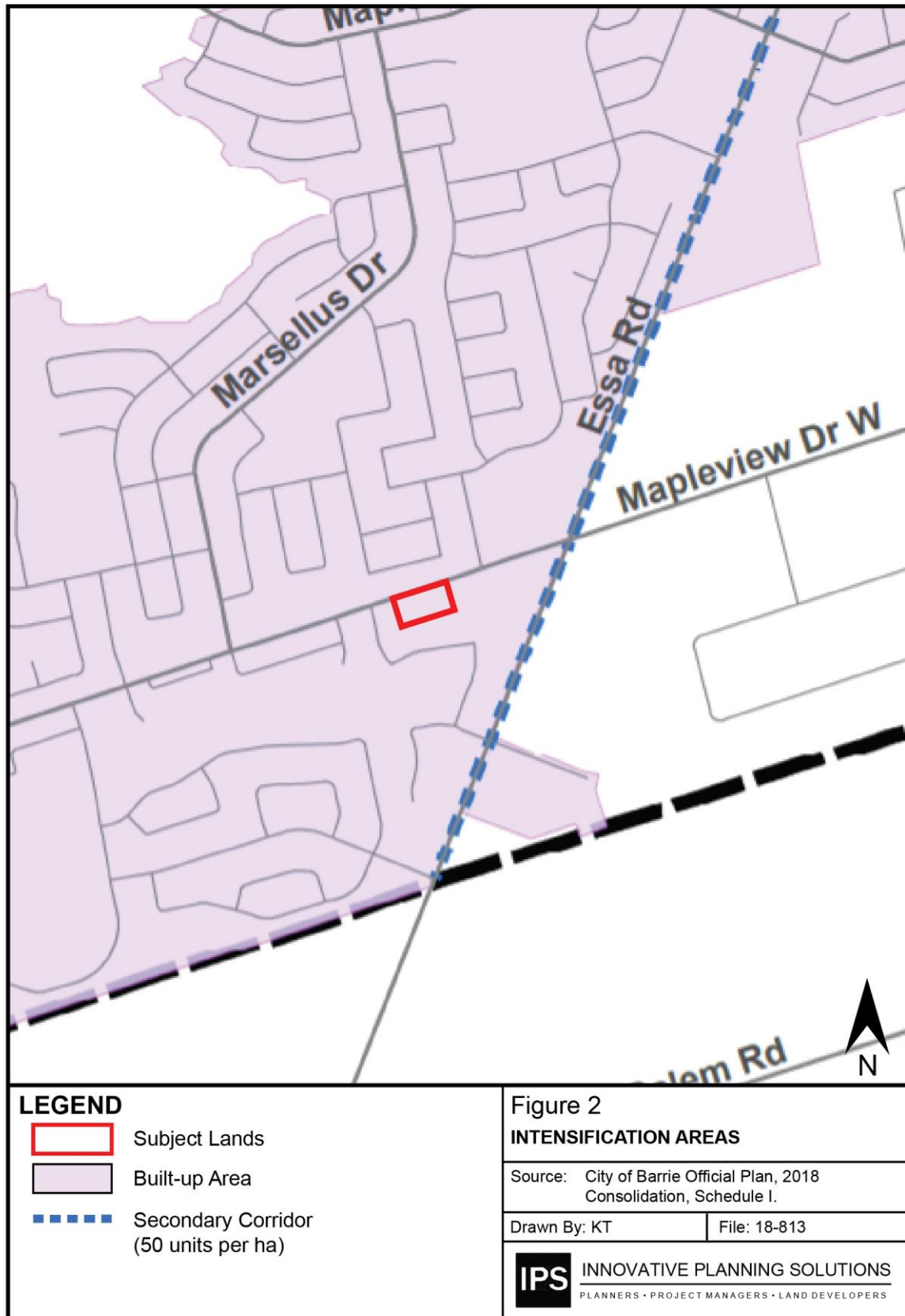


The lands are relatively flat with very little change in elevation. There exists a notable amount of boundary trees along the southern and eastern boundaries. It is the intent to maintain a significant portion of the boundary trees along the southern and eastern boundaries as identified through the Tree Preservation Plan prepared by Landmark Environmental Group Ltd. All other trees and vegetation will be retained where appropriate. Additionally, it is important to note that the subject lands are not regulated by the Nottawasaga Valley Conservation Authority.

The subject lands lie within the built-up area of the City of Barrie and sit approximately 310 metres west of the Essa Road Secondary Intensification Corridor, as seen in **Figure 2**. The subject lands are designated '*Residential*' in the City of Barrie Official Plan, as seen in **Figure 3**. The lands are zoned '*Residential Single Detached Dwelling First Density (R1)*' in the City's Zoning By-law, as seen in **Figure 4**.

Abutting the lands to the north is Maplevue Drive West. Further to the north exist schools, parks, and expansive urban residential subdivisions, comprising of a mix of housing types including townhomes, semi-detached, and single detached dwellings. Abutting the lands to the east is a municipally owned walkway that connects Maplevue Drive West to Redfern Park. Further east are single detached dwellings, as well as commercial, institutional, and industrial uses that exist along the Essa Road Corridor and Maplevue Drive. Access to City of Barrie Transit Route's 7 and 8 is also provided at the intersection of Maplevue Drive West and Essa Road. Additionally, Highway 400 and Park Place exist approximately 2.85 kilometres east of the subject lands. Directly abutting the lands to the south are Redfern Park and single detached dwellings. These lots exhibit the characteristics of being historically developed on private individual septic systems based on their lot size and age. Based on a review of aerial imagery, these dwellings were constructed circa 1989. Abutting the lands to the west are two single detached dwellings before hitting Redfern Avenue. Further west exist a mix of housing types along Maplevue Drive West such as apartment buildings and townhomes, as well as commercial and institutional uses. Given the surrounding uses, the subject lands are well serviced by existing municipal infrastructure and community facilities. The subject lands and surrounding uses are outlined in **Figure 5**.

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



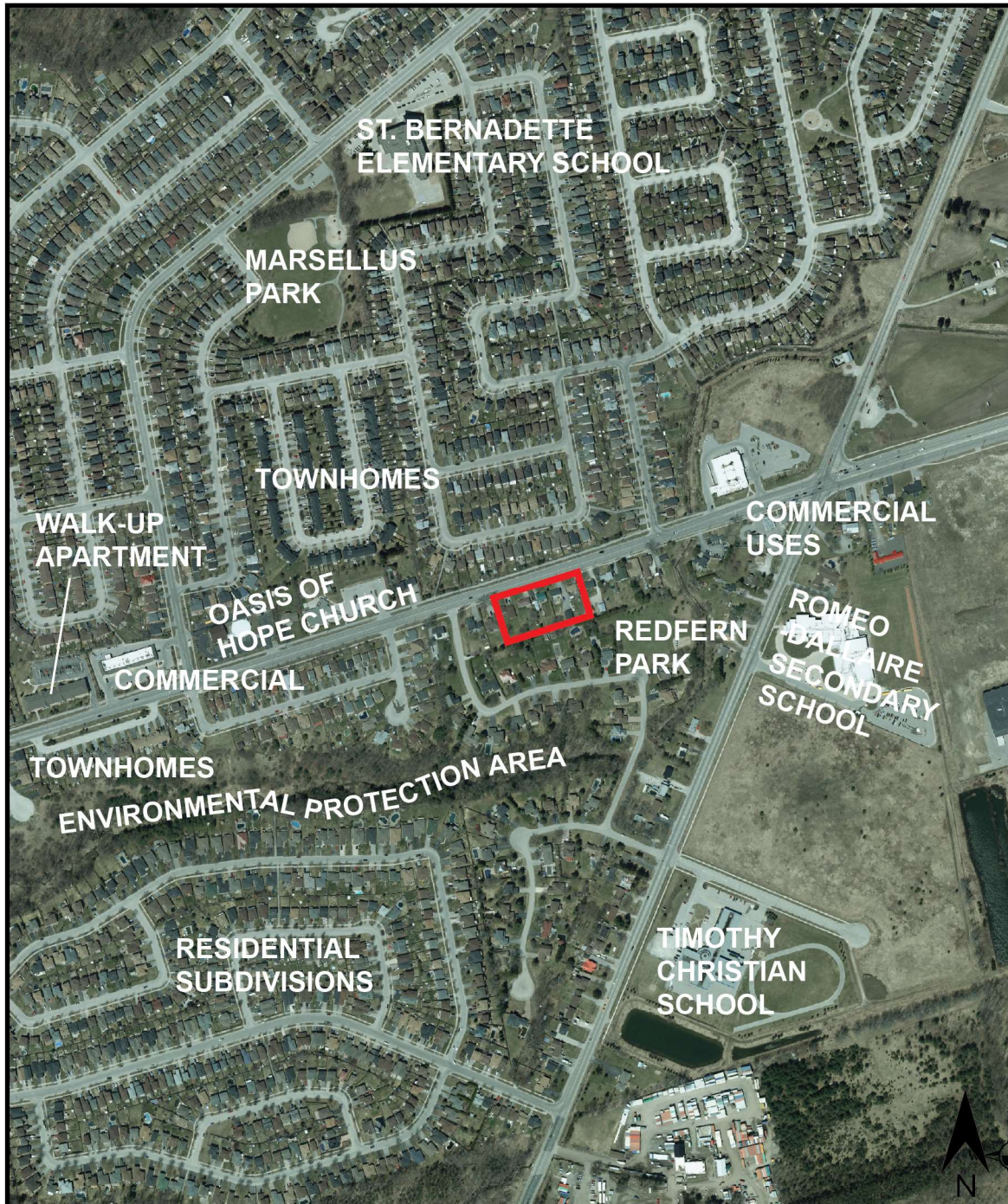
PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



LEGEND



Subject Lands

Figure 5
SUBJECT LANDS AERIAL
& SURROUNDING USES

Source: Simcoe County Maps, 2020.

Drawn By: KT

File: 18-813



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

3.0 DESCRIPTION OF DEVELOPMENT

The intent of these applications is to obtain approval for a Draft Plan of Subdivision and Zoning By-law Amendment (ZBA), in order to facilitate redevelopment and intensification on the subject lands that can support the achievement of the City's housing and density targets.

The proposed development will provide for a total of 88 residential units through the form of four (4) back-to-back townhouse blocks within a common elements condominium, as seen on the Concept Plan provided in **Appendix 1**. Two (2) townhouse blocks will have frontage onto Mapleview Drive West while the other two (2) townhouse blocks will be located within the interior of the site. The roof of the townhomes will sit at a height of 12.0 metres, but the proposed development will require a maximum height of 15.0 metres in order to accommodate a stair vestibule for rooftop patios, as seen in the Rear Yard Cross Section in **Appendix 2**. The proposed development will offer over 1,056.0 m² of amenity area through a mixture of rooftop patios, central amenity corridors, private individual balconies and private individual rear yard, ground-oriented amenity space.

One access point will be provided to the site along Mapleview Drive West. One internal condominium road will provide for vehicular movement throughout the site and provide access to the at-grade, covered parking. A total of 162 at-grade parking spaces are provided through this development, including 8 barrier free parking spaces, as demonstrated through the Parking Plan in **Appendix 3**. Snow removal and storage for the proposed development is being contemplated with heated roads that will automatically remove snow. This will be further detailed at the site plan control stage. Pedestrian movement throughout the site will be facilitated through several internal pedestrian pathways providing connections to the covered parking, to the existing municipal sidewalk network along Mapleview Drive West, and between the buildings. The units fronting onto Mapleview Drive West will have direct access to the municipal sidewalk network. As mentioned previously, the proposed development also abuts an existing municipal walkway which connects Mapleview Drive West to Redfern Park, providing the proposed development with convenient access to this open space for alternate recreational opportunities.

Fencing and enhanced landscaping will be provided to support compatibility with the surrounding residential uses, particularly along the southern boundary of the subject lands.

As mentioned previously, a number of boundary trees exist on the southern and eastern boundaries of the site. It is the intent that the majority of these boundary trees will be retained, as identified through the Tree Preservation Plan completed by Landmark Environmental Group Ltd. and submitted in support of this application. Boundary trees along the northern and western boundaries will be retained where appropriate.

The proposed development will have close access to City of Barrie Transit Route's 7 and 8, both of which provide bus stops at the intersection of Mapleview Drive West and Essa Road, which lies approximately 350 metres (5 minute walk) east of the subject lands. Transit Route 8 provides another bus stop location at the intersection of Mapleview Drive West and Marsellus Drive, which lies approximately 400 metres (6 minute walk) west of the subject lands.

3.1 RESPONDING TO RESIDENT CONCERNS

A Neighbourhood Meeting was held on September 16, 2020. 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: privacy and screening, density, traffic, and tree preservation. These themes will be discussed in the following sections in relation to the proposed development.

Rear Yard and Interior Side Yard Setbacks

A rear yard setback of 9.4 metres has been provided, which is 3.6 metres more than what was proposed at the Neighbourhood Meeting. The proposed 9.4 metre rear yard setback now exceeds the Minimum Rear Yard Setback of 7.0 metres per the Zoning Provision for the '*Residential Multiple Dwelling Second Density (RM2)*' Zoning, as outlined in **Table 1** of this Report.

A Rear Yard Cross Section, provided on **Figure 6** and **Appendix 2**, provides a scaled sectional drawing from Blocks 2 and 4 of the proposed development to the closest south-abutting residential dwelling. This dwelling has an approximate rear yard setback of 25 metres. The purpose of the drawing is to illustrate the impact of the proposed development to the south-abutting residential uses, particularly in respect of the City's angular plane

provisions which seek to ensure land-use compatibility where intensification is proposed to abutting residents. The Rear Yard Cross Section (**Appendix 2**) identifies that the proposed development is sufficiently setback from the rear lot line to facilitate an appropriate transition in height from the proposed development to the existing dwellings abutting to the south. Furthermore, it highlights that the proposed built form is appropriately scaled and located to minimize adverse impacts of intensification on the south-abutting residential uses.

Regarding the neighbors to the west, the interior side yard setback has also been increased from 2.6 metres to 3.6 metres. The additional 1.0 metre will provide better opportunities for increased landscaping and buffering, emphasizing heavier landscaping in their rear yard amenity space.

Given the above concerns, privacy and screening measures, such as landscaping, fencing and privacy screens, are proposed to further support compatibility with the south and west single detached dwellings.

Tree Preservation

Concerns were expressed regarding the number of trees to be removed along the rear (south) boundary. Particular concern was expressed over Tree #18 and its proposed removal. At the neighborhood meeting, a total of 12 trees were proposed to be removed along the south lot line. As a result of shifting the buildings further away from the rear lot line, the tree preservation plan has been revised to protect significantly more trees in the rear yard. Ten (10) additional trees, including Tree #18, are proposed to be retained along the rear yard with the new concept plan.

Fencing, Landscaping, and Privacy Screens

A 2.0 metre fence and strategic landscaping will be provided along the southern and western boundaries to support privacy and screening to the abutting residential uses. Given that there are a number of trees and shrubs that currently exist along these boundaries, the intention is to supplement the existing conditions through additional plantings where necessary, particularly where existing conditions may offer minimal or no privacy and screening measures. The Conceptual Site Plan in **Appendix 1** demonstrates where strategic and enhanced landscaping is proposed. In addition, **Figure 7** illustrates examples of balcony

and rooftop privacy screens that are envisioned for the proposed development to provide additional privacy and screening measures.

Private Individual Rear Yard and Roof-top Amenity Areas

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, in addition to the aforementioned privacy and screening measures. 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.

Rooftop amenity areas for those units facing south will also have privacy screens installed to ensure that they have no sight lines into abutting backyards to the south. Privacy screen examples are shown in **Figure 7** of this report. These images are intended to provide comfort to those individuals to the south that new residents will not be overlooking into their backyards.

Traffic

Several concerns were raised regarding existing traffic volumes along Maplevue Drive and the impacts the proposed development will have on the surrounding road network. As a result of these concerns, a Traffic Impact Study was commissioned to assess these concerns to ensure they can be adequately addressed. This study, which was prepared by Tatham Engineering, concludes that the proposed development is expected to generate an additional 40 trips during the AM peak hour and 49 trips during the PM peak hour. The capacity of Maplevue Drive within the existing and 2028 time horizon was assessed to ensure good operations of the 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 were also deemed to be acceptable for the entrance location proposed.

Property Values

Property values are typically not a planning consideration when assessing the suitability of a proposed development. Based on a quick review of available data from the Municipal Property Assessment Corporation (MPAC), lots along Redfern Avenue abutting the subject land all have an assessed value less than \$500,000. These values would not be indicative of being located within an estate residential community with the City of Barrie or abutting communities such as Midhurst or Snow Valley. It is projected that the starting price for new townhouses located within this community will be \$450,000.

Density and Community Character

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 site's 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.

Mapleview Drive is recognized as an arterial road in the City of Barrie Official Plan. Existing along Mapleview 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, as seen in **Figure 5**. As mentioned earlier, 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 consist of building heights totalling 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

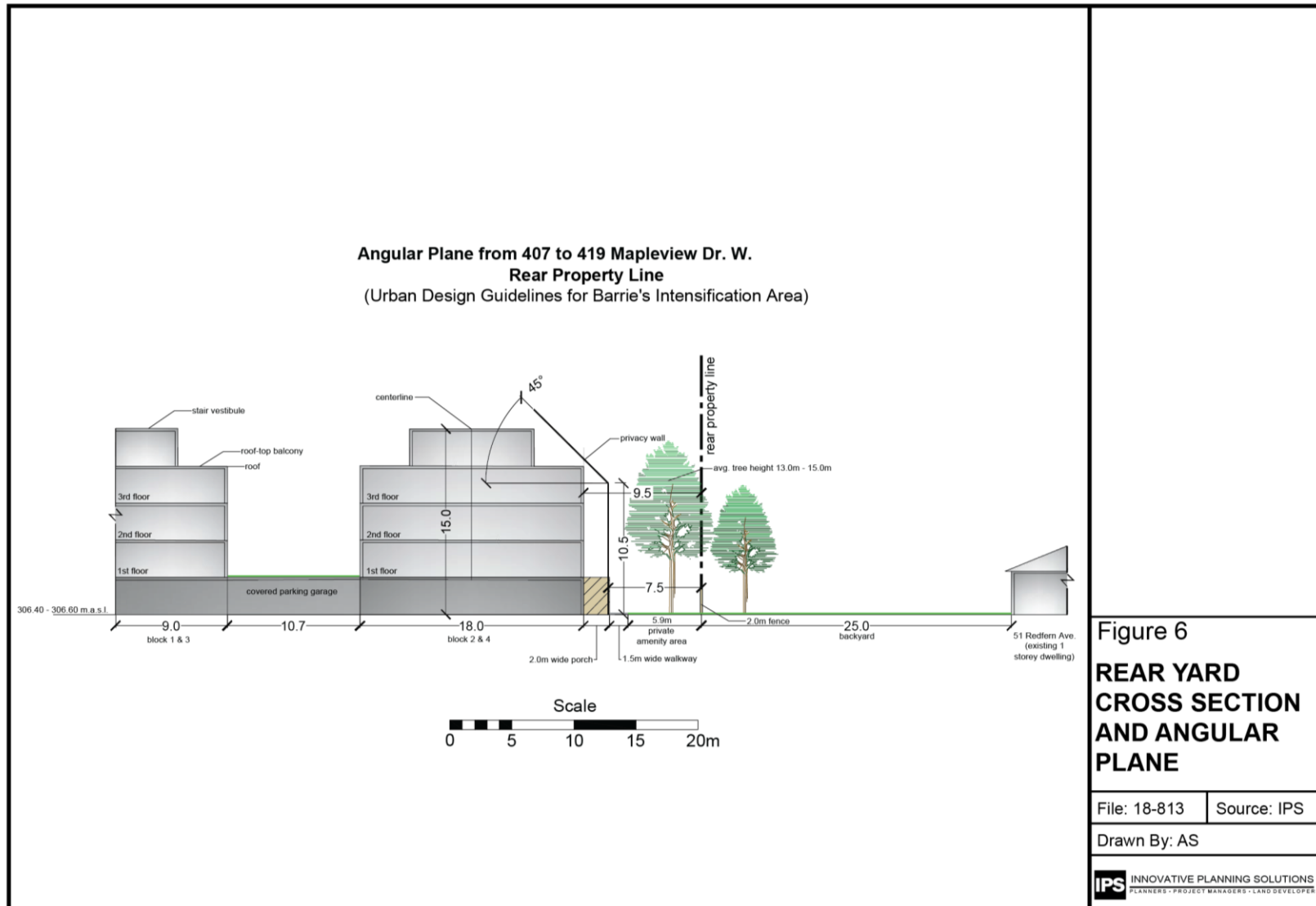
to renovate or construct a new single detached dwelling with an accessory apartment on their lot.

This is further discussed in the Urban Design Brief, prepared by IPS and submitted in support of this application. The rationale for intensification of the subject lands is provided through Section 4.0 of this Report.

Construction Impacts

Construction will cause temporary inconvenience to surrounding residents. Construction activities will follow Provincial and City guidelines to ensure the least impact to surrounding residents. It is not anticipated that any vehicles required for construction will access Redfern Avenue or Dyer Boulevard. A construction management plan can be put in place at the time of site plan approval to ensure access is restricted.

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



**EXAMPLES OF BALCONY/ROOFTOP
PRIVACY SCREENS**

Figure 7

Source: Google Images

Drawn By: KT

File: 18-813



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

3.2 DRAFT PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision seeks to create one large residential block (Block 1) that will encompass the existing five (5) residential lots. Block 1 within the Draft Plan of Subdivision will therefore comprise of an area of 6.416.9 m² (0.64 ha or 1.58 acres). This will allow for the development of a common element condominium with freehold units. Common elements will comprise of the parking areas, the condominium road, internal pedestrian pathways, and landscaped grounds. The Draft Plan of Subdivision can be seen in **Appendix 4**.

3.3 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned '*Residential Single Detached Dwelling First Density (R1)*' in the City's Zoning By-law. A Zoning By-law Amendment is required to rezone the subject lands to '*Residential Multiple Dwelling Second Density Special (RM2 (SP-XXX))*', as seen in the Draft Zoning By-law Amendment in **Appendix 5**.

The Special Provisions proposed for the '*Residential Multiple Dwelling Second Density (RM2 (SP-XXX))*' zone are outlined below, along with the related planning rationale.

Table 1. Residential Multiple Dwelling Second Density (RM2) Zoning Table

Provisions	Required RM2	Provided RM2 (SP-XXX)
Lot Area (min.)	720.0 m ²	6,437.8 m ² (0.64 ha)
Lot Frontage (min.)	21.0 m	109.8 m
Front Yard (min.)	7.0 m	2.5 m – building 0.5 m – stairs/open porch
Interior Side Yard (min.)	1.8 m	1.9 m
Exterior Side Yard (min.) (5.3.3.2.a)	3.0 m	N.A.
Rear Yard (min.)	7.0 m	9.4 m – building 7.4 m – stairs/walkway
Landscaped Open Space (min. % of lot area)	35%	40%

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

Dwelling Unit Floor Area (min.)	35.0 m ² / dwelling unit + 10.0 m ² / bedroom	> 35.0 m ² / dwelling unit + 10.0 m ² / bedroom
Lot Coverage (max. % of lot area)	35%	58% (incl. balconies)
Gross Floor Area (max % of lot area)	60 %	152%
Height of Main Building (max.)	10.0 m	12.0 m – roof of townhomes 15.0 m - covered parking, 3 storeys, rooftop patio & stair vestibule
Densities (max.) (5.2.5.1.a)	40 units/ha	138 units/ha
Amenity Area (min.) (5.2.5.2)	1,056 m ² (12 m ² / unit)	>= 1,056 m ² (balcony & rooftop patio)
Amenity Area (min. (5.2.5.2)	Consolidated	Unconsolidated
Parking (5.2.9.2)	132 PS (1.5 PS / unit) + 2 Type 'A' B.F. PS + 3 Type 'B' B.F. PS	167 PS (incl. 44 tandem, 4 Type 'A' B.F. PS & 4 Type 'B' B.F. PS)
Tandem Parking (5.2.9.2)	Not Permitted	Permitted
Landscape buffer (5.7.3.1)	3.0 m	2.2 m
Air Conditioner (5.3.3.1.g)	Prohibited in a Front Yard, except in the case of back-to-back townhouses where an air condition in a Front Yard shall be effectively screened from any street	Located in the front yard and screened from the street

Reduced Minimum Front Yard Setback

A reduced minimum front yard setback is requested. Where a front yard setback of 7.0 metre is required, a front yard setback of 2.5 metres to the front façade and 0.5 metre to the stairs/open porch is proposed. A reduced minimum front yard setback will help facilitate a more pedestrian-friendly and vibrant streetscape along Maplevue Drive West. Additionally,

a reduced minimum front yard setback will provide the units fronting onto Mapleview Drive West with direct access to the existing municipal sidewalk network. A reduced minimum front yard setback also aligns with the goal of designing buildings at a pedestrian scale that contributes to a desirable streetscape, as outlined in the City's Urban Design Guidelines. In this regard, the proposed reduced minimum front yard setback facilitates a building design that introduces ground-level, covered parking that is integrated into the built form and removed from public view. This also allows for access to the site to be consolidated from five (5) driveways to one (1) driveway, in support of reduced turning movement along Mapleview Drive West. Provided the above, a reduced minimum front yard setback is appropriate for the proposed development.

Increased Maximum Lot Coverage

An increased maximum lot coverage is requested for the proposed development. Where a maximum lot coverage of 35% is required, a maximum lot coverage of 58% is proposed. This would result in an increased lot coverage of 23%. Where the intent of the maximum lot coverage provision is to encourage building massing that is appropriate to the lot size, the proposed development seeks to provide more compact development that results in greater building sizes relative to lot area. More compact development will support Provincial and City density and intensification targets and facilitate intensification in a strategic location. Where the intent of the maximum lot coverage provision is to ensure adequate space is provided for landscaped areas, the proposed development exceeds the amount of required landscaped open space. Provided the above, the increased maximum lot coverage is appropriate for the proposed development. The increase in coverage should also be viewed as a positive given that almost all parking associated with the development is underneath the proposed buildings which creates a more aesthetically pleasing, pedestrian friendly environment.

Increased Maximum Gross Floor Area

An increased maximum gross floor area is requested for the proposed development. Where a maximum gross floor area of 60% is required, a maximum gross floor area of 153% is proposed. Related to the request for an increased maximum lot coverage, an increased gross floor area would facilitate intensification and redevelopment that would support the achievement of Provincial and City density and intensification targets. Through the request for an increased gross floor area, the proposed development maintains adequate amenity

area, landscaping, and dwelling sizes. As such, an increased gross floor area would support the intensification of the site while maintaining the functionality and usability of the lands. Provided the above, an increased gross floor area is appropriate for the proposed development.

Increased Maximum Height of Main Building

An increase to the provision for 'Maximum Height of the Main Building' is requested from the required 10 metres to 15 metres, representing an increase in 5 metres. A maximum height of 15.0 metres is required to accommodate the stair vestibule providing access to the rooftop patios, as demonstrated through the Rear Yard Cross Section in **Appendix 2**. The remainder of the roof area will sit at a height of 12.0 metres, which is 2.0 metre higher than the required maximum height provision of 10.0 metres. This increase in height will allow for three stories of livable space, while also facilitate ground-level, covered parking that is integrated into the built form and screened from public view. The height increase will ensure that units facing south will possess privacy screenings so that they cannot look outward in a southerly direction. The increase in height is also supported by Official Plan policies that call for intensification and massing of buildings along major arterial roads which Maplevue Drive is characterized.

The intent of the maximum building height provision is to encourage compatible built forms and create consistency with the streetscape. As demonstrated through the Rear Yard Cross Section in **Appendix 2**, the height and scale of the proposed development is appropriate and ensures a proper transition to the existing, south-abutting residential dwellings. Where the intent of the height provision is to create consistency with the streetscape, the proposed built form is reflective of the existing built form along Maplevue Drive West, which possesses 2-storey residential dwellings and a 3-storey apartment building approximately 500 metres from the subject lands. The future of Maplevue Drive within 310 metres from the subject lands will also possess buildings currently proposed at 5 to 27 stories in height.

Increased Maximum Density

An increased maximum density is requested for the proposed development. The City's Zoning By-law does not provide density provisions for back-to-back townhouses as proposed through this development. Where the Zoning By-law outlines density provisions

for developments with three or more dwelling units, including block, cluster, and stacked townhouse developments, the Zoning By-law permits a maximum density of 40 units per net hectare for block/cluster townhomes and 53 units per net hectare for stacked townhomes. To facilitate the proposed back-to-back townhouse development, a maximum density of 138 units per hectare is required.

The proposed development is a strategic location for growth and intensification within the City, and therefore an appropriate site for the proposed increased density. The City Official Plan provides locational criteria for the appropriate development of medium- and high-density residential development through Section 4.2.2.3. The Official Plan also provides criteria for residential intensification outside of Intensification Areas, through Section 4.2.2.6. A review of these policies provided in Section 4.3 of this Report demonstrates that the proposed development is in adherence to these policies and is therefore a strategic location for growth and intensification within the City. Given the above, the request for an increased maximum density is appropriate for the subject lands.

Permission for Unconsolidated Amenity Area

Permission for unconsolidated amenity area is requested for the proposed development. The City's Zoning By-law does not provide amenity area provisions for back-to-back townhomes as proposed through this development. Where the Zoning By-law outlines amenity area provisions for block/cluster/stacked townhouse developments, it states that a minimum amenity area of 12 m² per unit in a consolidated form is required. Applying this provision to the proposed development, this equates to a minimum required, consolidated amenity area of 1,056 m². The proposed development provides over 1,056 m² of unconsolidated amenity area through the provision of private balconies, private individual rear yards, and rooftop amenity space. The provision of unconsolidated amenity area is also a reflection of the compact built form proposed through this development in order to accommodate for growth and intensification. As noted through the Zoning By-law, more compact built forms are typically associated with unconsolidated amenity area provisions such as in the Mixed Use (MU) Zone. Furthermore, the proposed development sits in close proximity to Redfern Park, which offers an alternative to on-site amenity space. Provided that sufficient unconsolidated amenity area is provided for the proposed development in respect of the proposed compact built form, the request to permit unconsolidated amenity area is appropriate to the proposed development.

Permission for Tandem Parking

Permission for tandem parking is requested for the proposed development. The Zoning By-law notes that a minimum of 1.5 parking spaces per dwelling unit is required for residential buildings containing more than three dwelling units, equating to a required minimum of 132 parking spaces for the proposed development. The proposed development meets the minimum required parking spaces, providing a total of 167 parking spaces which comprises of 123 standard parking spaces and 44 tandem parking spaces. Not accounting for the proposed tandem parking, the proposed development provides for a parking ratio of 1.4 parking spaces per dwelling unit, which is a small and minor variation from the required 1.5 parking ratio. The additional 44 tandem parking spaces offer residents the opportunity to have parking similar to a driveway plus garage and allows the proposed development to offer a parking ratio of 1.8 parking spaces per dwelling unit. Provided the above, the request for tandem parking is appropriate to the proposed development.

Reduced Minimum Landscape Buffer

A reduced minimum landscape buffer is requested for the proposed development. The Zoning By-law notes that a minimum landscape buffer of 3.0 metres is required where a parking area of more than 4 parking spaces adjoins a residentially zoned lot. The intent of this provision is to ensure that sufficient space is provided for landscaping in order to support the screening of proposed parking areas. With the intention of this provision in mind, the proposed development will provide covered parking areas that will be completely screened from view and accessed through internal drive aisles, therefore mitigating the noise and light impacts anticipated from parking areas.

Nonetheless, a landscape buffer of 3.6 metres is provided along the western boundary of the subject lands with regard for the west-abutting residential dwelling. With regard for the south-abutting residential dwellings, the majority of the rear yard offers a landscape buffer of 5.9 metres, with the only exception being the area where the condominium road ends in a T-turnaround and provides for a 2.2 metre landscape buffer. Where a 2.2 metre landscape buffer will exist, this will be sufficient space to provide strategic landscaping, as identified on the Concept Plan in **Appendix 1**. Provided the above, a reduced minimum landscape buffer is appropriate for the proposed development.

3.4 TECHNICAL REPORTS

A series of technical reports have been completed to ensure the following proposal is feasible. Reports that are included with the following application are as follows:

- Functional Servicing Report (and drawings), prepared by Pinestone Engineering Inc., dated October 2020
- Urban Design Report, prepared by IPS, dated November 2020
- Geotechnical Investigation, prepared by Central Earth Engineering, dated July 2020
- Tree Inventory and Preservation Plan, prepared by Landmark Environmental Group Ltd., dated November 2020
- Traffic Impact Study, prepared by Tatham Engineering, dated November 2020

4.0 POLICY REVIEW

This section will outline the applicable planning and development policies impacting this application. Each section will outline the applicable policies and contain planning rationale on conformity and development principles.

4.1 PROVINCIAL POLICY STATEMENT, 2020

The PPS recognizes the subject lands as lying within the City of Barrie Primary Settlement Area. The following policies are emphasized in relation to the proposed development.

The PPS provides overarching policies to guide the efficient development of lands in support of healthy, liveable, and safe communities. These policies highlight the importance of accommodating for an appropriate mix of uses, including a range of residential types. The PPS also promotes the integration of land-use planning, growth management, transit-supportive development, intensification, and infrastructure planning in order to achieve cost-effective development patterns that optimize transit investments, minimize land consumption, and minimize servicing costs.

The PPS denotes settlement areas as the focus of growth and development within the Province. It states that land use patterns within settlement areas shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service

facilities. Land use patterns within settlement areas shall also be based on opportunities to support active transportation and transit-supportive development. Intensification and redevelopment are encouraged within settlement areas, particularly where development can be compact, transit-supportive, and can be supported by existing or planned infrastructure and public service facilities.

The PPS provides a number of policies to guide the development of housing within the Province, with the goal of providing for an appropriate range and mix of housing options and densities to meet the needs of current and future residents. It states that new housing should be located where appropriate levels of infrastructure and public service facilities exist, and where active transportation and transit facilities exist or will be developed. Residential intensification is encouraged to minimize the cost of housing and to facilitate a compact urban form. Similar to the policies for settlement areas, residential intensification and redevelopment are encouraged where development can be compact, transit-supportive, and supported by existing or planned infrastructure and public service facilities

The proposed development aligns with the policies of the PPS and supports the development of healthy, liveable, and safe communities. In alignment with the PPS, the proposed development will direct residential intensification and redevelopment to the City of Barrie Settlement Area, in a compact, transit-supportive form that can be serviced by existing municipal infrastructure and public service facilities. The higher density offered through the proposed development will maximize upon the existing infrastructure, resources, and facilities of the area, thereby demonstrating an efficient and cost-effective use of the land. The proposed rezoning will accommodate for back-to-back townhomes, thereby supporting the provision of a range of residential types within the area in order to meet current and future resident needs. The proposed rezoning will also facilitate a more compact built form, lending to an environment that encourages pedestrian activity and active transportation. Overall, the proposed development demonstrates the integration of land-use planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Through a review of the applicable policies noted above, the proposed development demonstrates consistency with the Provincial Policy Statement.

4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The subject lands are identified as lying within the delineated built-up area of the City of Barrie, which is also considered a Primary Settlement Area, with the following policies emphasized in relation to the proposed development.

Similar to the PPS, the Growth Plan identifies settlement areas as the focus of population and employment growth. The Growth Plan states that growth and development shall be focused in locations that are within the delineated built boundary and have access to existing infrastructure and public service facilities. Directing growth in this manner is intended to support the achievement of compact, complete communities through cost-effective and efficient development. Complete communities comprise a mix of land uses, a range and mix of housing options, and environments that support convenient access to existing or planned transit facilities, active transportation facilities, and public service facilities.

The Growth Plan acknowledges the location of the proposed development within the delineated built-up boundary of the City and emphasizes the importance of accommodating for intensification within delineated built-up areas in order to achieve minimum intensification targets. It specifically notes that 50 percent of all residential development occurring within the City of Barrie shall be within the delineated built-up area. It outlines that intensification strategies shall consider available infrastructure and public service facilities, shall consider the transition of built form to adjacent areas, and shall encourage intensification generally throughout the delineated built up area.

The housing policies of the Growth Plan seek to meet the housing needs of current and future residents through the provision of a diverse range and mix of housing options and densities. The intent is to provide a range of housing options and costs that can support housing choice and diversify the overall housing stock within the City. Overall, the housing policies of the Growth Plan seek to provide housing that can support the achievement of minimum intensification and density targets while also contributing to the achievement of a complete community.

The proposed development will facilitate growth and intensification in alignment with the goals and strategies of the Growth Plan. The proposed Zoning By-law Amendment will offer

high-density residential development that will contribute to a diverse range of housing options and densities within the area, diversifying the overall housing stock within the City. The proposed development will appropriately provide for intensification within the delineated built-up area and in a location where there is the opportunity to maximize upon existing infrastructures and public service facilities. The proposed intensification of the site has been conceptualized in consideration of the transition of built form to the adjacent uses, as discussed in Section 3.1 of this Report. Significant consideration has also been given to the internal circulation of traffic in order to reduce the impacts of light and noise pollution on adjacent lands. Overall, the proposed development provides for efficient and responsible growth and intensification within the principle primary settlement area of the Simcoe Sub-area.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity to the intent and policies of the Growth Plan.

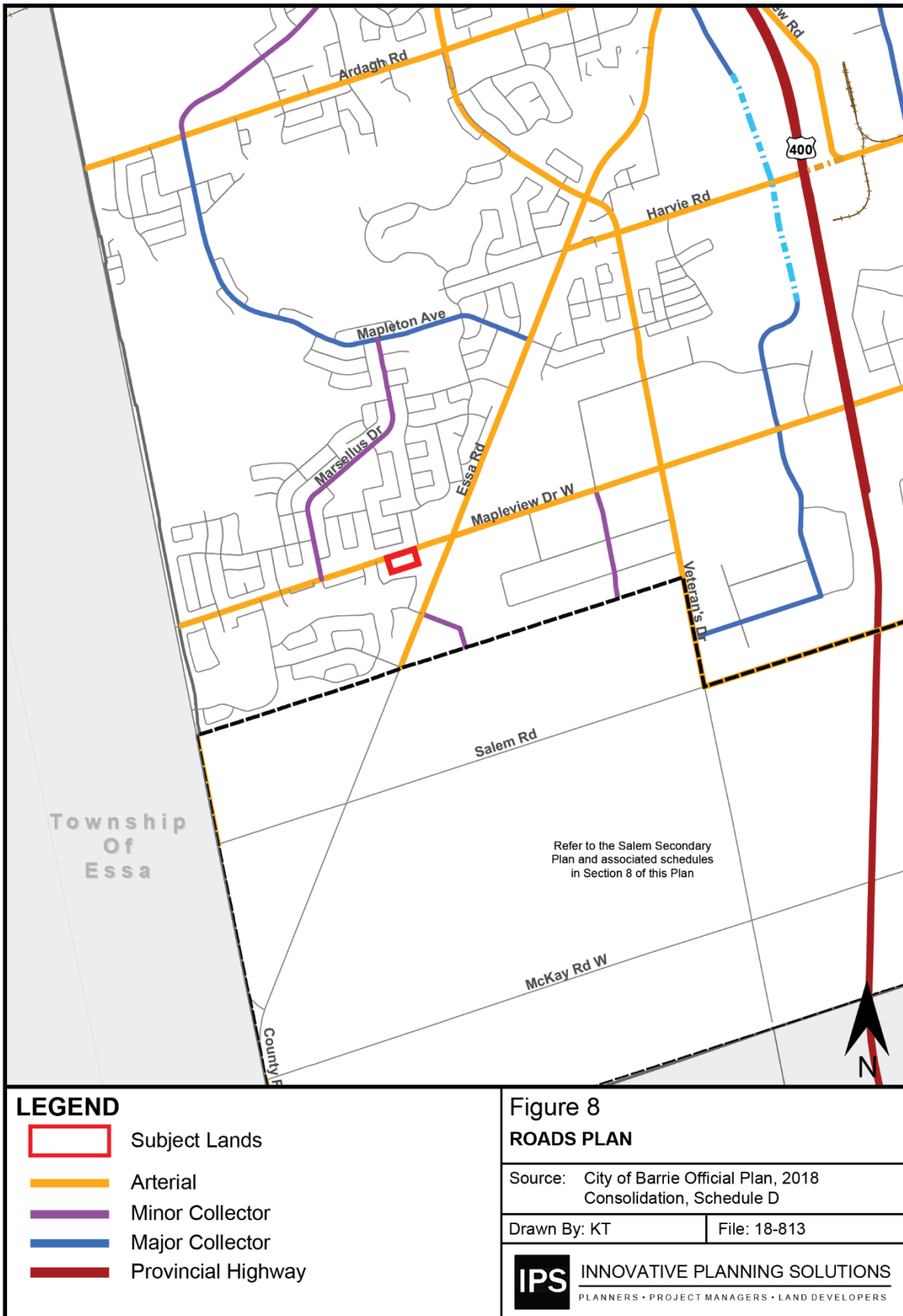
4.3 CITY OF BARRIE OFFICIAL PLAN, 2018 CONSOLIDATION

The subject lands are designated 'Residential', according to Schedule 'A' of the City of Barrie Official Plan. The subject lands are also identified as lying within the City's Built-up Area, as per Schedule 'I'. The subject lands front Maplevue Drive West, which is identified as an arterial Road as per Schedule 'D', and as shown on **Figure 8**. The following policies are emphasized in relation to the proposed development.

General Policies – Growth Management

Section 3.1 provides policies to guide growth and development within the City of Barrie, with an overarching goal of achieving a cost-efficient and economically sustainable, complete community. This section notes that 40% of new residential development shall be directed within the built-up area. Of that 40%, 61% will be directed to areas outside of the Urban Growth Centre. This translates into approximately 8,200 housing units to be accommodated within the built-up area and outside of the Urban Growth Centre. The proposed development can contribute to achieving these intensification targets through appropriate redevelopment of the subject lands in alignment with provincial intensification policies.

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT



General Policies – Housing

Section 3.3 outlines general policies for housing development within the City of Barrie. It states that the City shall encourage residential revitalization and intensification throughout the built-up area in order to provide opportunities for a variety of housing types and costs. It further states that intensification should have consideration for the existing and planned character of the area, as well as consideration for the intensification and density targets of the City. A general goal of this section is to direct the development of new housing towards areas where appropriate levels of infrastructure and services exist.

In alignment with these housing policies, the proposed development directs residential revitalization and intensification within the built-up area. The development will offer 88 residential units in the form of back-to-back townhomes, which will contribute to a more diversified housing stock in the area and support the provision of a range of housing costs. The intensification of the lands will make efficient use of the existing infrastructure and public services in the area, including existing schools, water, sewer, stormwater, parks and open spaces, transit services and other community facilities. In further alignment to the City's housing policies, the development has been designed in consideration of the lot fabric and existing character of the area. As noted in Section 2.0 of this Report, the surrounding area accommodates for various housing types, including townhomes and an apartment building that are situated along Maplevue Drive West, which sit adjacent to single-detached dwellings, and lie in proximity to neighbourhood amenities. The proposed development mimics this existing land use pattern by providing for back-to-back townhomes along Maplevue Drive West in close proximity to Redfern Park, commercial amenities, and other community amenities. In this regard, the proposed development meets the goals and intent of the City's housing policies.

Land Use Policies – Residential

Section 4.2 provides policies to guide development within '*Residential*' lands as outlined on Schedule 'A' of the Official Plan. It is a goal of these policies to develop residential areas at densities that are transit-supportive, conducive to active transportation, and that contribute to achieving minimum intensification and density targets. It is also a goal of these policies to provide for medium and high-density development that encourage an appropriate mix of uses and high-quality urban design.

The proposed development meets the goals and intent of the '*Residential*' land use designation. The proposed development will provide for high-density residential development in proximity to institutional, commercial, and open space uses, thereby contributing to a mixed-use, complete community. The proposed development also demonstrates a compact urban form that is conducive to pedestrian movement and active transportation and that exhibits high-quality urban design. Lying in close proximity to existing transit routes and along an arterial road, the proposed development is well-positioned to support existing and future transit investments. In providing a net density of 138 units per hectare, the proposed development will contribute to achieving the City's minimum intensification and density targets.

An underlying objective of the '*Residential*' designation is to provide for an appropriate transition from new medium and high-density development to existing, stable neighbourhoods. Appropriate transitional development will support compatibility between dwelling types and minimize conflict between incompatible land uses. A review of proposed developments in the area identifies high-density and large-scale developments occurring at the intersection of Maplevue Drive West and Essa Road, including 7 to 27-storey buildings proposed at 674 Essa Road. The proposal at 647 Essa Road indicates a vision for a more complete community at this intersection, with a proposed mix of uses including retail, office, long-term care, and high-density residential. In acknowledgement of the evolution of this area into a more complete community with higher density development, and as a responsible response to growth, the proposed development provides appropriate transitional development to the existing, stable residential neighbourhoods. Appropriate transition to the existing residential uses has been previously discussed in Section 3.0 of this Report and is further discussed below.

In accordance with the location criteria in Section 4.2.2.3(b), medium- and high-density residential development are encouraged to be generally directed towards areas that are:

- i. adjacent to arterial and collector roads;

Comment: The proposed development will have frontage and access off Maplevue Drive West, which is identified as an arterial road on Schedule D of the Official Plan.

- ii. in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and

Comment: The proposed development lies in close proximity to City of Barrie Transit Route's 7 and 8, which both provide bus stops within 400 metres (5 minute walk) of the subject lands. The proposed development will be able to maximize upon the existing amenities of the area, which includes schools (200-800 metres), parks (0-500 metres), religious institutions (400-1000 metres), and commercial developments (200-500 metres).

- iii. where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.

Comment: The proposed development will make efficient use of existing infrastructure, including existing municipal roads, water, sewer, and stormwater infrastructures.

Section 4.2.2.4 outlines design policies to support development within the '*Residential*' designation. It states that residential development shall provide for the necessary on-site parking and functional open space amenity areas. Integration with the surrounding residential uses is encouraged through landscaping, screening, and buffering, particularly where medium- and high-density residential uses abut low-density uses. In alignment with these design policies, the proposed development will demonstrate high-quality urban design that supports an attractive streetscape. At-grade, covered parking will be provided and screened from street view. Open space amenity areas are provided through rooftop patios, balconies, central amenity corridors and rear yard ground-oriented amenity space. Where the proposed Zoning By-law Amendment will require a reduced landscape buffer, fencing and enhanced landscaping will be provided to support integration with the adjacent residential uses. As mentioned previously, it is the intention that majority of the boundary trees along the southern and eastern boundaries will be retained to maintain compatibility with the abutting residential uses.

Section 4.2.2.6 notes that residential intensification outside of Intensification Areas will be considered based on the following:

- i. that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;

Comment: As noted in Section 2.0 of this Report, the surrounding area accommodates for various housing types, including townhomes and an apartment building that are situated along Maplevue Drive West and sit adjacent to single-detached dwellings. It is also noted throughout this Report that significant growth and change is expected for the area, particularly at the intersection of Maplevue Drive West and Essa Road, which would locate higher density and large-scale residential built forms such as apartment buildings and condominium towers in vicinity of the site. The proposed development accounts for the existing and forthcoming development of the area, providing for back-to-back townhomes along Maplevue Drive West that would offer transitional development from future development along the intersection of Maplevue Drive West and Essa Road to the existing stable, residential neighbourhoods along Redfern Avenue and Dyer Boulevard. In alignment with the vision for a more complete community for the area, the proposed development offers a compact built form that reduces surface parking and facilitates a pedestrian-friendly environment. Given the above, the scale and physical character of the proposed development is compatible with and respectful to the existing and evolving character of the surrounding neighbourhood.

- ii. that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;

Comment: The proposed development is well-positioned to maximize upon the existing infrastructure, transportation facilities, community facilities, and services of the area. A Functional Servicing Report (FSR) has been provided to demonstrate the ability to connect to existing municipal water, sewer, and stormwater infrastructure. A number of community facilities exist within the area including institutions from both public and catholic school boards. Both vehicular and pedestrian infrastructure are available to support the proposed development.

- iii. that public transit is available and accessible;

Comment: The proposed development lies in close proximity to City of Barrie Transit Route's 7 and 8, both of which provide bus stops within 400 metres (5 minute walk) of the subject lands.

- iv. that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;

Comment: According to the City's growth management policies, approximately 8,200 housing units are to be accommodated within the built-up area and outside of the Urban Growth Centre. The proposed development can contribute to achieving this target through the efficient redevelopment of the subject lands. Given the available infrastructure, services, and amenities, the subject lands are a strategic location for intensification outside of Intensification Areas. The City of Barrie has also received new population numbers in which growth management to 2051 will be required. The new population numbers are emphasized as minimum targets which will require a more aggressive approach to accommodating growth within the built-up area.

- v. that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and

Comment: Sensitive, high quality urban design will be demonstrated through the proposed development. Sensitivity towards the streetscape will be exhibited through an interactive streetscape and the use of high-quality building materials. Sensitivity towards the surrounding residential uses will be exhibited through fencing, enhanced landscaping, and the retention of majority of the boundary trees along the southern and eastern boundaries of the site. Furthermore, the reduced front yard setback provided through the proposed Zoning By-law Amendment will contribute to a more pedestrian-oriented and vibrant streetscape.

- vi. that consideration is given to the preservation of heritage resources.

Comment: No heritage resources exist on the subject lands.

Servicing and Transportation

Section 5.0 provides policies to help ensure that development can be appropriately serviced by municipal water, sanitary, and stormwater systems, and can be integrated within the existing transportation system. The proposed development reflects redevelopment and intensification that will make efficient use of the existing, full municipal servicing of the lands. Sidewalks exist on both sides of Mapleview Drive West, which is accessible to the proposed development and conducive to active transportation. The proposed development lies in close proximity to the City of Barrie's Transit Routes 7 & 8. Additionally, the location of the

proposed development is ideal for promoting the use of the existing transit system as well as supporting the development of new public transit. A Traffic Impact Study (TIS) was also prepared to analyze the impacts of the development on the road network. It is anticipated that the proposed development will be serviced by private waste collection services.

4.3.1 AFFORDABLE HOUSING

Section 3.3.2.2 outlines policies for the development and provision of affordable housing within the City. It states that a target of the plan is to have a minimum 10 percent of all new housing units per annum be developed as affordable housing units. In order to support the development of affordable housing, this Section states that low, medium, and high density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan. The proposed development offers a housing type that is generally more affordable than lower density housing types such as single detached and semi-detached dwellings. Where affordable housing can be defined based on the average regional market area resale price, the provision of more affordable units can contribute to a region's overall affordability levels. Through this understanding, it is the intent of the proposed development to provide back-to-back townhouse units that can diversify the housing supply in the area, contribute to housing options, and facilitate improved attainable housing in the regional market area. In this regard, the proposed development aligns with the affordable housing policies of the Official Plan.

5.0 CONCLUSION

The purpose of these applications is to obtain approval for a Draft Plan of Subdivision and Zoning By-law Amendment that will facilitate redevelopment and intensification on the subject lands.

The proposed development reflects redevelopment and intensification on lands that are strategically located within the built-up area of the City to support cost-effective and efficient development. In support of complete community goals and objectives, the proposed development is strategically located along an arterial corridor and in close proximity to a mix of land uses, including institutional, commercial and open space uses. In support of greater housing choice and improved affordability, and to contribute to the achievement of the City's

housing and density targets, the proposed development will contribute to a diversified housing stock in the area. As demonstrated throughout this Report, significant effort has been made to respond to resident concerns to ensure that the proposed development demonstrates compatibility with the surrounding residential uses. A number of technical studies have been completed in support of this application to demonstrate the appropriateness and feasibility of the proposed development.

The requested Draft Plan of Subdivision and Zoning By-law Amendment applications demonstrate consistency with and conformity to applicable Provincial, County, and Municipal planning policies and principles. It is my professional opinion that the proposed development represents good planning.

Respectfully submitted,

Innovative Planning Solutions



Kyle Galvin, H.BCD, MCIP, RPP
Senior Planner

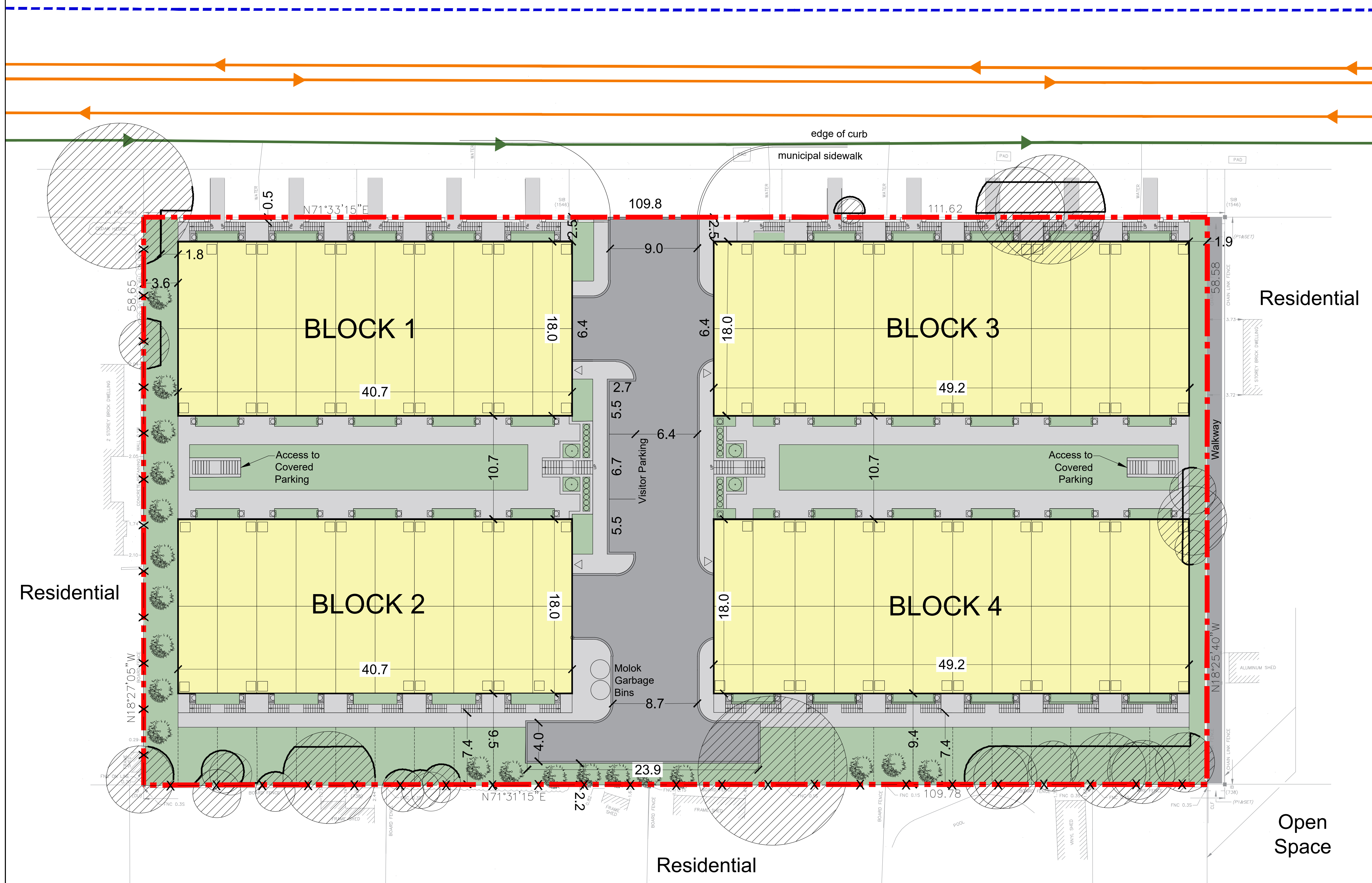


Karla Tamayo, M.Pl.
Planner

APPENDIX 1
CONCETUAL SITE PLAN



MAPLEVIEW DR. WEST



CONCEPTUAL SITE PLAN - 88 UNITS

407 - 419 MAPLEVIEW DR. W - BARRIE

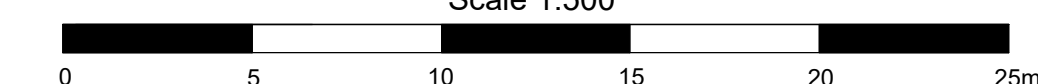
SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	October 1, 2020	Revised site plan	A.S.
2	November 3, 2020	Issued for Submission	A.S.



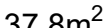
CONCEPTUAL SITE PLAN

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe

Scale 1:500



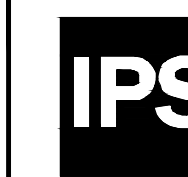
LEGEND

-  SUBJECT LANDS
(6437.8m² / 0.64ha)
-  BACK TO BACK TOWNHOUSES
88 Units (4.3m x 9.0m)
-  EXISTING TREES
TO BE RETAINED
-  WATER SERVICES
-  SANITARY SERVICES
-  STORM SERVICES
-  FENCE

ZONING TABLE: RM2

ZONING TABLE: RMZ		
Provisions	Required	Provided
Lot Area (min.)	720.0m ²	6,437.8m ² (0.64ha)
Lot Frontage (min.)	21.0m	109.8m
Front Yard (min.)	7.0m	2.5m - building 0.5m - stairs/open porch
Interior side yard(min.)	1.8m	1.9m
Exterior side yard (min.) (5.3.3.2 a)	3.0m	N.A.
Rear Yard (min.)	7.0m	9.4m - building 7.4m - stairs/walkway
Landscaped open space (min. % of lot area)	35%	40%
Dwelling unit floor area (min.)	35.0m ² / dwelling unit + 10.0m ² / bedroom	> 35.0m ² / dwelling unit + 10.0m ² / bedroom
Lot Coverage ⁽¹⁰⁾ (max. % of lot area)	35%	58% (incl. balconies)
Gross floor area (max. % of lot area)	60.0%	152%
Height of Main Bldg. (max.)	10.0m	12.0m (roof of townhouse) 15.0m (covered parking, 3 storeys, rooftop patio & stair vestibule)
Densities (max.) (5.2.5.1 a.)	40 units/ha	138 units/ha
Amenity Area (min.) (5.2.5.2)	1,056m ² (12m ² / unit)	> = 1,056.0m ² (balcony & rooftop)
Amenity Area (min.) (5.2.5.2)	Consolidated	Unconsolidated
Parking: Residential building containing more than 3 units (4.6.1)	132 PS (1.5 parking space/unit) with 2 Type A & 3 Type B Barrier Free Parking	165 parking spaces (incl. 4 tandem spaces) with 2 Type 'A' and 4 Type 'B' Barrier Free Parking
Tandem Parking (4.6.1)	Not Permitted	Permitted
Landscape Buffer (5.3.7.1)	3m	2.2m
Air Conditioner (5.3.3.1 g.)	prohibited in a Front Yard, except in the case of back-to-back townhouses where an air conditioner in a Front Yard shall be effectively screened from any street	Located in the front yard, and screened from the street

Source: Boundary and Topographic Survey, Rudy Mak Surveying, June 2020
Note: Information shown is approximate and subject to change.



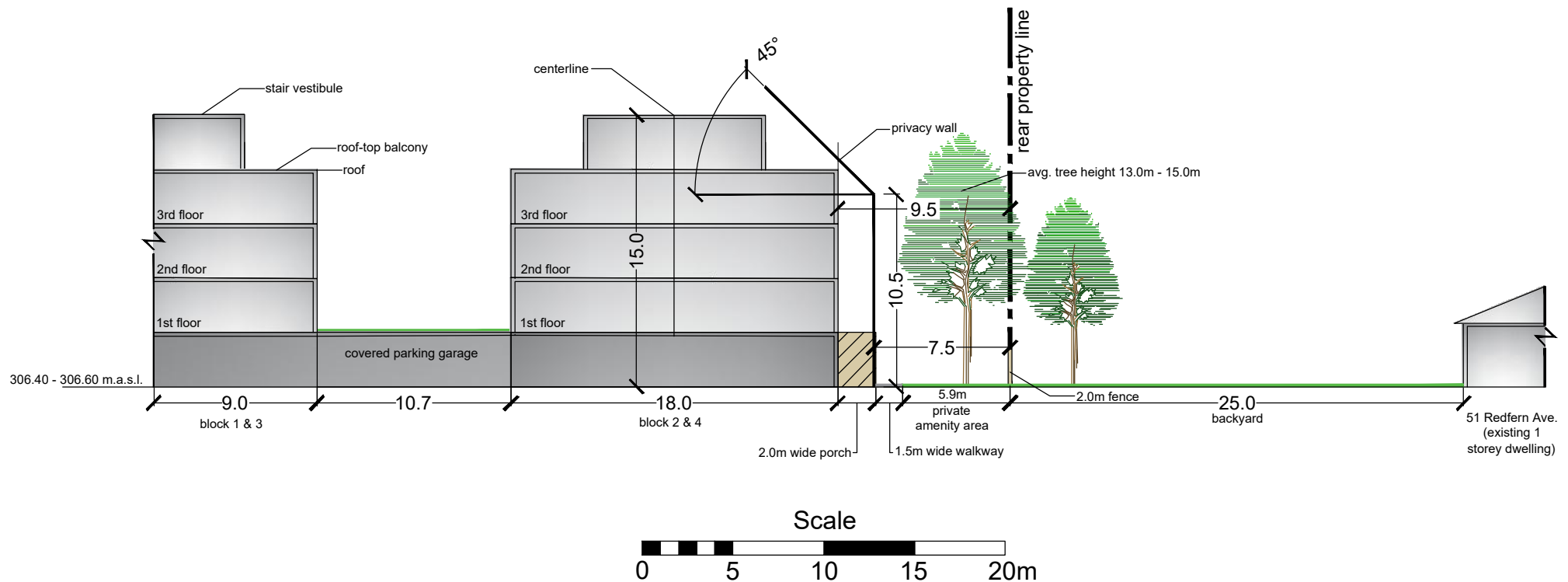
INNOVATIVE PLANNING SOLUTIONS
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
 647 WELHAM RD., UNIT 9A, BARRIE, ONTARIO, L4N 0B7
 tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: June 15, 2020	Drawn By: V.S. / A.S.
File: 18-813	Checked: D.V.

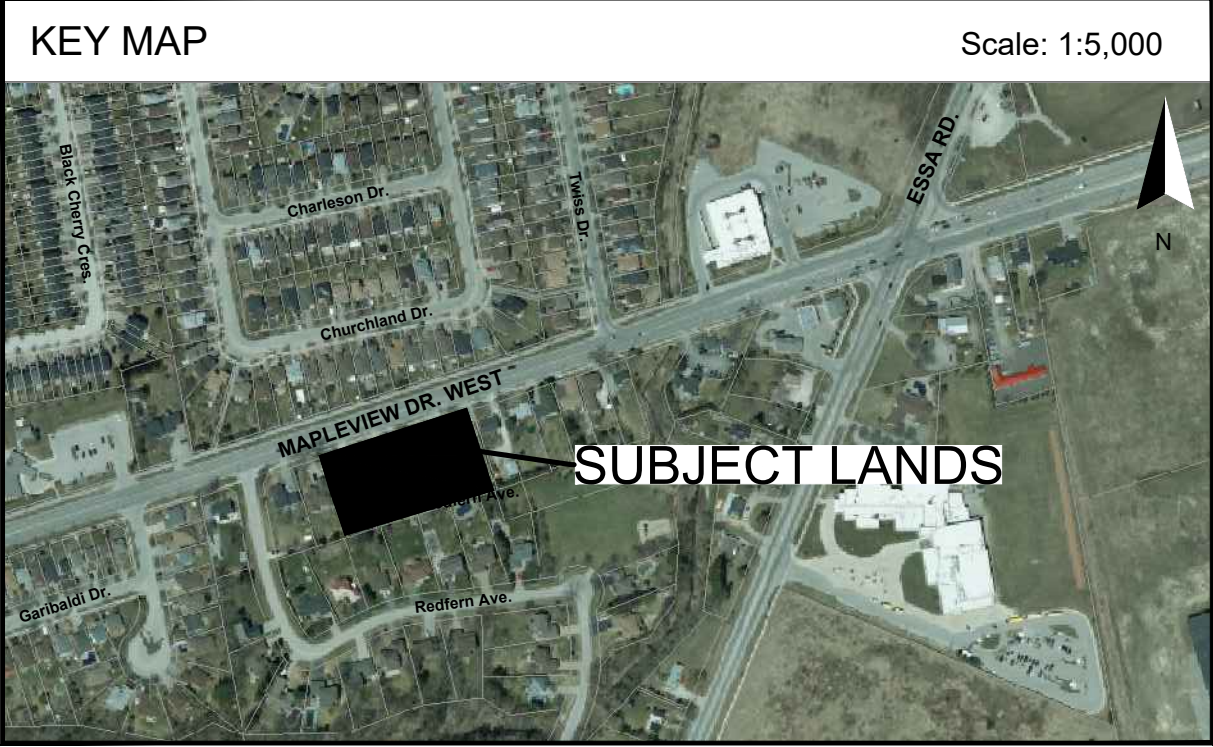
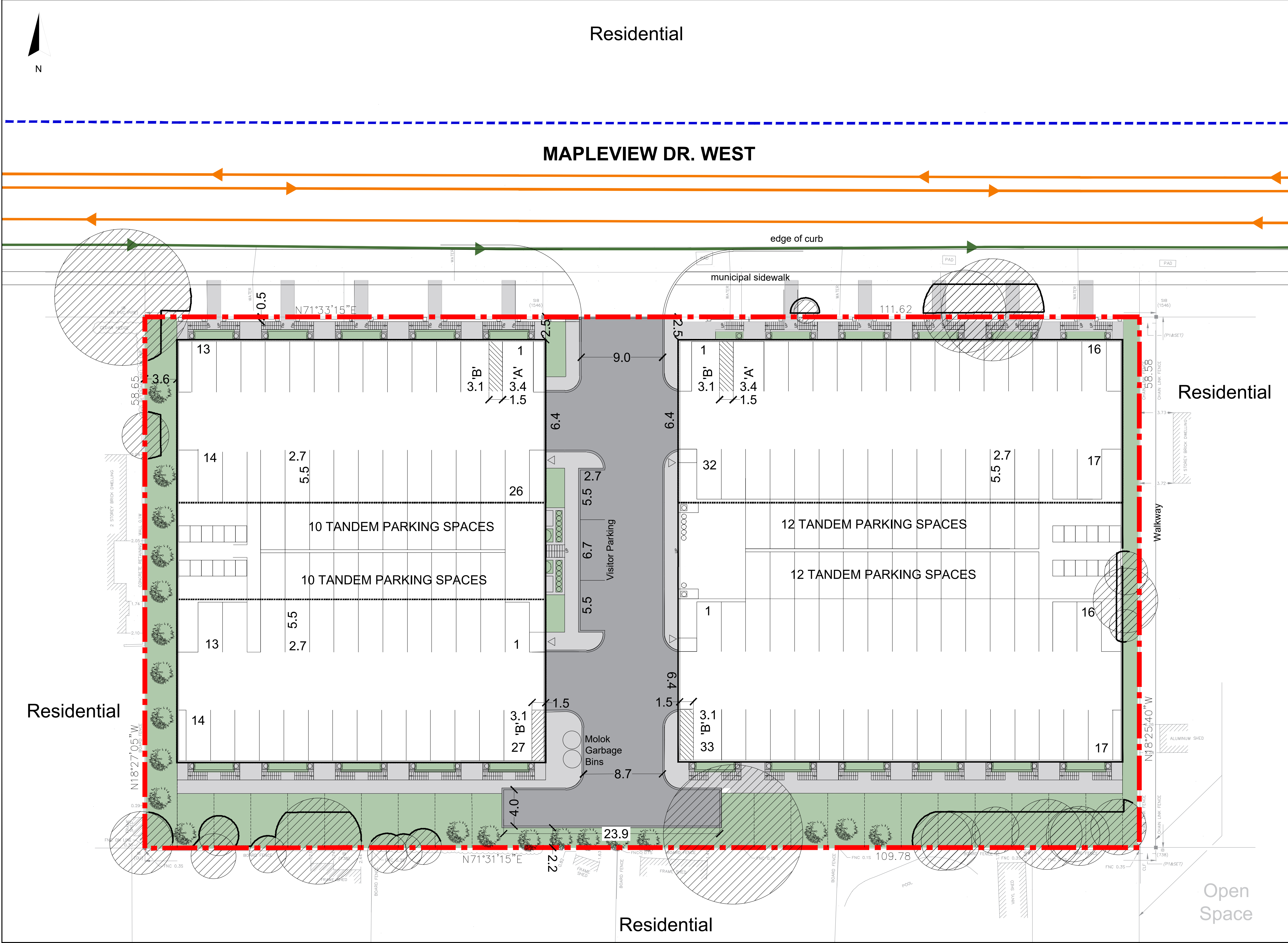
APPENDIX 2

REAR YARD CROSS SECTION

Angular Plane from 407 to 419 Mapleview Dr. W.
Rear Property Line
 (Urban Design Guidelines for Barrie's Intensification Area)



APPENDIX 3
PARKING PLAN



CONCEPTUAL
SITE PLAN

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe

Scale 1:500

LEGEND

SUBJECT LANDS

WATER SERVICES

SANITARY SERVICES

STORM SERVICES

Source: Discover Barrie, 2019
Note: Information shown in approximate and subject to change.

PARKING PLAN

407 - 419 MAPLEVIEW DR. W - BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	October 1, 2020	Revised site plan	A.S.
2	November 3, 2020	Issued for Submission	A.S.

IPS

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 Welham Road, Unit 9A, Barrie, ON L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: June 15, 2020

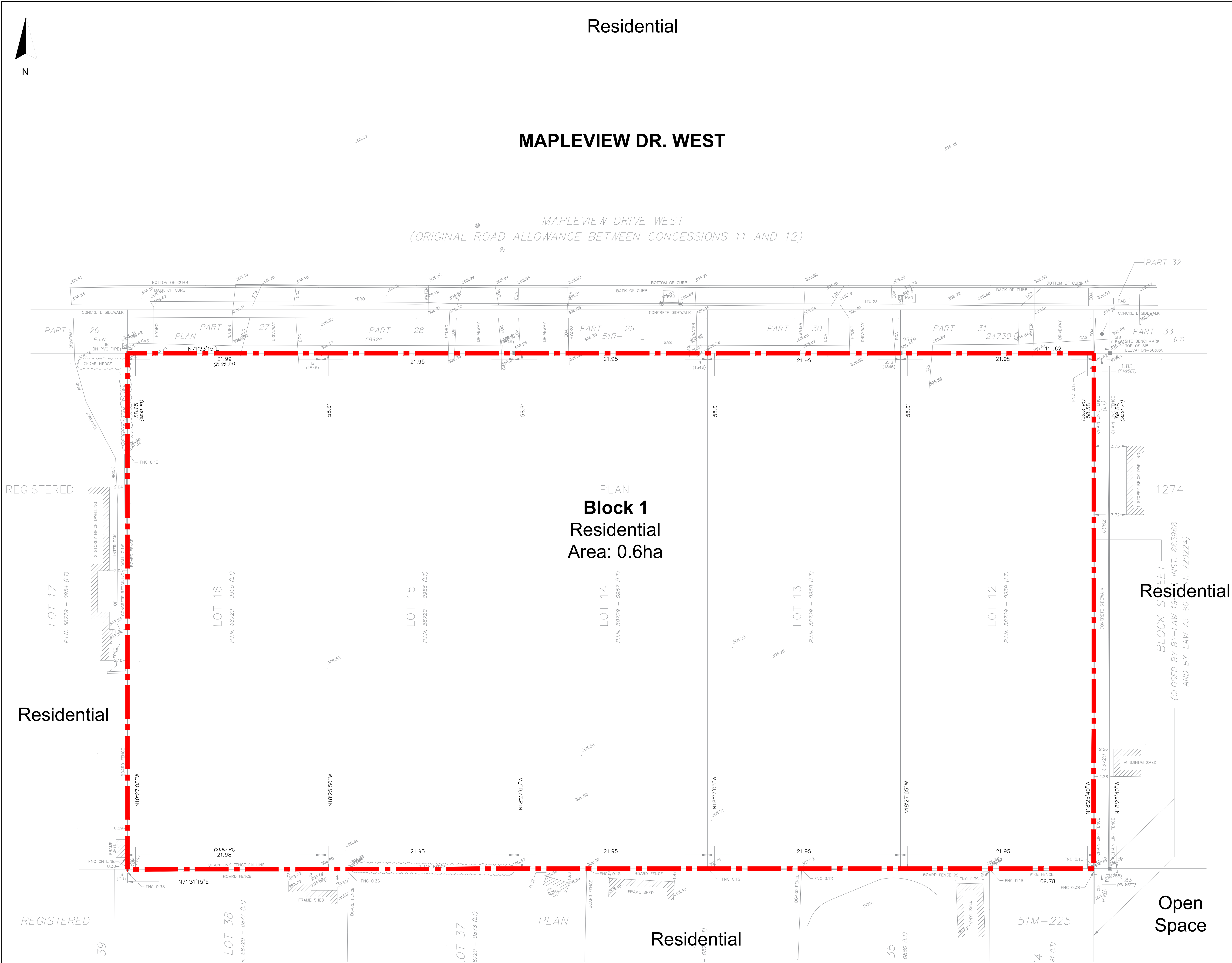
Drawn By: V.S. / A.S.

File: 18-813

Checked: D.V.

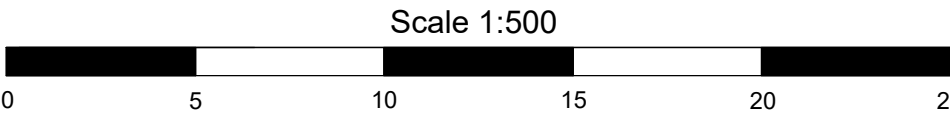
APPENDIX 4

DRAFT PLAN OF SUBDIVISION



DRAFT PLAN OF SUBDIVISION

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe



LEGEND

SUBJECT LANDS
(6416.9m² / 0.6ha)

OWNER'S CERTIFICATE
I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE OWNER'S NAME:

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE SURVEYOR'S NAME:

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

- | | |
|------------------|-----------------------------|
| a) SHOWN ON PLAN | g) SHOWN ON PLAN |
| b) SHOWN ON PLAN | h) MUNICIPAL WATER |
| c) SEE KEY PLAN | i) SAND, SILT GLACIAL TILL |
| d) RESIDENTIAL | j) SHOWN ON PLAN |
| e) SHOWN ON PLAN | k) MUNICIPAL WATER & SEWAGE |
| f) SHOWN ON PLAN | l) NONE |

LAND USE STATISTICS

LAND USE	LOT / BLOCK No.	AREA (ha)
Residential	1	0.6
TOTAL	1	0.6

SCHEDULE OF REVISIONS

No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM RD., UNIT 9A, BARRIE, ONTARIO, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	October 1, 2020	Drawn By:	V.S. / A.S.
File:	18-813	Checked:	D.V.

APPENDIX 5
DRAFT ZONING BY-LAW AMENDMENT

BY-LAW NUMBER 2020-

OF

THE CITY OF BARRIE

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 known municipally as 407, 411, 413, 417 & 419 Mapleview Drive West and as shown on Schedule "A" to this By-law, from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density (RM2 (SP-XXX)(H-XXX)); and,

AND WHEREAS the Council of the Corporation of the City of Barrie have reviewed a recommendation to amend By-law 2009-141 and has approved the recommendation; and,

WHEREAS authority is granted pursuant to Section 34 of the Planning Act, R.S.O. 1990 to enact such amendments; and,

NOW THEREFORE be it enacted as a By-law of the City of Barrie the following:

1. **THAT** the Zoning map be amended to change the zoning from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density (RM2 (SP-XXX)(H-XXX)) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions of Section 5.3.1 – Residential Standards, Section 5.2.5.1(a) – Block/Cluster/Street/Stacked Townhouse Development and Walk-up Apartment: Densities, Section 5.2.5.2(b) – Block/Cluster/Street/Stacked Townhouse Development and Walk-up Apartment: Standards, Section 4.6.1 – Parking Standards, and Section 5.3.7.1 – Landscape Buffer Areas: Parking Areas, for the lands known municipally as 407, 411, 413, 417 & 419 Mapleview Drive West, zoned as Residential Multiple Dwelling Second Density (RM2 (SP-XXX)(H-XXX)), the following standards shall apply:
 - a) *A minimum front yard* of 2.5 metres to the building façade;
 - b) *A maximum lot coverage* of 58%;
 - c) *A maximum gross floor area* of 152%;
 - d) *A maximum height of main building* of 15.0 metres;
 - e) *A maximum density* of 138 units per hectare;
 - f) *A minimum landscape buffer* of 2.2 metres for parking areas which provide for more than 4 parking spaces, along the lot line abutting a residentially zoned lot;
 - g) Unconsolidated Amenity Area will be permitted; and
 - h) Tandem Parking will be permitted.

3. **THAT** the (H-XXX) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act, R.S.O. 1990, c. P.13*. This indicates that the lands so zoned cannot be used for a purpose permitted by the Residential Multiple Dwelling Second Density (RM2 (SP-XXX)(H-XXX)) until the (H-XXX) symbol is removed pursuant to Section 36 of the Planning Act. The (H-XXX) provision shall be lifted upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:

a) That the owner enters into a Site Plan Agreement with the City.

4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on 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 take force and come into force and effect immediately upon the final passing thereof and pursuant to the provisions and regulations made under the Planning Act, R.S.O. 1990, c.P.13.

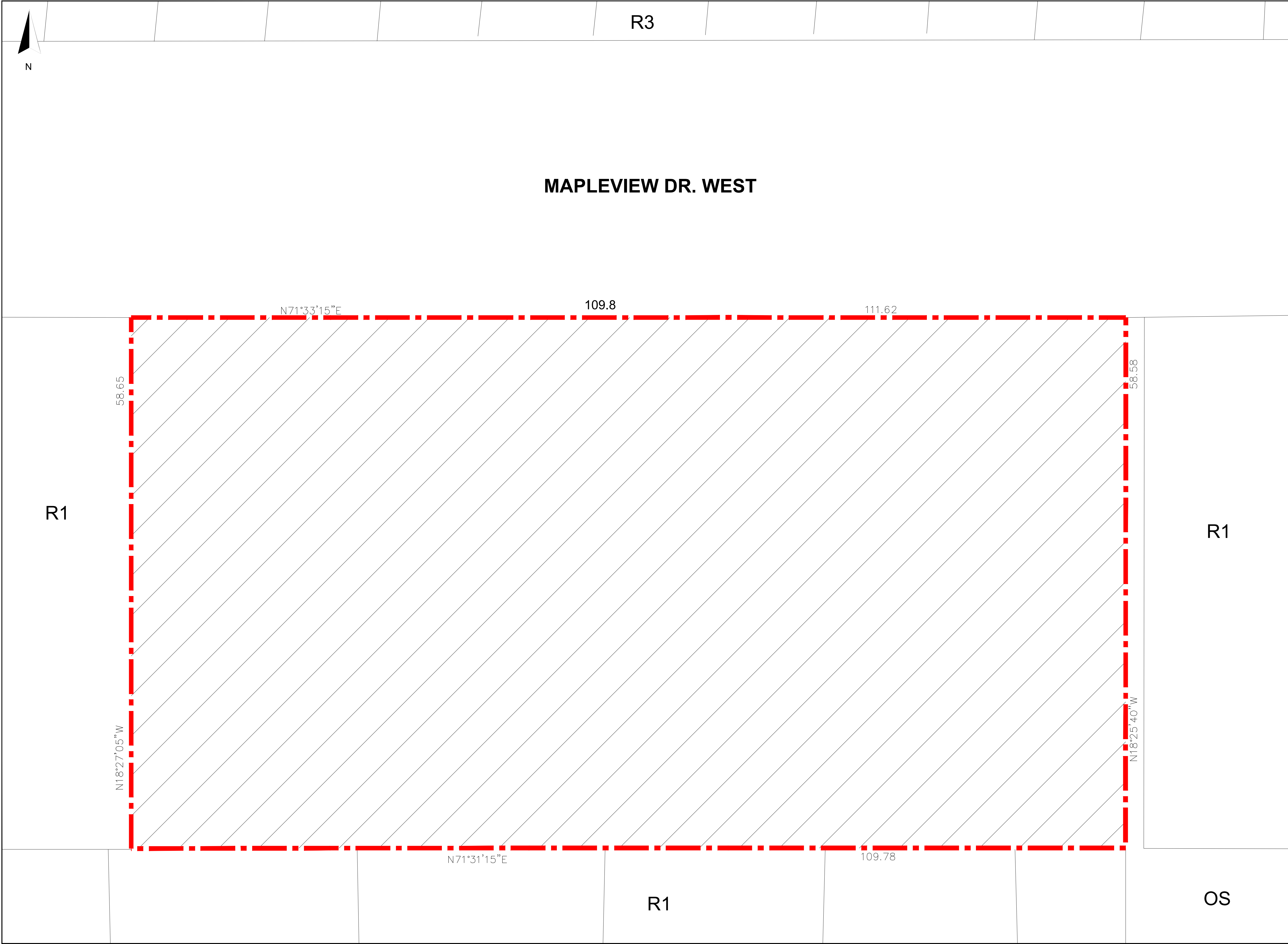
READ a first and second time this ____ day of _____ 2020.

READ a third time and finally passed this ____ day of _____ 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CLERK



**SCHEDULE 'A' ZONING
BY-LAW AMENDMENT**

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe

Scale 1:500

0 5 10 15 20 25m

- LEGEND**
- SUBJECT LANDS
(6416.9m² / 0.6ha)
 - LANDS TO BE REZONED FROM 'RESIDENTIAL SINGLE DETACHED FIRST DENSITY (R1)' ZONE TO 'RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY (RM2-XX)(H-XXX)' ZONE.

Source: City of Barrie, Zoning By-Law 2009-141
Note: Information shown is approximate and subject to change.

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT - _____
407 - 419 MAPLEVIEW DR. W - BARRIE

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM RD., UNIT 9A, BARRIE, ONTARIO, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	November 3, 2020	Drawn By:	V.S. / A.S.
File:	18-813	Checked:	D.V.



WWW.IPSCONSULTINGINC.COM