
TO: PLANNING COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 407, 411, 413, 417 AND 419 MAPLEVIEW DRIVE WEST (407-419 MAPLEVIEW INC AND ENCORE GROUP)

WARD: WARD 7

PREPARED BY AND KEY CONTACT: L. JUFFERMANS
PLANNER, EXT. 4447

SUBMITTED BY: M. BANFIELD, RPP
DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER,
INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of 407-419 Mapleview Inc. & Encore Group, to rezone lands known municipally as 407, 409, 413, 417 and 419 Mapleview Drive East from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density' – Special Provisions No. XXX' (RM2)(SP-XXX), be approved.
2. That the following site-specific provisions be referenced in the implementing zoning by-law for the subject lands:
 - i. Permit a minimum front yard setback of 4.0 metres to the building façade and 2.3 metres to external stairs, whereas a minimum front yard setback of 7.0 metres is required;
 - ii. Permit a minimum landscaped open space percent of lot area of 30%, whereas a minimum percent of 35% is required;
 - iii. Permit a maximum lot coverage percent of lot area of 50%, whereas a maximum of 35% is permitted;
 - iv. Permit a maximum gross floor area percent of lot area of 120%, whereas a maximum of 60% is permitted;
 - v. Permit a maximum building height for the back-to-back and stacked townhomes of 12.5 metres, whereas main building height maximums are 10.0 metres;
 - vi. Permit a maximum density of 72 units per hectare, whereas a maximum of 40 to 53 units per hectare are permitted; and,
 - vii. Permit that required amenity areas can be provided as unconsolidated, whereas consolidated amenity areas are required.

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 DEV026-21.
4. That the owner/applicant is required to negotiate community benefits as per Section 37 of the *Planning Act* as amended, to the satisfaction of the Director of Development Services at the time of Site Plan Control.
5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this report is to recommend approval of a zoning by-law amendment application submitted by the Innovative Planning Solutions, on behalf of 407-419 Mapleview Inc. and Encore Group, for lands known municipally as 407, 411, 413, 417 and 419 Mapleview Drive West (see Appendix "A" – Draft Zoning By-law Amendment). This report provides an analysis of the application as it relates to conformity with Provincial and City planning policies, as well as an overview of comments received through the technical review and public engagement processes. Planning staff are recommending the approval of the subject application as the lands are appropriate for high-density infill development and the proposal is consistent with and conforms to Provincial and City planning policies. An executive summary of this staff report been provided in Appendix "B" to Staff Report DEV026-21.

Development Proposal

7. The application, if approved, would amend the zoning of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX). The site-specific provisions would permit a reduced front yard setback and landscaped open space, with increased lot coverage, gross floor area, building height for the back-to-back/stacked townhomes, and density of the development, while permitting amenity space to be provided as unconsolidated. A detailed analysis of the site-specific provisions is contained in paragraphs 61 to 73 of this report.
8. The application, if approved, would facilitate the development of 24 back-to-back, stacked townhomes and 22 standard townhomes for a total of 46 units. The proposed development includes garage and surface parking, an internal controlled access private roadway, and dedication lands for an expanded public walkway to Redfern Park from Mapleview Drive West. The proposed tenure of the development is as a Plan of Condominium with common elements.
9. The proposed stacked townhomes are situated close to Mapleview Drive West, while incorporating design elements to buffer residents from the noise of this arterial roadway. In this way, the streetscape of Mapleview Drive is improved and activated while offering residents of the proposed development private amenity space.
10. The proposed townhomes in the rear of the property have been designed to interact appropriately and transition to surrounding land uses while following planning and urban design best practices to create a human-scaled development along the private internal street (see Appendix "C" – Site Plan and Appendix "D" – Architectural Drawings).

11. As per the requirements of the *Planning Act* and the City of Barrie, the applicant will be required to submit a site plan application prior to development of the site. This application is required to provide the City of Barrie with a comprehensive understanding of the proposed development and its architectural, landscape and engineering details. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval, may review, approve and/or deny the site plan application.

Location

12. The subject lands are legally described as Part of Lots 12, 13, 15 and 16, Concession 11 Plan 1274, and are known municipally as 407, 411, 413, 417 and 419 Mapleview Drive West. As identified in Figure 1, the subject lands are located on the south side of Mapleview Drive West, west of the intersection of Essa Road and east of Redfern Avenue.
13. The subject lands are rectangular in shape and comprise 0.636 hectares (1.57 acres) with approximately 110 metres of frontage on Mapleview Drive West. The subject lands are currently occupied with five (5) single detached dwellings, which would be demolished as part of the proposed development.
14. The site is located within close proximity to a range of residential, commercial, institutional and recreational uses. The surrounding residential uses are primarily low-rise and comprise plans of subdivision which were created in the mid 1980's (Redfern Park area) and the late 1990's (north and west on Mapleview Drive West). The commercial uses near the site include professional offices and services, restaurants, entertainment facilities, and retail stores. The subject lands are also located within walking distance to various institutional uses, including schools (Ecole Secondaire Romeo Dallaire, Timothy Christian School), places of worship, and the Holly Community Centre. Lastly, the subject lands have access to recreational activities and open space areas including Redfern Park, the Hollywoods Ravine and the Ardagh Bluffs Natural Area, 800 metres to the north.
15. The existing land uses immediately surrounding the subject lands are as follows:
 - North:** Mapleview Drive West, low-rise residential subdivisions primarily comprised of single detached dwellings.
 - East:** Public walkway to Redfern Park, single-detached dwellings, home occupations and stand alone commercial.
 - South:** Single detached dwellings and Redfern Park.
 - West:** Single detached dwellings, with townhomes, walk-up apartments and commercial institutional at the intersection of Marsellus Drive and Mapleview Drive West.

Figure 1: Aerial Photograph – 407 - 419 Mapleview Drive West and Surrounding Area



16. The subject lands also have access to various transit routes, with two transit lines running through the intersection of Essa Road and Mapleview Drive West. These lines connect with various other points within the City including the Downtown Transit Terminal, Park Place and the two GO Transit stations.

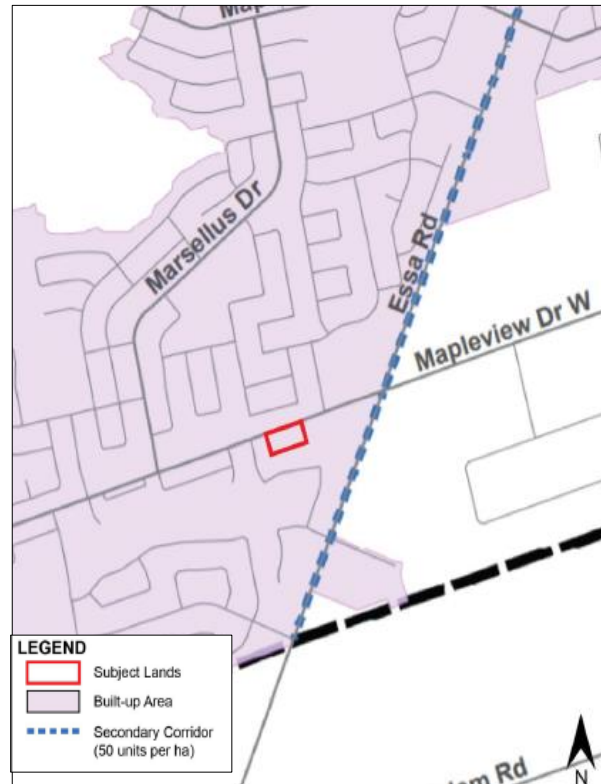
Existing Policy

17. The subject property is designated 'Residential' on Schedule "A" – Land Use in the City's Official Plan (Figure 2). The property is zoned 'Residential Single Detached Dwelling First Density' (R1) in the City's Comprehensive Zoning By-law 2009-141, as amended.
18. The property is not located an intensification node or along an intensification corridor, with Essa Road being the nearest location 300 metres east where the City has provided direction on intensification. Within the Essa Road Secondary Intensification Corridor, development is intended to occur at a target density of 50 units per hectare along the entire corridor. Some properties may develop above these target densities, while others may develop below the targets or remain unchanged. For areas outside of these identified intensification corridors, development and intensification may still occur, where the Official Plan has assumed that such development will occur in supporting the creation of complete communities. Development must occur at a scale and in recognition of the existing community and context.

Figure 3: City of Barrie Official Plan –
Schedule 'A' – Land Use



Figure 2: City of Barrie Official Plan –
Schedule 'I' – Intensification Areas



Background Studies

19. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under Ward 7.
 - I. Planning Justification Report and Urban Design Brief (Innovative Planning Solutions, November 2020) (Updated Zoning By-law Amendment – Final Submission Letter dated October 13, 2021)
 - II. Conceptual Site Plan (Innovative Planning Solutions, November 3, 2020) (Amended January 29, 2021 and October 7, 2021)
 - III. Architectural Elevation/Renderings (pml.A Architect, September 30, 2021) (Amended October 6, 2021)
 - IV. Functional Servicing Report (Pinestone Engineering Ltd., October 16, 2020) (Amended October 12, 2021)
 - V. Traffic Impact Study (Tatham Engineering, November 2020)
 - VI. Tree Preservation Plan and Landscape Plan (Landmark Environmental Group Ltd., October 4, 2020) (Amended October 12, 2021)
 - VII. Tree Inventory, Analysis and Preservation Report (Landmark Environmental Group Ltd., November 4, 2020) (Amended October 12, 2021)
 - VIII. Geotechnical Report (Central Earth Engineering, July 3, 2020)

PUBLIC CONSULTATION

Neighbourhood Meeting

14. A Neighbourhood Meeting was held on September 16, 2020. At the time, the proposal was for 88 back-to-back, stacked townhouses, 4.5 stories in height with structured parking in the ground floor. A total of seventy-three (73) residents, were in attendance with 20 individuals providing comments at this meeting. Also in attendance were the Ward Councillor, the applicant's consultant, and Planning staff.

15. The following matters were discussed at the Neighbourhood Meeting:

i. Proposed Density

Many residents in attendance expressed significant concerns with the proposed development, with fears that the development would greatly impact upon their existing established neighbourhood. As discussed throughout this staff report, and as noted by the applicant, the proposed development has been significantly revised to reduce its impact on the existing surrounding land uses and to be better integrated within the established neighbourhood.

ii. Increased Traffic and Safety Concerns

A number of residents expressed concerns with the amount of traffic and activity which would likely result from the proposed development. Neighbouring schools were highlighted as likely to be impacted by increased traffic flows.

The applicant submitted a Traffic Impact Study to assess and ensure access and impact concerns can be avoided or mitigated. The study concluded the amount of traffic generated from the proposed development is not expected to be heightened at peak times in comparison to the current uses that exist on the site and within the area. The City's Transportation Planning staff have also reviewed the development proposal and are satisfied that the access to/from the proposed development will operate at an acceptable level of service and is not expected to have a negative impact on traffic or pedestrian safety on surrounding City streets.

iii. Protection of the Tree Canopy

A few residents spoke to the existing and valued tree canopy which occurs within this established neighbourhood. A number of trees were identified for protection, and residents sought assurances that this would occur through the proposal.

Through review of the provided Tree Preservation and Landscape Plan and the Tree Inventory, Analysis and Preservation Report submitted by the applicant, the City's Parks Planning staff are generally satisfied with the proposed Plan however, will continue to be involved in review of the Site Plan Application to ensure the protection of boundary trees. Further, the proposed Landscape Plan will result in plantings which will enhance the site and better protect existing residents' privacy and tree cover for the long-term enjoyment of the area.

Public Meeting

16. A Statutory Public Meeting was held on February 2, 2021, to present the subject application to Planning Committee. At the time, the proposal was for a 72 unit back-to-back, stacked townhouse development, with other features including structured ground floor parking, height and amenity space remaining the same. The comments expressed by members of the public and the professional planning consultant retained by the residents reiterated those previously received at the Neighbourhood Meeting as referenced above, however the following additional comments were received:

i. Fire Safety

A resident with experience in the fire services field expressed concerns with a lack of appropriate access to rear back-to-back units and the site in general due to a proposed single access laneway and hammerhead turn-around. It was noted in comments provided that the Conceptual Site Plan did not conform to fire requirements and should be redesigned.

Through continued discussions with the City's Fire and Emergency Services and Planning staff, the proposed concept has been redesigned to provide direct access to each residential dwelling and provide better circulation through a private controlled access roadway. Through these reasons and others as noted through this report, these comments have been addressed.

ii. Community Character

A resident provided perspective on how the proposed development was perceived by existing landowners, and how such densities did not integrate into the existing community. As was identified in the Neighbourhood Meeting, intensification and community character are important factors to consider when reviewing proposed developments, and any proposed development must make every effort to limit negative impacts to surrounding landowners.

Through revisions to the previous Conceptual Plans, the Applicant has shown an effort to respond to the concerns, perspectives and needs of surrounding residents. Planning staff of the City feel that the current proposal responsibly addresses the required design and integration requirements of the surrounding community.

DEPARTMENT & AGENCY COMMENTS

17. The subject application was circulated to staff in various departments and to external agencies for review and comment.
18. **Development Services (Approvals)** staff have completed their review of the most recent submission, including the updated Functional Servicing Report. If approved, Development Approvals staff are satisfied that technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control Application.
19. **Development Services (Parks Planning)** staff have reviewed the site plan, landscape plan and arborist report submitted in support of the application and have requested additional clarification regarding boundary tree protection. If approved, technical matters such as landscaping, amenities, boundary fencing, and land dedication for the Redfern Park walkway would be addressed through the subsequent Site Plan Control Application.

As identified within the Neighbourhood and Public Meetings, the protection of the existing tree canopy was recognized as a primary concern of residents. Boundary trees will continue to be protected as required through the *Forestry Act*. However, for trees interior to the site, in review of the provided Tree Inventory, Analysis and Preservation Report, staff have concerns that the existing vegetation will not provide appropriate and privacy and canopy cover. Only through new plantings, as approved and monitored by City Parks Planning staff, can adequate buffers and healthy vegetation be achieved for the long term.

20. **Development Services (Transportation Planning)** staff have reviewed the current Concept Site Plan and controlled access private roadway. Staff have further reviewed the Traffic Impact Study submitted in support of the originally proposed development. Through a reduction in the proposed unit count, and alterations to the proposal to create one entrance and one exit with one way movement, impacts upon Maplevue are greatly reduced, while circulation is improved within the site. Further, parking has been assessed on the site, and is noted as being provided in excess of City requirements, which has been deemed acceptable given limited off-site options.

Transportation Planning staff do not have any objections to the approval of the proposed Zoning By-law Amendment Application with further review and amendments to be completed as part of the Site Plan Control Application review process.

21. The **City's Fire and Emergency Services Department** reviewed the revised development proposal and based upon changes within the plan including the creation of an internal roadway and a reduction in the height of the units had no further concerns with the proposed zoning by-law amendment. Additional review and amendments can be addressed through the Site Plan Control Application review process.
22. The City's **Infrastructure Services Department (Water Operations)** staff have reviewed the conceptual servicing plan and do not have any objections to the approval of the proposed Zoning By-law Amendment Application. If approved, further review will be completed as part of the subsequent Site Plan Control Application.
23. The **Simcoe County District School Board** provided comments indicating they had no concerns with the proposed zoning by-law amendment application. However, it was highlighted that increased residential unit totals have occurred within the Hewitt's Creek and Salem Secondary Plan areas, and while this development is outside of those areas additional discussion regarding school sites is needed in order to accommodate the increased number of residential units. The Board confirmed that their standard notification clauses would be required to be inserted into all purchase and sale agreements 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.
24. The **Nottawasaga Valley Conservation Authority (NVCA)** provided comments indicating that the subject lands are located outside of any area governed by *Ontario Regulation 172/06* under the *Conservation Authorities Act*. As such, no further approvals from the NVCA are required. If approved, additional technical review and comments related to water balance, hydrogeology and the phosphorous would be determined through the subsequent Site Plan Control Application by the City's Approval Department.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

26. 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>.
27. The proposed being a 46 townhouse development is consistent with the *Planning Act* as follows:
- i. Located within the settlement area of Barrie, where intensification is to occur.
 - ii. Utilizes existing and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools.
 - iii. Provides for a variety of residential units and tenure.
 - iv. Provides a compact form of development that minimizes impacts to climate change.
 - v. Designed with a pedestrian-oriented built form with seamless pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

28. 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 managing growth for regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
29. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve compact development and efficient 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 promotes efficient and cost-effective development.
30. 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 also promoted to meet projected population growth for the next 30 years.
31. The proposed development is consistent with the PPS as it proposes a high-density residential use within the existing built-up area. The proposed development aligns with the policies of a healthy, liveable and compact community and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.
32. Although not included in detail, Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

33. 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 natural resources, 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://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>
34. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas, which while focused on strategic growth areas, including urban growth centres and major transit station areas identifies the City of Barrie as a Primary Settlement Area where growth is directed. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs; offer a variety of transportation choices; and, 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.
35. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Section 2.2.2 further states that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply. In this case, the current minimum intensification target for the City is 40 percent. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
36. Staff are satisfied that the proposed development conforms to Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing infrastructure, and would provide alternative and more affordable housing options in the City. In staff's opinion, the proposed density of the development (72 units per hectare) is appropriate, as it would be located within an existing built-up area of the City that is supported by the availability of existing infrastructure and public transit. The proposed development will contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

City of Barrie Official Plan

37. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. 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 Official Plan can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>
38. The subject lands are designated 'Residential' as identified on Schedule "A" – Land Use in the City's Official Plan. The 'Residential' designation is intended to allow for all forms and tenure of housing.

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39. The subject property is not located within an intensification node or along an intensification corridor and as such is intended to develop at the standard target density of 40 units per hectare, collectively. The proposed concept exceeds this standard, however for reasons as noted throughout this report, can be supported at the proposed density of 72 units per hectare while mitigating for impacts to the existing neighbourhood.
40. Planning staff have conducted a density analysis for all existing and planned developments located within 200 metres of the subject lands (see Appendix "E" – Residential Density Analysis). The projected residential density for the area including the proposed, is approximately 20.22 units per hectare, in accordance with the density targets of the Official Plan.
41. There are several policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, and 3.3 Housing relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a variety of housing types and tenure at appropriate locations.
42. The proposed development is consistent with these policies in that it proposes a high-density development (72 units per hectare) with alternative housing forms (i.e., mixed condominium townhomes) from what currently exists in the area, utilizes existing infrastructure and services, and would support the use of public transit. Additionally, the design and siting of the building, along with the provision of active transportation infrastructure and ground floor residential units with sunken patios, balconies and roof top terraces would activate the sidewalk and create a pedestrian-friendly streetscape.

Affordable Housing

43. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of affordable housing ownership, affordability is defined as the least expensive of:
- i. housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross income for low to moderate income households; or
 - ii. housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
44. Based upon the above affordability criteria, the County of Simcoe has identified the maximum affordable house price as \$316,400 based on household income, or \$494,600 based upon average purchase price for 2020.
45. The subject application proposes 46 townhouse units with varying purchase prices and have conveyed that with additional and varied choice more affordable units will be made available for residents. Although most units will not be offered as affordable, they are still considered to be a more attainable form of housing than traditional residential forms of development such as single, and semi-detached dwelling units as found in the surrounding neighbourhood. If approved, the proposed development would contribute to a varied and more affordable housing stock and would satisfy parts of the affordable housing policies of the Official Plan.
46. The goal of 10 percent of all new housing units be affordable is measured City-wide and is not required on individual applications. Further, as noted in this report, the City can seek to secure community benefits in accordance with Section 6.8 of the Official Plan. A portion of the community benefits secured through the approval of the subject application could be allocated toward the Affordable Housing Development Grant under the City's Community Improvement Plan (CIP) through discussion with the Ward Councillor and the Director of Development Services.

Residential and Intensification

47. The Residential policies state that complete communities should be created where a mix of land uses are supported, and where densities support transit and active transportation. Such residential uses and densities shall be designed and located so as to minimize potential conflict and enhance compatibility between dwelling types.
48. The subject application is recognized as high density as defined within Section 4.2.2.2 of the Official Plan, where residential development is in excess of 54 units per hectare. In review of location criteria for such high-density development under Section 4.2.2.3, the proposal aligns with the Official Plan requirements for where high-density development should occur with the property being adjacent to an arterial road, in close proximity to public transit, institutional facilities, parks and commercial uses and located where planned infrastructure is available. While the application is identified as high density, the proposed built form of townhouses are consistent with those found in medium density developments. Based upon the locational criteria of the Official Plan, the proposed development conforms with high density policies of the City.
49. In consideration of the Design Policies under Section 4.2.2.4, the required parking has been provided on the subject property, along with amenity space and required buffering. Densities have been graduated along the edges of the development to better integrate into the surrounding neighbourhood. Further, measures have been taken by the applicant to mitigate adverse impacts on existing development and the proposed new development. As noted, these include landscape buffers, reduced densities at the edge of the development and plans for enhanced landscaping. Additional care has been provided for the creation of usable and enjoyable amenity space on the site, with rooftop, and sunken amenity spaces designed to offer more than standard minimum balconies.
50. In review of intensification policies in Section 4.2.2.6, it is noted that residential intensification is encouraged in a number of locations in the City, where the development is appropriate given the character of the existing community and where infrastructure and services exist. Development applications for intensification outside of defined intensification areas will be required to demonstrate:
- i. The new development is generally compatible with the scale and physical character of the surrounding neighbourhood;
 - ii. That infrastructure and services area available, without significantly impacting the operation and capacity of existing systems;
 - iii. That public transit is available and accessible; and
 - iv. That sensitive, high quality urban design will be incorporated into the development.
51. The subject application is consistent with these goals and policies as it proposes a compact and efficient form that utilizes existing infrastructure, public facilities, and transit. The proposed development would introduce new units into an existing low-density area and provide a greater range of housing types and tenures in the neighbourhood to accommodate the needs of current and future residents. Additionally, the application proposes development at transit-supportive densities and activates the streetscape through site layout, building placement and design, amenity areas at-grade and in the form of decks, roof top and sunken patios. The proposed development is also generally compatible with the scale of adjacent properties as it provides suitable setbacks, landscape buffers and, height reductions at the periphery to provide an appropriate transition to adjacent land uses. Additionally, the development supports active transportation by providing seamless pedestrian connections to the sidewalk for convenient access to nearby transit stops while offering an opportunity to enhance an existing public pathway to Redfern Park.

Urban Design Guidelines

52. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design. The proposed site layout and architectural design of the buildings would ensure separation from neighbouring low-density development, provide additional privacy through the provision of rear yards and landscape buffers and provide appropriate private amenity space for the use and enjoyment of residents. As identified on the site plan (Appendix "C" – Site Plan) and conceptual building renderings (Appendix "D" – Architectural Drawings) submitted in support of the application, the proposed stacked, back-to-back townhouse buildings are massed along the street frontage, thereby creating an active streetscape and incorporate a varied façade. Additionally, as noted within Appendix "F", landscape buffers and a private roadway further provide separation between the proposed stacked, back-to-back townhomes and adjacent residential uses.

The standard townhomes occurring at the rear of the site are lower in height and directly integrate rear yard amenity space with adjoining rear yards of the existing neighbourhood. Transitions in building height and step downs along the edges of the property reduce the impacts of building height and massing and better integrate the development into the existing community.

53. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.

Tall Buildings and Height Control

54. While Section 6.6 of the Official Plan is not applicable to the development, as only a rooftop patio amenity area is located on eight (8) of the 24 stacked back-to-back townhomes, the general design policies of this section have been considered throughout the project. These require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located underground or at the rear of buildings with appropriate screening.

Height and Density Bonusing

55. The Bonusing Policies in Section 6.8 of the Official Plan permit the negotiation of community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law.
56. Section 37 of the *Planning Act* permits the passing of a Community Benefits Charge by-law by Council. The Regulations to implement the Community Benefits Charge policy have been released but not yet implemented by the City of Barrie. Municipalities will be required to pass community benefits by-laws, which among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits are allocated. The deadline for this transition is anticipated as July 20, 2022.
57. Staff are of the opinion that the Bonusing Policies of the Official Plan do apply to the subject application as applicant is seeking increase in density of the development from 40 units per net hectare for block/cluster townhouse and 53 units per hectare for stacked townhouse development to 72 units per net hectare. In that respect, staff recommend that the owner/applicant negotiate community benefits in accordance with the principles of Official Plan Section 6.8 Height and Density Bonusing or applying the Community Benefits Charge by-law, to the satisfaction of the Ward Councillor and the Director of Development Services at the time of Site Plan Control.

Summary

58. The development, if approved, does align with the principles of the Official Plan, with recognition that many of the site design details are still to be provided through a future Site Plan Control Application. The proposed development, representing high-density development is not located within an intensification area and varies from surrounding low-density residential uses, however it does align with the Official Plan (Section 4.2.2.6) in providing more varied residential opportunities in an existing neighbourhood which is experiencing change. In review of this application, emphasis has been placed on the design and functionality of the development, including but not limited to: the availability of infrastructure, public services and facilities; providing a variety of housing types and tenure; adhering to a high standard of design through the use of attractive building materials and architectural treatments; providing a transition and buffer to lower-density residential land uses, activating the street and enhancing the public realm; pedestrian connectivity; and, the provision of sufficient parking, fire access, landscaping and amenities.
59. Based on the foregoing and for reasons outlined in this report, staff are satisfied that the proposed built-form and site design at a density of 72 units per hectare adheres to a high level of urban design, would function effectively, and represents the efficient use of land and resources. Therefore, the proposal represents an appropriate form of development on the subject site.
60. Staff have reviewed the relevant policies and are of the opinion that the development conforms with the applicable policies of the Official Plan.

City of Barrie Zoning By-law 2009-141 – Site Specific Zoning Provisions

61. The subject application proposes to amend the zoning of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) with site-specific provisions. The site-specific zoning provisions being requested are discussed below.

Table 1: Site-Specific Zoning Provisions

Zoning Standard	Required – RM2 Zone	Proposed
Front Yard Setback (min.)	7 m	4.0 m – façade of building 2.3 m – exterior stairs
Landscaped Open Space (min. % of lot area)	35%	30%
Lot Coverage (max. % of lot area)	35%	50%
Gross Floor Area (max. % of lot area)	60%	120%
Height of Main Building (max.) (Back-to-Back/Stacked Townhomes)	10.0 m	12.5 m
Densities (max) (5.2.5.1)	40 and 53 units/ha	72 units/ha
Amenity Area (min.)(5.2.5.2)	Consolidated	Unconsolidated

Front Yard Setback

62. The subject application is proposing a minimum front yard setback of 4.0 metres to the stacked, back-to-back townhouse façade, with a 2.3 metre setback to an articulated non-interior opening from Maplevue Drive West, whereas a minimum setback of 7 metres is required in the RM2 Zone.

63. As identified on the Site Plan in Appendix "C", the front yard setback is 4 metres when measured to the building façade along the frontage of the 24 units of back-to-back, stacked townhomes. Included within this setback are proposed sunken patios for ground floor and below grade units which offer more usable amenity space for the occupants of these units. While Maplevue Drive West is recognized as a busy arterial roadway, the proposed design aims to activate the streetscape through providing direct street access, patios and balconies, while also providing private, protected amenity space below grade, on the rooftop and in the rear of the proposed back-to-back, stacked blocks.

Landscaped Open Space (Percentage of Lot Area)

64. The subject application proposes a minimum landscaped open space (percentage of lot area) of 30%, whereas a minimum of 35% is required. For infill projects within the existing built-up area, it is often difficult to provide landscaped open space at-grade. As such, landscaping is generally provided in the form of smaller hard-scaped and green space areas at-grade, green roofs, and rooftop terraces. As parking is proposed to be provided internal to the site at grade and an internal private roadway included to accommodate emergency services movement conditions further impact the provision of landscaped open space. Through the provision of land dedications for the Redfern Park walkway, rear yard decks (6.3%), balconies and rooftop patios (2.3%) within the stacked, back-to-back townhouses, appropriate landscape buffers along the east and west property boundaries and the protection of rear yard boundary trees, the landscape open space on the site is generally deemed to be in conformity with landscape open space requirements.

Lot Coverage (Percentage of Lot Area)

65. The subject application proposes a maximum lot coverage of 50%, whereas a maximum of 35% is permitted. Through the proposed developments iterations this lot coverage request has been greatly reduced and now more closely aligns with similar infill proposals in the surrounding area. While this site is not within an intensification area, for reasons as noted previously the increased density while being an increase of 15% allows the development to achieve the desired built form while also adequately accommodating landscape open space, parking, an internal roadway and amenity space.

As discussed throughout this report, special attention has been given to the placement, height, massing, and design of the proposed buildings. The proposed development includes an acceptable amount of landscaping, amenity space, and safe access is provided for pedestrians and vehicles.

Gross Floor Area (Percentage of Lot Area)

66. The subject application proposes a maximum gross floor area (GFA) of 120%, whereas a maximum of 60% is permitted. In line with the lot coverage analysis above, the proposed development has attempted to accommodate the placement, height, massing, and design of the proposed buildings within the infill site, and through the concept and varied housing type which is considered higher density is felt to provide an acceptable amount of site features while providing additional housing units.

Height

67. The subject application proposes a maximum height for the 24 back-to-back, stacked townhomes fronting onto Maplevue Drive West of 12.5 metres, whereas a maximum of 10.0 metres is required. All other standard townhome blocks and the units at the edge and in the middle of the back-to-back, stacked blocks conform with height standards of the RM2 zone, being less than the 10.0 metre height maximum.

68. The proposed development has been reduced in the height requested from previous concepts (15.0 m). The additional 2.5 metres in height, requested at this time will support proposed mechanical equipment and rooftop private amenity space for 8 of the 24 back-to-back, standard townhomes. As these amenity areas are situated along the Maplevue frontage and not internal to the site they will not impact upon the privacy of surrounding residents and are a unique approach to providing usable amenity space to some of the residents of the development.

Density

69. The subject application proposes a maximum density on the subject site of 72 units per hectare, whereas a maximum of 40 units per hectare is required.
70. The proposed development does not occur within an intensification area and is surrounded by low density residential uses which average 16.85 units per hectare. As previously discussed in consideration of Provincial and Official Plan policies intensification may occur within areas of the City outside of the Urban Growth Centre and identified Intensification areas, where services are available, and impacts upon surrounding land uses are minimized. Through the design of the proposed concept plan and consideration of the existing neighbourhood, the proposed concept addresses many of the concerns and requirements of residents, City staff and external agencies.

Unconsolidated Amenity Area

71. The subject application proposes to permit unconsolidated amenity areas of 12 square metres per unit, whereas amenity space of 12 square metres per unit is required to be provided in a consolidated form.
72. The provided conceptual plan proposes providing amenity space at a minimum rate of 15 square metres per unit, with the standard townhomes having private rear yard amenity space of 30 square metres, well in excess of amenity space requirements. As the development concept proposes a Plan of Condominium, remaining communal spaces will be appropriately maintained by the condominium board and a portion of required cash-in-lieu of parkland development charges will be provided which could support of recreational opportunities at the adjacent Redfern Park. Given the proximity of the existing consolidated public amenity space and the over provision of unconsolidated amenity space on the site, this site-specific request was deemed to be appropriate based upon the unique characteristics of the site.

Summary

73. Based on the foregoing, Planning staff are of the opinion that the requested site-specific provisions represent good planning and would facilitate the development that is consistent with the City's policies, guidelines and goals.

Site Plan Control

74. The subject property will be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
75. Should Council approve the rezoning application, the applicant will be required to submit a Site Plan Control Application to the City for the proposed development.

Summary

76. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
77. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of a 46 unit development including 24 4.5 storey stacked, back-to back townhouse units and 22 3 storey standard townhouses, as it is consistent with the Provincial Policy Statement (2020), and conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Urban Design Guidelines for Intensification Areas, while also being respectful of existing land uses adjacent to the proposed development.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

78. The subject application, if approved, would result in the redevelopment of five (5) low-rise residential dwellings which are serviced by existing infrastructure, transit and public service facilities. As such, the proposed redevelopment may help to reduce the demand for greenfield development, which would require the extension of municipal infrastructure and services.

ALTERNATIVES

79. The following alternatives are available for consideration by Planning Committee:

<u>Alternative #1</u>	Planning Committee could alter the proposed recommendation by suggesting a reduced density or a different built-form or send the application back to staff for additional consultation with the owner/applicant and the public. Although this alternative is available, a neighbourhood meeting and public meeting have been formally held, staff have been available for discussion and have addressed comments from the public. Additional consultation is not likely to result in alterations to the application that would make the proposal more acceptable to the neighbourhood residents. As noted in the recommendation, staff are satisfied that the supporting documentation submitted by the owner/applicant, including updates as requested, justifies consideration of the development, as proposed.
<u>Alternative #2</u>	Planning Committee could refuse the application and maintain the existing 'Residential Single Detached Dwelling First Density' (R1) zoning over the subject lands. This alternative is not recommended as the subject properties are suited for redevelopment and can accommodate additional density as directed by Provincial policy and the City's Official Plan. Given the range of services and facilities available, and changing land use of the surrounding community, the proposed development represents an opportunity for appropriate infill.

FINANCIAL

80. The subject application, if approved, would permit the development of 46 residential townhouse units on the subject lands. Based upon provided unit details and comparable developments/assessments in the surrounding area, approximate tax revenues for the proposed development are forecast to be \$137,800.00, an increase of \$121,618.74 from the assessment revenue of the five (5) existing residential homes.

81. Building permit application fees for the proposed development are determined based upon unit area and at this preliminary stage of the application sufficient details have not been provided in order to estimate building permit fees. This fee will be confirmed through the subsequent site plan control process and collected at the time of the submission of a building permit application.
82. Current development charges for a Townhouse Dwelling unit are \$54,316.00. Based upon the site plan submitted in support of the application, development charge revenue for the proposed residential uses is estimated to be approximately \$2,498,536.00. Development charges are calculated and paid at the time of issuance of the building permit. Development charge credits will be available for the applicant due to the five (5) existing single detached dwellings on the subject property.
83. The education levy for residential uses is currently \$3,559.00 per unit (2020 rate), which represents a total levy of \$163,714.00.
84. Cash in lieu of parkland is currently calculated at \$5,726.00 per residential unit, which represents a total contribution of \$263,396.00 for the proposed development.
85. The proposed development would be subject to a Finance Administration fee of \$3,680.00.
86. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits 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.
87. The City will also incur additional operating costs associated with increasing 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 and will be presented to Council during the annual budget cycle for approval.

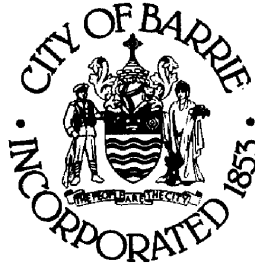
LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

88. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
 - ☒ Fostering a Safe and Healthy City
 - Get more affordable housing built
 - ☒ Building Strong Neighbourhoods
 - Build walkable, diverse neighbourhoods that encourage community connections
 - Grow Responsibly
89. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development offers a more affordable and attainable form of housing, promotes, and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.



Attachments: Appendix "A" – Draft Zoning By-law Amendment
 Appendix "B" – Executive Summary
 Appendix "C" – Site Plan
 Appendix "D" – Architectural Drawings
 Appendix "E" – Residential Density Analysis
 Appendix "F" – Landscape Plan

APPENDIX "A" – DRAFT ZONING BY-LAW AMENDMENT



Bill No. XXX

BY-LAW NUMBER 2021-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as Part of Lots 12, 13, 15 & 16, Concession 11 Plan 1274 and municipally known 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 with Special Provisions (RM2(SP-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 – Special Provisions (RM2)(SP-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 set out in Section 5.3.1 of By-law 2009-141, a minimum front yard setback of 4.0 metres to building façade and 2.3 metres to exterior stairs is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum landscaped open space area of 30% of lot area is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum lot coverage of 50% of lot area is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone.

5. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum gross floor of 120% of lot area is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone.
6. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum height of the Stacked/Back-to-Back Townhomes (Blocks 1 and 2) is 12.5 metres in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone.
7. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 a.) and c.) of By-law 2009-141, a maximum density of 72 units per hectare is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone in accordance with Schedule "B" attached to this By-law..
8. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, the required amenity area is permitted to be unconsolidated in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) Zone in accordance with Schedule "B" attached to this By-law..
9. **THAT** the owner/applicant is required to provide community benefits as per Section 37 of the Planning Act and Section 6.8 Height and Density Bonusing of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.
10. **THAT** for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this bylaw shall not apply.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.

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 _____, 2022.

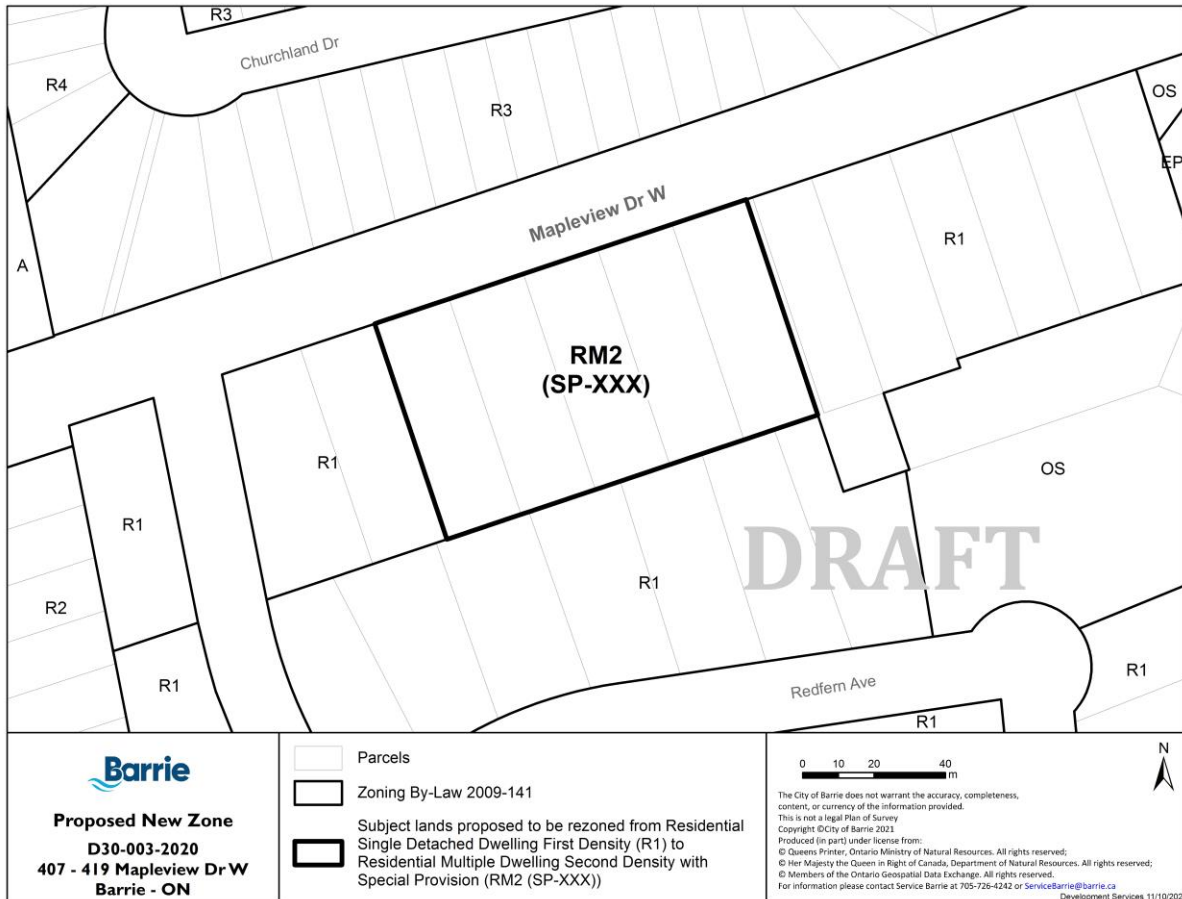
READ a third time and finally passed this ____ day of _____, 2022.

THE CORPORATION OF THE CITY OF BARRIE

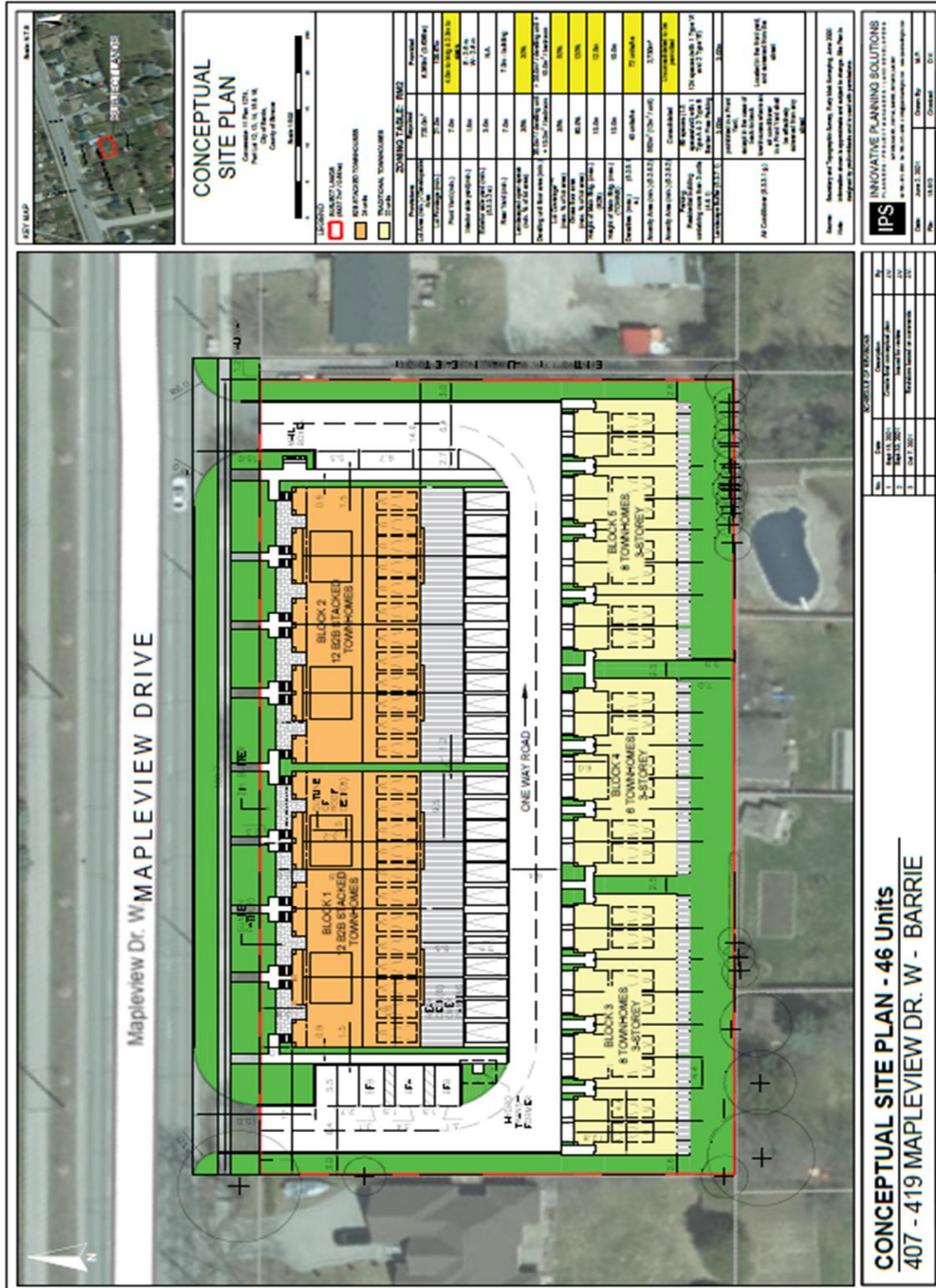
MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2022-XXX



Schedule "B" to Attached By-law 2022-XXX



APPENDIX “B” – EXECUTIVE SUMMARY

This report has been prepared in support of a proposed zoning by-law amendment. The subject lands are located along the south side of Maplevue Drive West, west of the intersection with Essa Road and east of Redfern Avenue, known municipally as 407, 411, 413, 417 and 419 Maplevue Drive West in the City of Barrie.

The subject property is designated ‘Residential’ on Schedule “A” – Land Use in the City’s Official Plan. The property is zoned ‘Residential Single Detached Dwelling First Density’ (R1) in the City’s Comprehensive Zoning By-law 2009-141, as amended. The property is not located within an intensification node or corridor as identified on Schedule “I” of the City’s Official Plan. The Official Plan policies are discussed in this staff report.

The application proposes to amend the zoning of the subject lands from ‘Residential Single Detached Dwelling First Density’ (R1) to ‘Residential Multiple Dwelling Second Density – Special Provision No. XXX’ (RM2)(SP-XXX) with site-specific provisions (see Table 1). The rationale for the site-specific zoning provisions is discussed in this staff report.

It is noted that the application has undergone considerable revision from the initial concept provided in the Neighbourhood Meeting on Sept. 16, 2020. Below is provided a table of the proposed concepts and their requested Site-Specific Zoning Provisions.

Table 1: Site-specific Zoning Provisions

Zoning Standard	Required RM2 Zone	Neighbourhood Meeting November 3, 2020	Public Meeting February 2, 2021	3rd Submission April 22, 2021	Proposed Concept October 7, 2021
Dwelling Units Proposed	-	88	72	62	46
Front Yard Setback (min.)	7 m	2.5 m – façade 0.5 m – stairs	2.5 m – façade	3.7 m – façade 2.7 m – stairs	4.0 m – façade 2.3 m – stairs
Landscaped Open Space (min. % of lot area)	35%	40%	Not provided	59%	30%
Lot Coverage (max. % of lot area)	35%	58%	55%	50%	50%
Gross Floor Area (max. % of lot area)	60%	152%	140%	120%	120%
Height of Main Building (max.) (Back-to-Back/Stacked Townhomes)	10.0 m	15.0 m	15.0 m	14.6 m – stacked, back-to-back 10.0 m - standard	12.5 m – stacked, back-to-back 10.0 m – standard
Densities (max) (5.2.5.1)	40 units/ha	138 units/ha	112.5 units/ha	97.5 units/ha	72 units/ha
Amenity Area (min.)(5.2.5.2)	Consolidated	Unconsolidated	Unconsolidated	Unconsolidated	Unconsolidated

The application, if approved, would facilitate the development of 24 back-to back and stacked townhouses fronting onto Maplevue Drive West and 22 standard townhouses interior to the site. The proposed development has made efforts to situate its design within the context of the surrounding land uses and provides additional lands along an existing access to Redfern Park.

The planning rationale provided throughout this staff report demonstrates that the proposed zoning by-law amendment is consistent with the Provincial Policy Statement (2020), conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Urban Design Guidelines, while also being respectful of existing land uses adjacent to the proposed development.

Site Plan

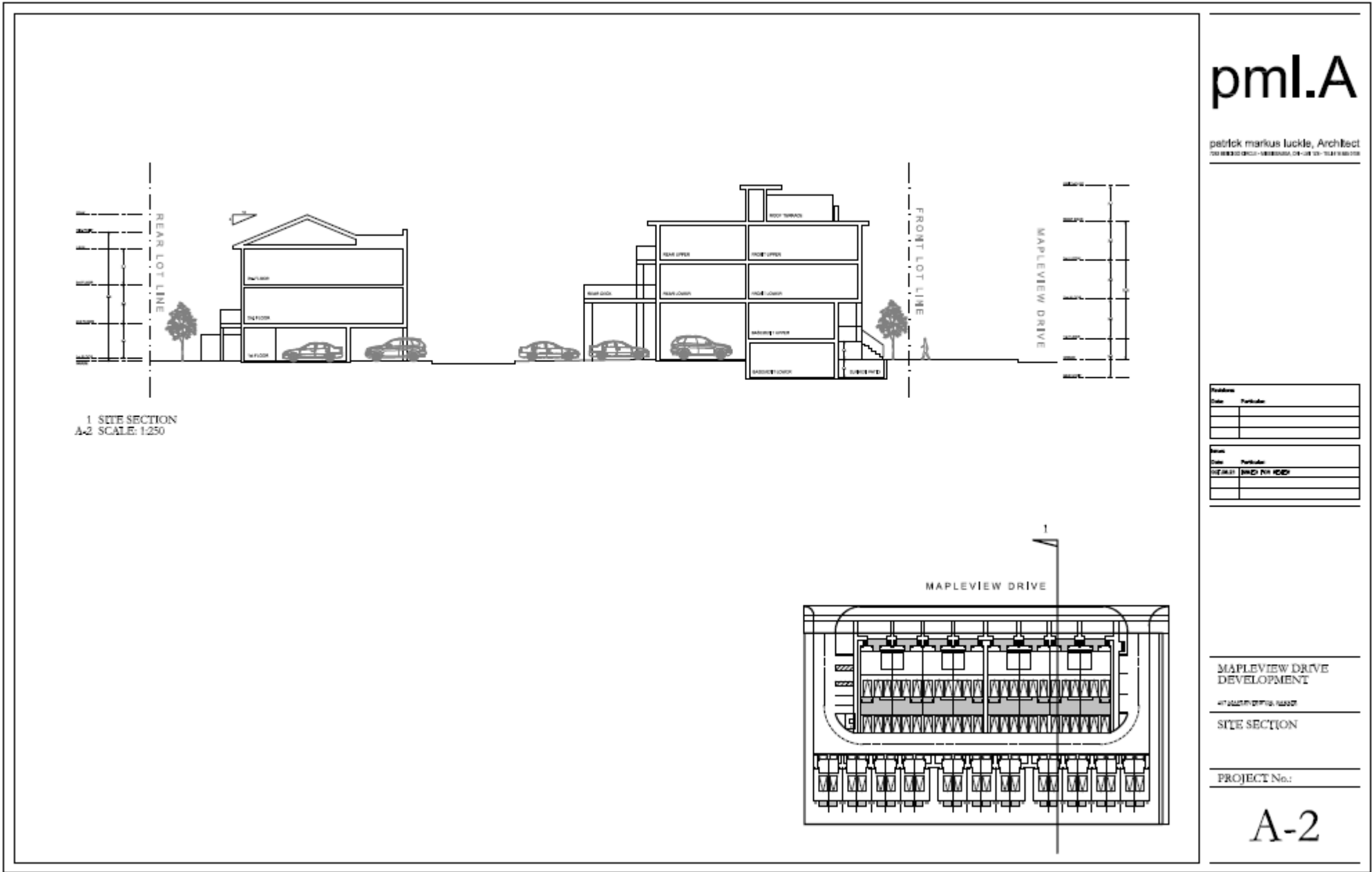


RECORD OF DISCLOSURE			
No.	Date	Description	By
1	Sept 18, 2021	Complete initial conceptual plan	LV
2	Sept 22, 2021	Issued for review	LV
3	Oct 7, 2021	Revisions issued on comments	LV

 INNOVATIVE PLANNING SOLUTIONS PLANNERS (PROFESSIONAL) LIMITED 10000-101 Avenue Road, Suite 1000, Toronto, Ontario M2W 6L9 Tel: (416) 593-8800 Fax: (416) 593-8801 Email: info@ipsplanning.com	
Date: June 2, 2021	Drawn By: M.P.
File: 18-612	Checked: C.R.

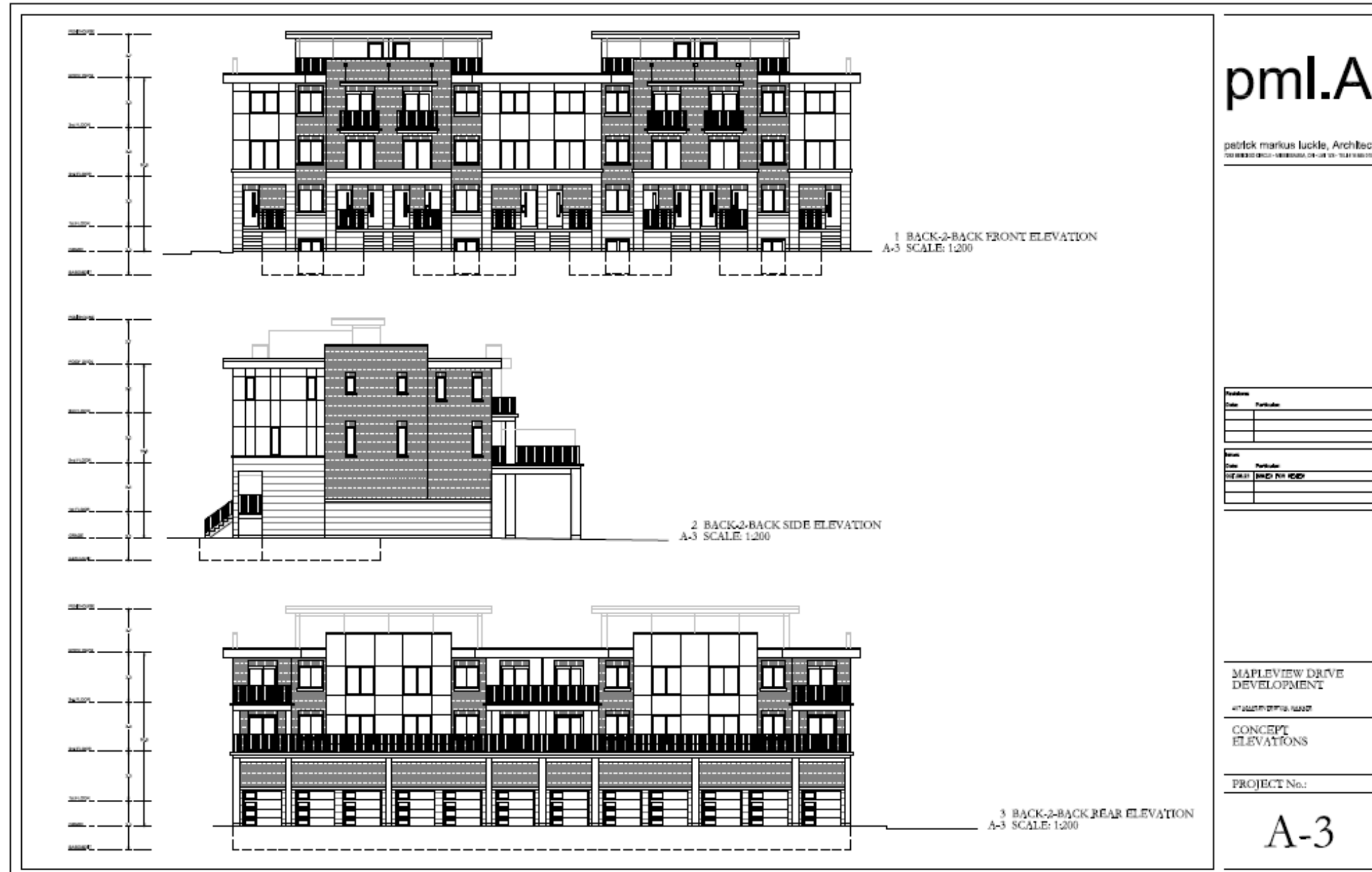
APPENDIX “D” – ARCHITECTURAL DRAWINGS

Site Section



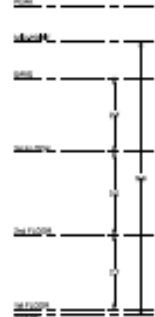
APPENDIX "D" – ARCHITECTURAL DRAWINGS

Concept Elevations



APPENDIX "D" – ARCHITECTURAL DRAWINGS

Concept Elevations

		1 ROWS FRONT ELEVATION A-4 SCALE: 1:200
		2 ROWS SIDE ELEVATION A-4 SCALE: 1:200
		3 ROWS REAR ELEVATION A-4 SCALE: 1:200

pml.A

patrick markus luckie, Architect
700 BROADWAY STREET - SUITE 200 - TORONTO, ONTARIO M5X 1B6

Revisions	
Date	Particulars
Notes	
Date	Particulars
01/01/21	(REV) FOR PCD

MAPLEVIEW DRIVE
DEVELOPMENT

471 MAPLEVIEW DRIVE, MARKHAM

CONCEPT
ELEVATIONS

PROJECT No.:

A-4

APPENDIX "D" – ARCHITECTURAL DRAWINGS

Concept Elevations

1 BACK-2-BACK CONCEPT
A-5 SCALE: 1:200



2 ROW CONCEPT
A-5 SCALE: 1:200



3 STREETSCAPE ELEVATION
A-5 SCALE: N.T.S.



pml.A

patrick markus luckle, Architect
100 KING STREET WEST, SUITE 1000, TORONTO, ONTARIO M5X 1C5

Revisions	
Date	Particular

Notes	
Date	Particular
07/04/21	REVISED FOR REVIEW

MAPLEVIEW DRIVE
DEVELOPMENT

4700 MAPLEVIEW DRIVE, SUITE 100

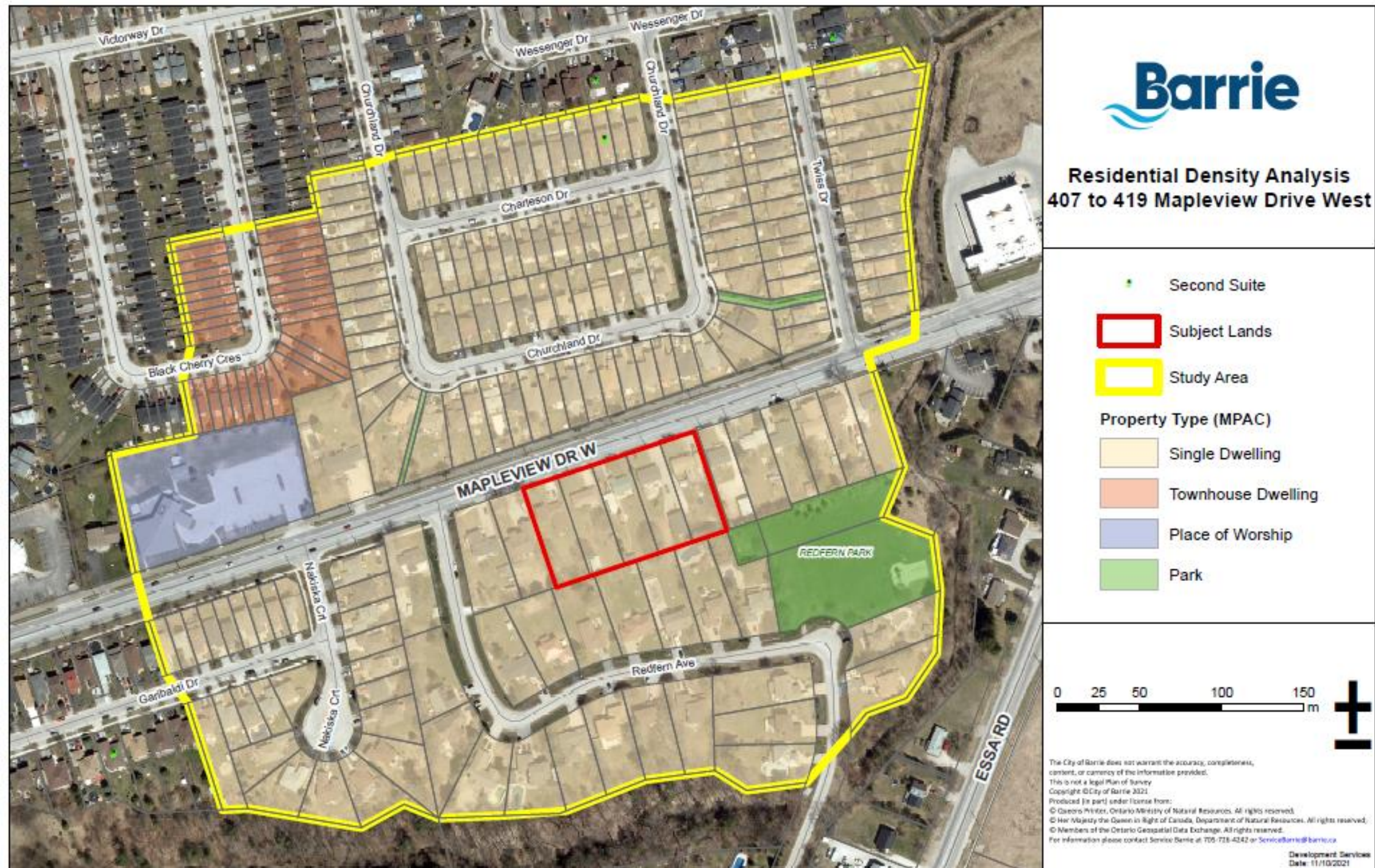
COLOURED
ELEVATIONS

PROJECT No:

A-5

APPENDIX "E" – RESIDENTIAL DENSITY ANALYSIS

Map of Analysis Area



APPENDIX "E" – RESIDENTIAL DENSITY ANALYSIS

Analysis of Existing and Proposed Densities

RESIDENTIAL DENSITY ANALYSIS D30-003-2020 407/411/413/415/417/419 Maplevue Drive West

Total Study Area	18.23 ha
Total Developable Area - <i>Only residential</i> (Private properties)	12.17 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	12.95 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	0.83 ha
Total Area Roads right of way	4.45 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	167	10.69	15.62
Townhouse Dwelling Unit	33	0.83	39.55
Non- residential areas(Commercial/ Institutional) <i>Place of Worship - without a clergy residence</i>		0.79	
Subject Property (407 to 419 Maplevue Dr W) <i>Current Properties use -Single family</i>	5	0.64	7.77
<i>D30-003-2020 Proposal (46-unit back-to-back/stacked and standard townhome development)</i>	46		71.52
Current Residential Density <i>(Only Residential Lands included)</i>	205	12.17	16.85
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	205	12.95	15.82
Projected Residential Density Including Proposal for Subject Lands; <i>(Only Residential Lands included)</i>	246	12.17	20.22
Projected Residential Density Including Proposal for Subject Lands; <i>(All Residential and Non- residential lands included)</i>	246	12.95	18.99

Prepared by: Development Services
Date: November 11, 2021

Note:

This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.
Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

[illegible]