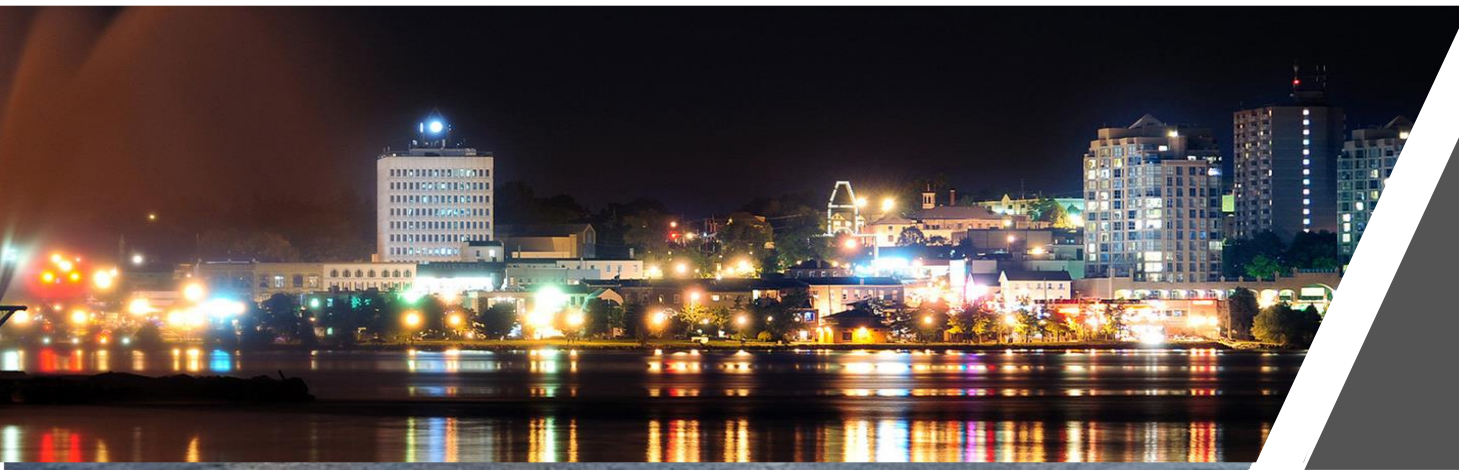




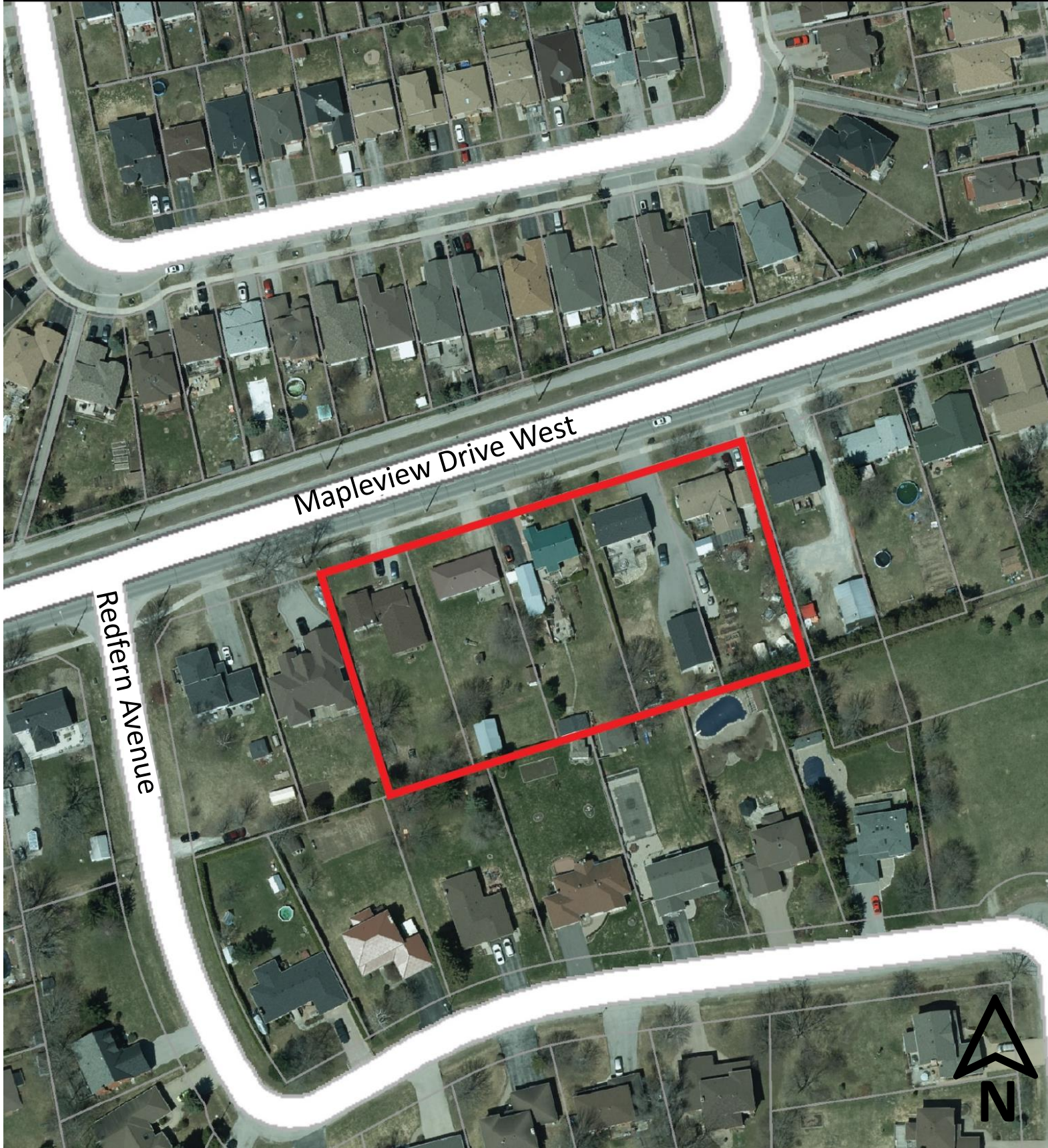
# **407-419 Maplevue Drive West Zoning By-law Amendment**

**On behalf of Encore Group**



**February 2, 2021  
Public Meeting**





## **Subject Lands:**

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

## **Existing Site Conditions:**

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

# **Application Context**





MAPLEVIEW ENTRANCE



VIEW FROM THE WEST



REDFERN PARK ENTRANCE



VIEW FROM THE EAST

Existing Streetscape

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# Holly Community Evolution – 1989





# Holly Community Evolution – 2002





# Holly Community Evolution – 2008

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- Wide range of proposed uses
- Mix of residential typologies including townhomes and condos/apartments (~2569 units)
- Density ~250 uha
- Variety of non-residential uses
- Open space throughout
- Buildings range from 1 to 27 storeys (~81metres) in height

## Community Evolution Essa/Mapleview Development



## City of Barrie Official Plan:

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





224 & 250 Ardagh Road

- 6 Storey (19 metres) mixed use building at corner
  - Commercial space
  - 50 apartment units
- 31 3-storey townhouses along perimeter
- 81 dwelling units, total
- Density of 81.6 units per hectare
- 118 parking spaces (reduced ratio of 1.25 spaces per unit & 1 space per 30m<sup>2</sup> commercial)

- 65 units, 4 Storey (13 metres) building
- Density of 84 units per hectare
- 96 parking spaces (1.5 spaces per unit)



430 Ferndale Drive South

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# Intensification outside of Intensification Areas

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105-111 Edgehill Drive

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

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



37 Johnson Street

# Intensification outside of Intensification Areas



- Located within existing built-up established neighbourhoods
- Built form:
  - 3 storey townhouses
  - Back-to-back townhouses
  - Apartment/condominium buildings
- Density ranges within these examples from 81 to 288 units per hectare
- Height ranges from 3 storeys to 12 storeys (39 metres
- Parking ratios range from 1.0 space per unit to 1.5 spaces per unit



- Feedback received based on Neighbourhood meeting plus ongoing consultation through Solutions Inc. Encore will continue efforts to respond to community concerns.
- Feedback has resulted in modifications to the proposal

## 1. Privacy

- Increased Rear Yard Setback
- Increased Interior Side Yard Setbacks
- Increased Tree Preservation along rear property line
- Enhanced landscaping throughout to increase privacy
- Private individual rear yards backing onto Redfern residents
- Roof-top amenity areas backing onto Redfern residents removed

## 2. Height

- Height of livable floors is 10.5 metres.
- Pitched roof incorporated into rear building design



### 3. Density

- Community Character has evolved, and overall density of neighbourhood has increased over time
- Intensification not on an intensification corridor is permitted with criteria

### 4. Traffic

- Assess existing traffic conditions along Maplevue Dr W and the proposed development contributions
- Residents request for additional signalization along Maplevue

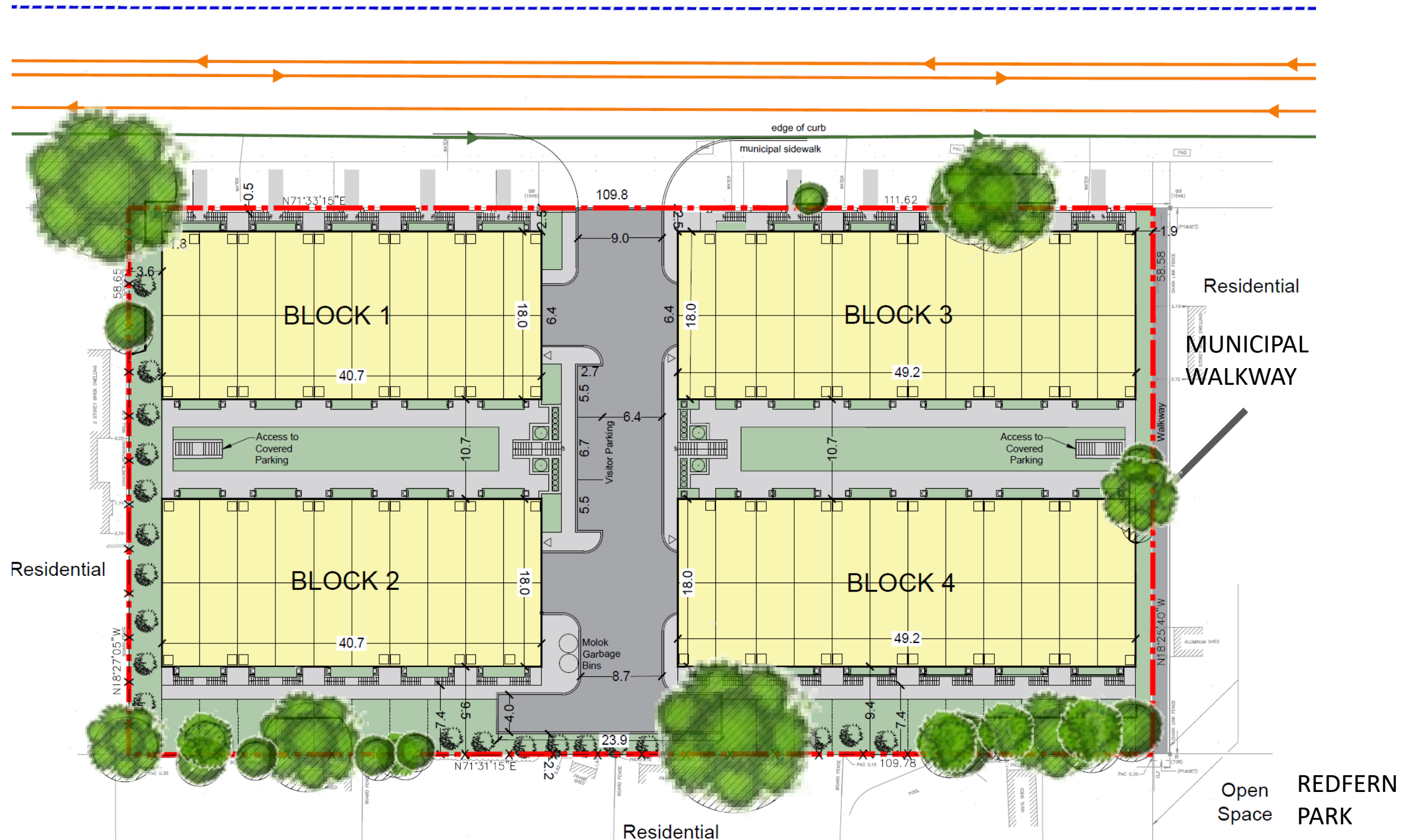
### 5. Design

- Building materials will be consistent with existing properties. (i.e. brick)
- Consolidated Amenity Space for active recreation on site.
- Improve streetscape along Maplevue.
- Remove roof top amenity space from rear buildings.



Residential

MAPLEVIEW DR. WEST

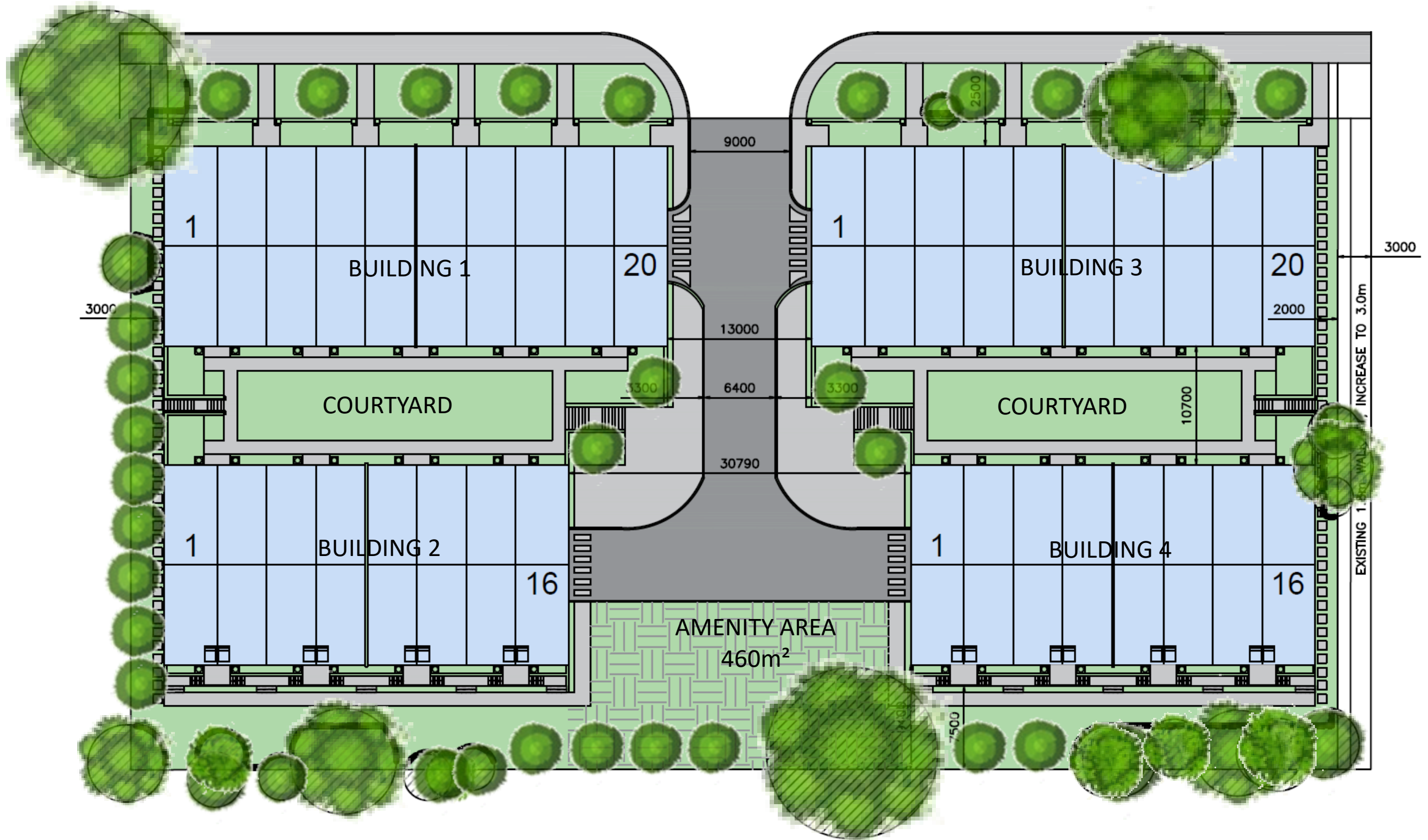


Site Plan – Submitted  
with ZBA Application

**IPS**  
CONSULTING



# MAPLEVIEW DRIVE



Revised Site Plan





407 Maplevue Dr W



411 Maplevue Dr W



417 & 419 Maplevue Dr W

**Rear Boundary Trees –  
all to remain**

**IPS**  
CONSULTING



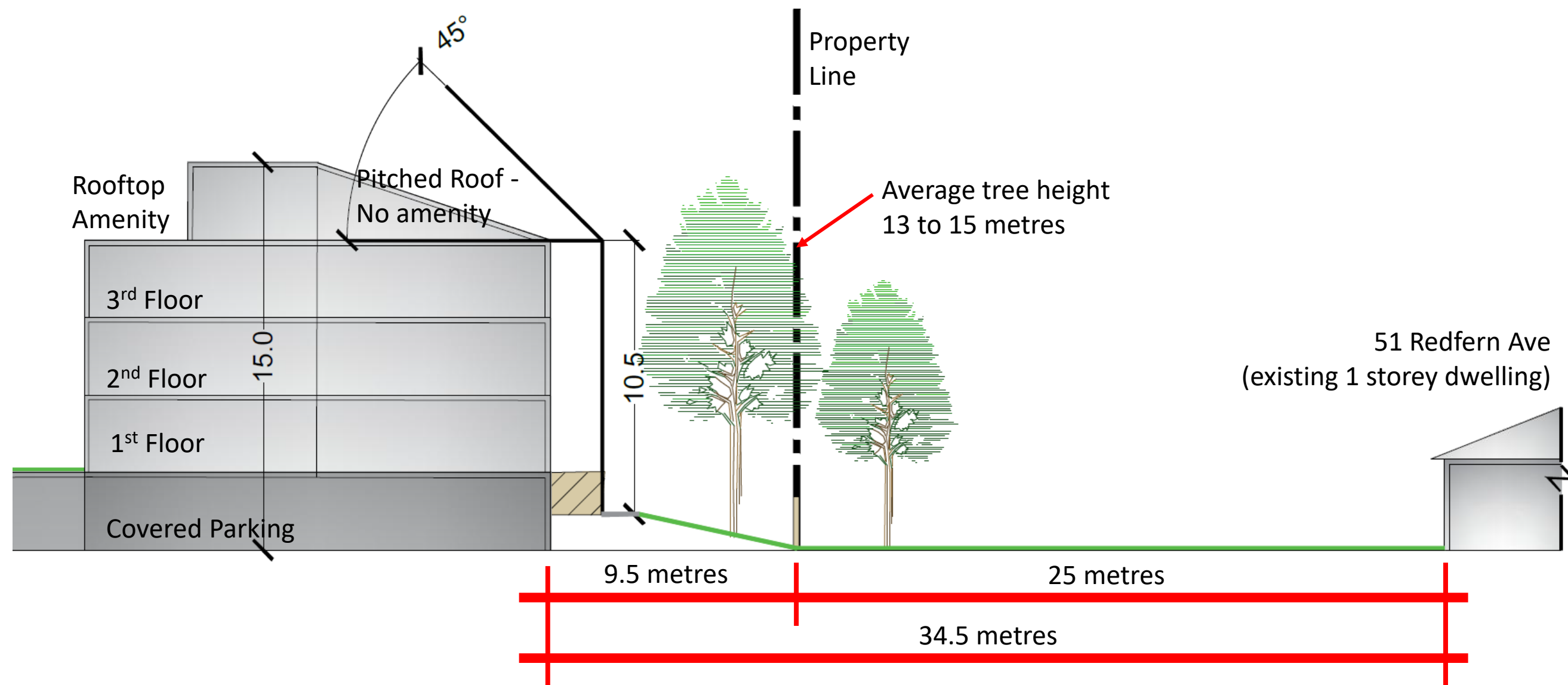
**Locational Criteria** (4.2.2.3), medium and high density residential development, is directed towards:

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

**Design Policies** (4.2.2.4), residential development shall provide:

- Necessary on-site parking (underground parking), functional open space amenity area (private amenity space proposed)
- Densities that are graduated where possible in order to provide for integration between adjoining residential land uses and provide buffering protection to minimize the impact on adjacent lands
- Maintain and improve the character and appearance of existing residential area
- Development proposed consistent building materials and some pitched roofs





## Cross Section for Rear Blocks – Height and Rear Yard Setback



- A Traffic Impact Study has been completed based on Neighborhood feedback. (City confirmed the Terms of Reference)
- Study reviews:
  - existing and proposed conditions along Maplevue Drive West
  - The additional traffic volume is not expected to have any material impact on the operations of the existing road network
  - Sight lines along Maplevue are acceptable for the proposed entrance
  - Residents are concerned about impact on traffic in and out of Twiss Drive. Traffic consultant will work with City to determine if traffic signal is warranted.



## **Zoning By-law Amendment, Site specific variances to the RM2 Zone (modified plan):**

- Front yard setback of 2.5 metres to building
- Lot coverage, 55%
- Gross floor area, 140%
- Height of main building a maximum of 3.5 storeys / maximum 15 metres
- Density of 112.5 uph, reduced from 138 uph.
- Unconsolidated Amenity Area to be permitted (through rooftop amenity and balconies)
- Tandem Parking to be permitted – parking ratio will exceed bylaw requirement of 1.5 spaces per unit (140 spaces)



- The modified application proposes:
  - A reduction from 88 to 72 freehold residential dwelling units (freehold condominium, with common elements)
  - 4 back to back townhouse buildings
    - 2 buildings with 20 units in each fronting Mapleview Drive
    - 2 buildings with 16 units in each in the rear block
  - 140 underground parking spaces
  - Increased rear yard setback with private rear yards (9.4 metres where bylaw requires 7.0 metres)
  - Increased side yard setback
  - All rear yard trees to be retained
  - Pitched roof line on rear facing units/buildings with rooftop balconies removed
  - Enhanced landscaping along rear and side yards to increase privacy

## Conclusion