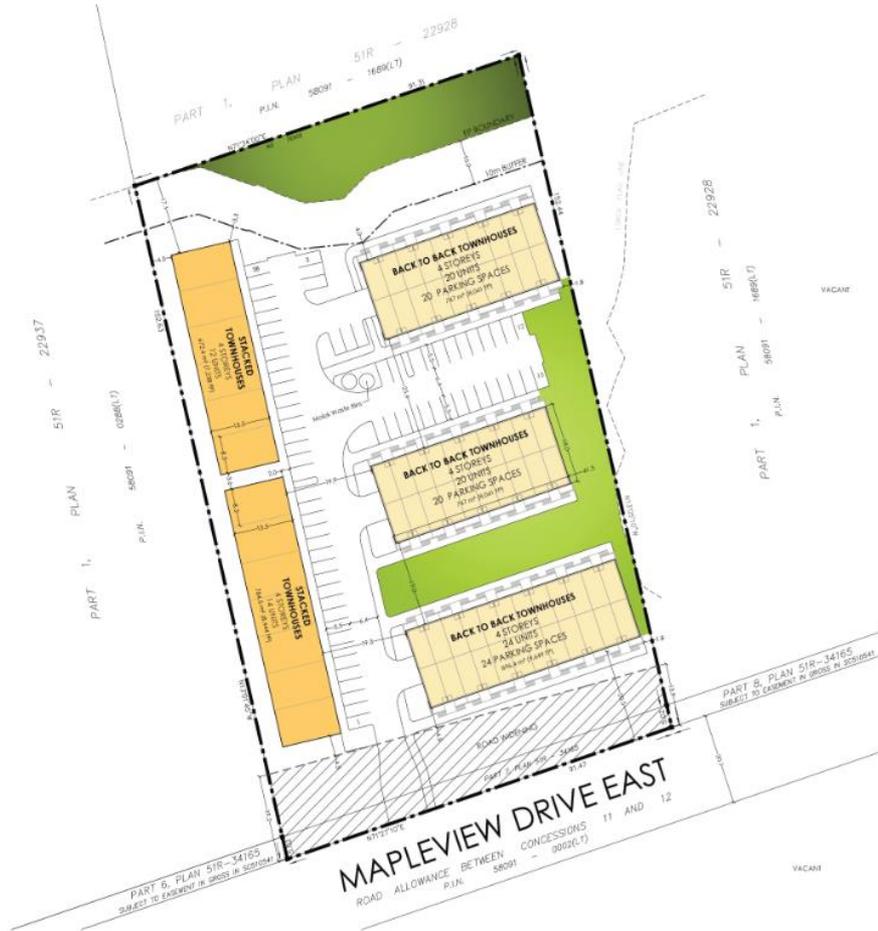


# 750 MAPLEVIEW DRIVE EAST

## OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS

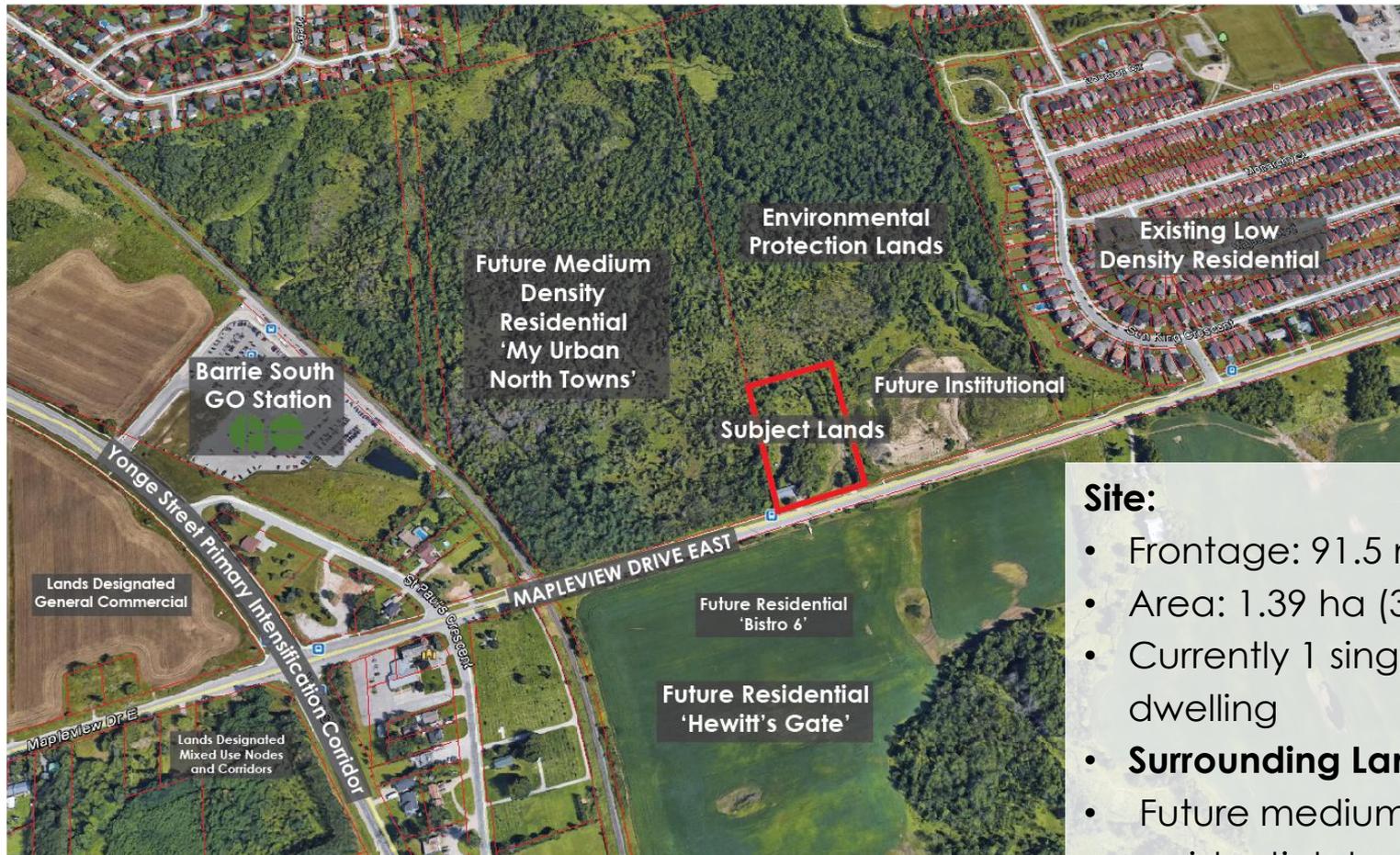
March 18<sup>th</sup>, 2019  
Public Meeting



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# Application Context



## Site:

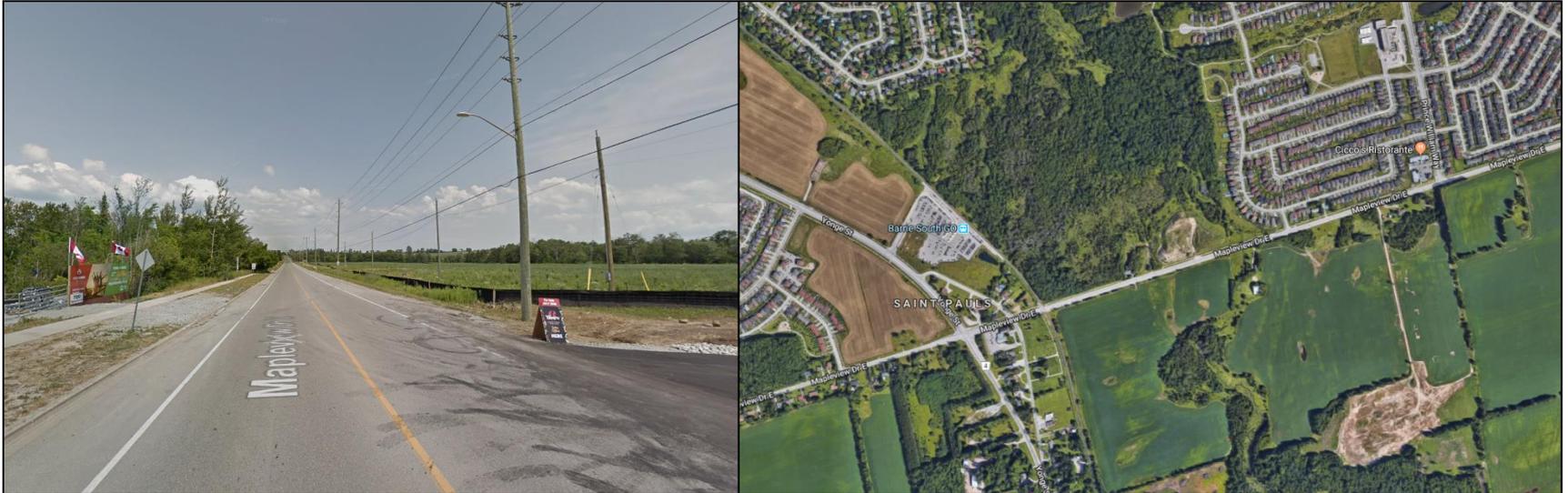
- Frontage: 91.5 metres
- Area: 1.39 ha (3.4 acres)
- Currently 1 single-detached dwelling

## Surrounding Land Uses:

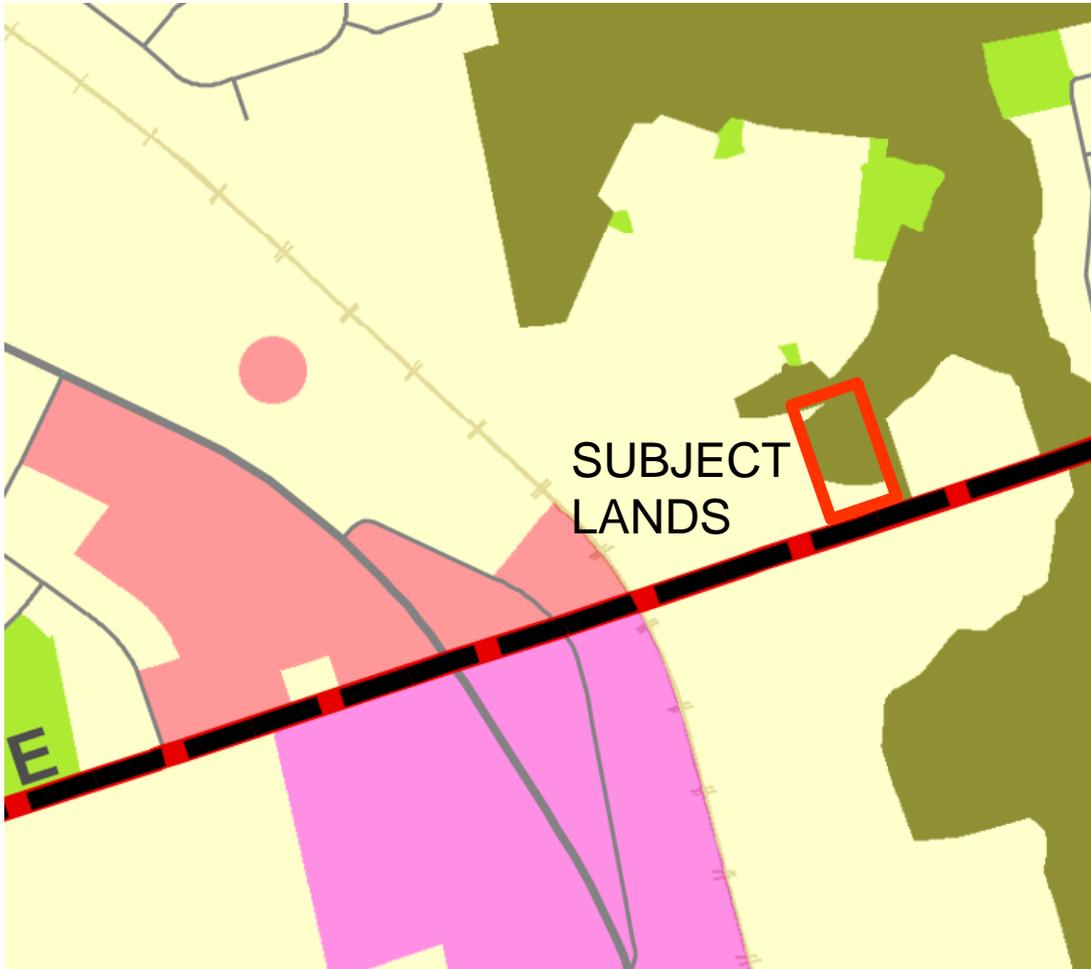
- Future medium & high density residential developments
- Future institutional use
- Environmental protection lands
- Barrie South GO Station

# The Neighbourhood

- Located within the Innis-Shore Planning Area
- Adjacent to the Hewitt's Secondary Plan Area
- Cleared lands being prepped for development
- Large scale residential growth is expected
- Barrie South GO Station in close proximity

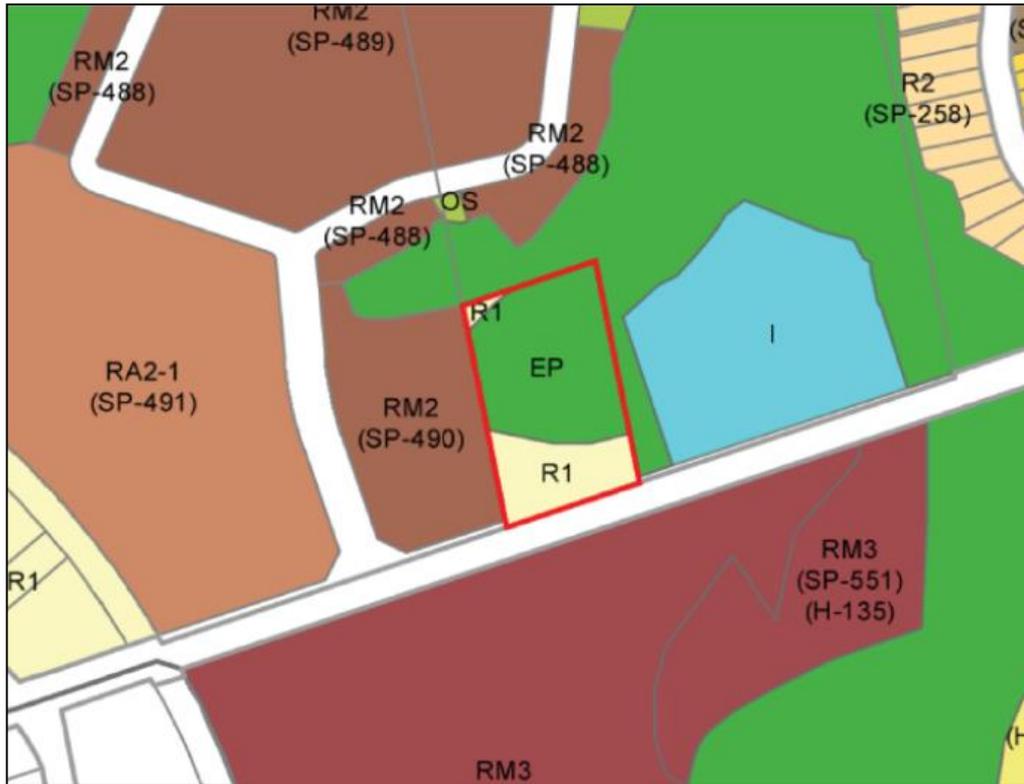


# Official Plan Designation



- Designated **Residential** and **Environmental Protection**
- Nearby designations include: Mixed Use Nodes & Corridors, Commercial, Residential, Environmental Protection, and Open Space

# City of Barrie Zoning By-law 2009-141



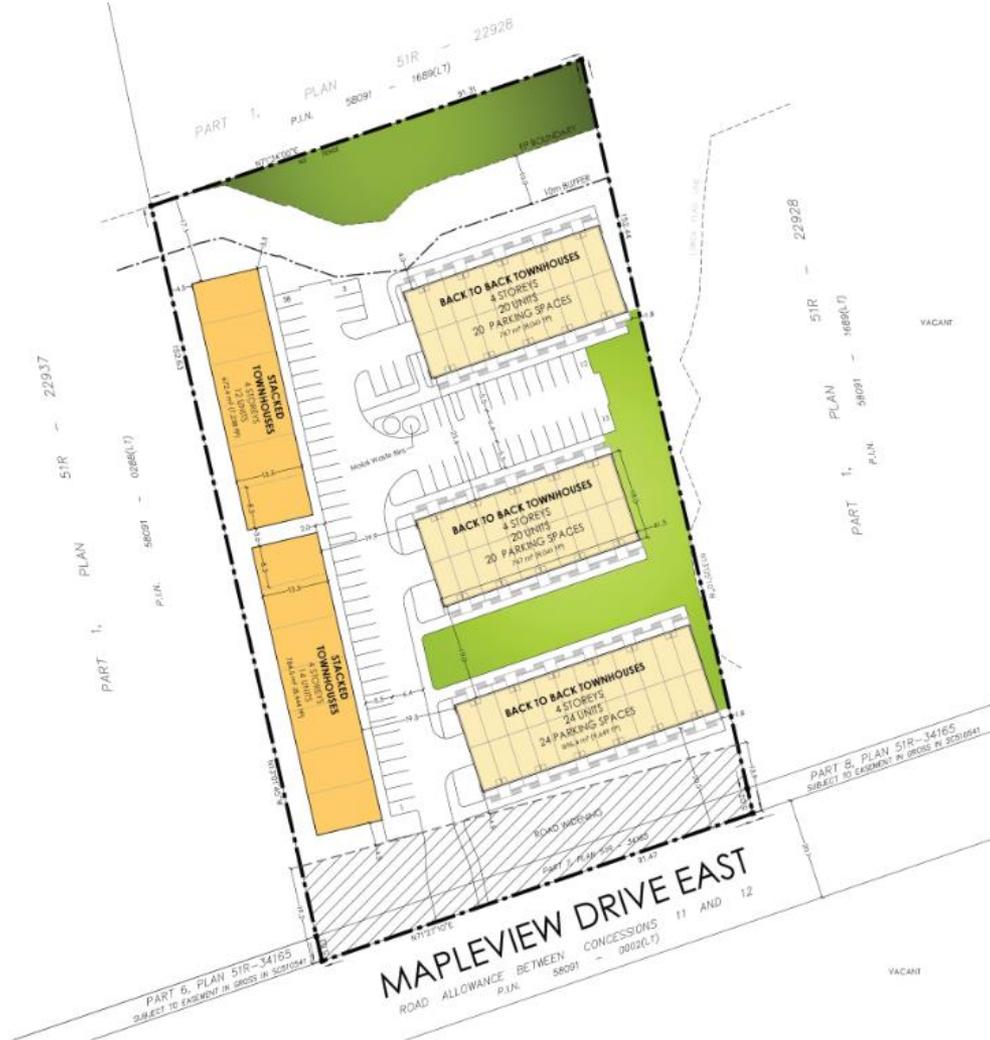
- Zoned Residential One (R1) and Environmental Protection (EP) in Zoning By-law 2009-141
- Diversity of zones in proximity, including RM2, RM3, RA2, EP, OS, I, and various special zoning provisions

# Intensification Areas



- Located within **Major Transit Node** identified on Schedule I – Intensification Areas of the Official Plan
- Densities of **50-120** units per hectare are targeted within Major Transit Nodes

# Development Proposal/Site Plan



- 5 townhouse blocks (back-to-back & stacked towns)
- Total of **90 units**
- Density of 87 units per hectare
- One access point from Mapleview Dr.
- 135 parking spaces dispersed across the site (1.5/unit)
- Individual and common amenity areas
- Units fronting Mapleview
- Large road widening & protection area
- EP lands with buffer area

# Surrounding Developments



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# Surrounding Developments



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# Conceptual Renderings



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# Built Form/Urban Design

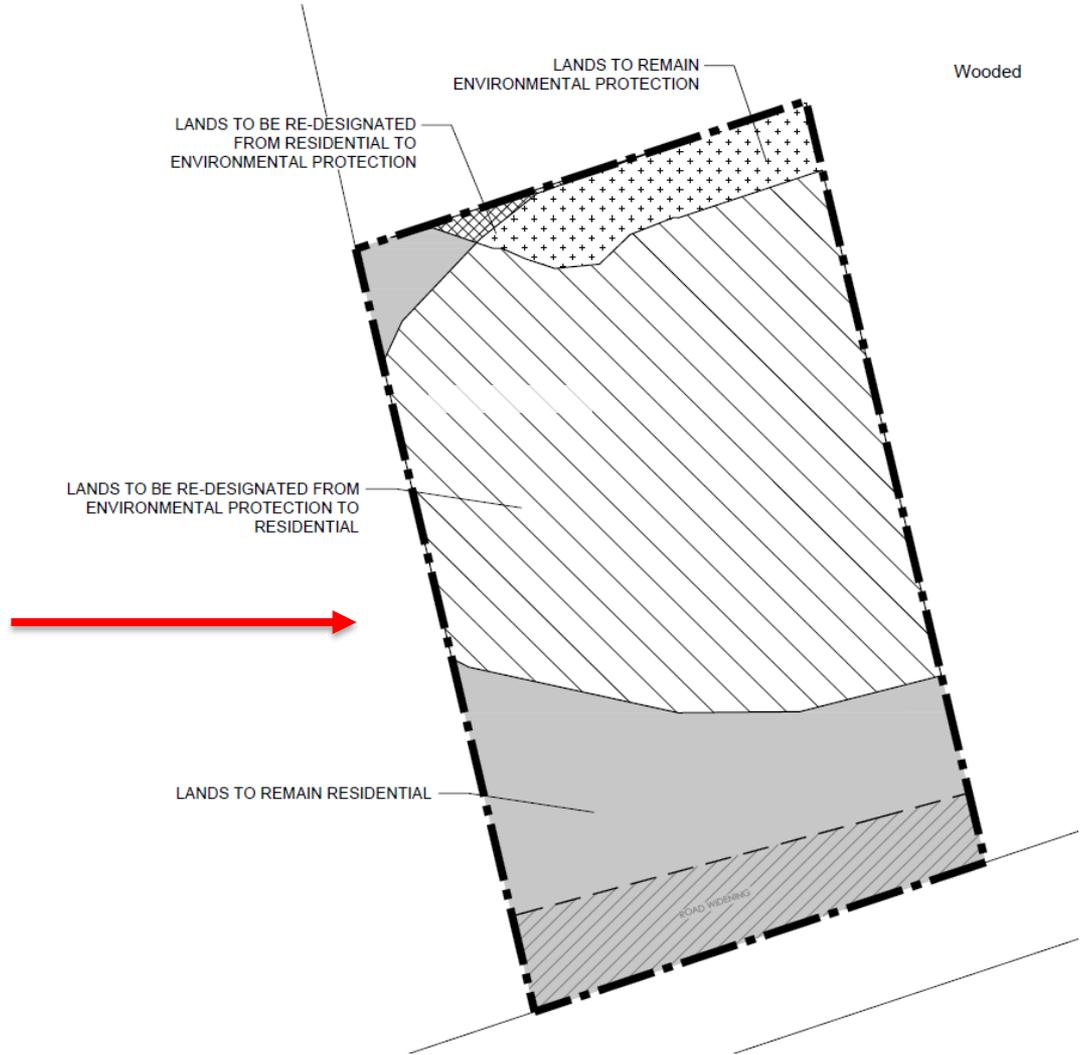
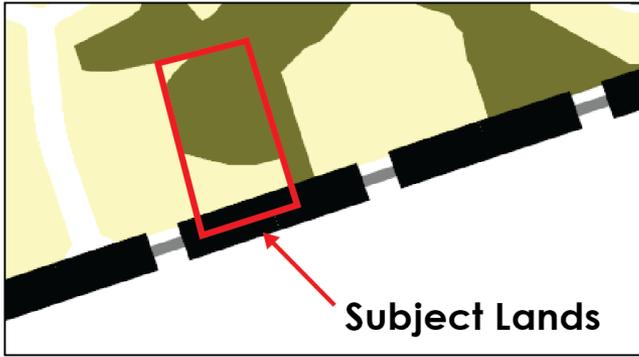
- Positioned near the front lot line to produce high quality streetscape that frames Mapleview.
- Parking areas and waste enclosures positioned internally.
- Entrances are well defined and accessible.
- Compact urban form promoting the use of transit and active transportation.
- Creates desirable character for the future of the Mapleview corridor.



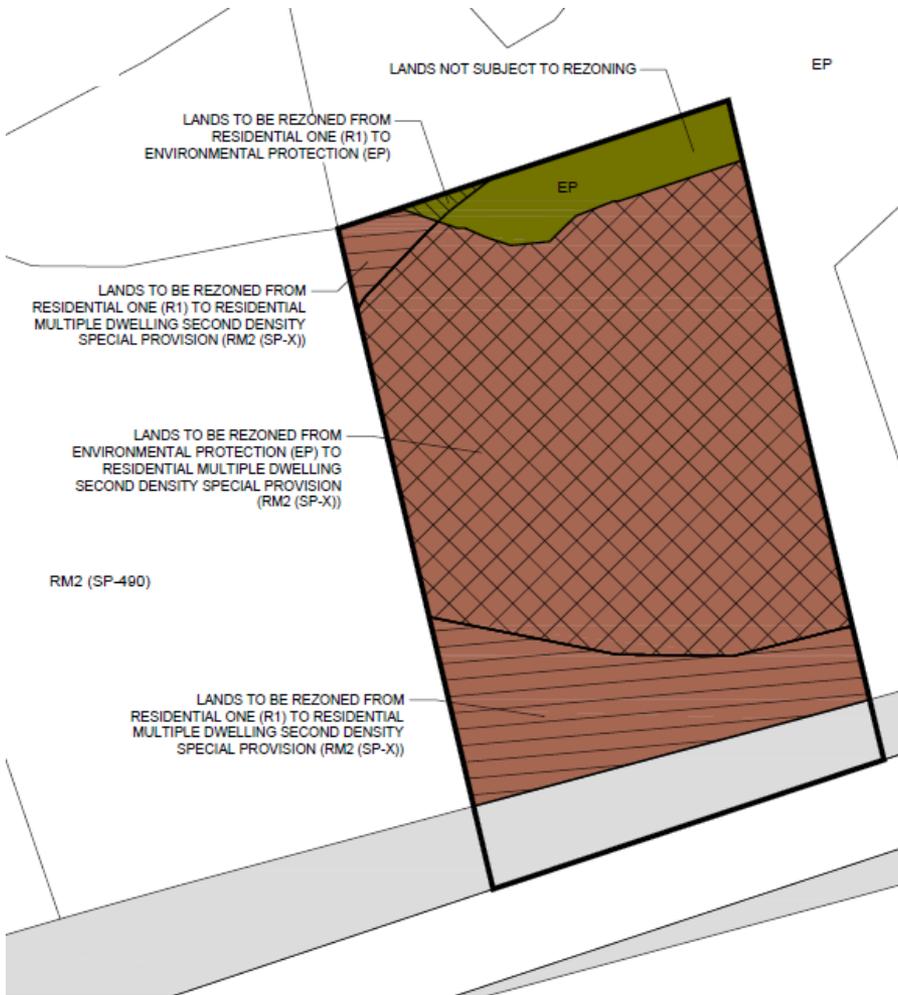
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# Official Plan Amendment



# Zoning By-law Amendment



- Rezone a portion of the lands to Residential Multiple Second Density (RM2) with Special Provisions from the existing Residential One (R1) zone
- Four (4) Special Provisions are required

# Zoning Provisions

Table 1: RM2 Zoning		
PROVISION	RM2	PROVIDED
LOT AREA (min)	720 m <sup>2</sup>	1.388ha (3.43 ac)
LOT FRONTAGE (min)	21 m	91.5 m
FRONT YARD SETBACK (min)	7.0 m	4.5 m
SIDE YARD SETBACK (min)	1.8 m	1.8 m
REAR YARD SETBACK (min)	7.0 m	17.1 m
DWELLING UNIT FLOOR AREA	45 m <sup>2</sup> / 1 BDRM 55 m <sup>2</sup> / 2 BDRM	45 m <sup>2</sup> / 1 BDRM 55 m <sup>2</sup> / 2 BDRM
LANDSCAPED OPEN SPACE	35%	43.3%
LOT COVERAGE (max.)	35%	23.8%
GROSS FLOOR AREA (max)	60% of lot area	105%
PARKING (min.)	135 (1.5/unit)	135
BUILDING HEIGHT (max.)	10 m	15.0 m
AMENITY AREA	1,080 m <sup>2</sup>	1,172.5 m <sup>2</sup>
DENSITY	40-53 u/ha	87 u/ha



# Supporting Studies

- Planning Justification Report
- Urban Design Brief
- Functional Servicing Report
- Stormwater Management Plan
- Environmental Impact Study
- Tree Inventory and Preservation Plan
- Hydrogeological Report
- Noise Study

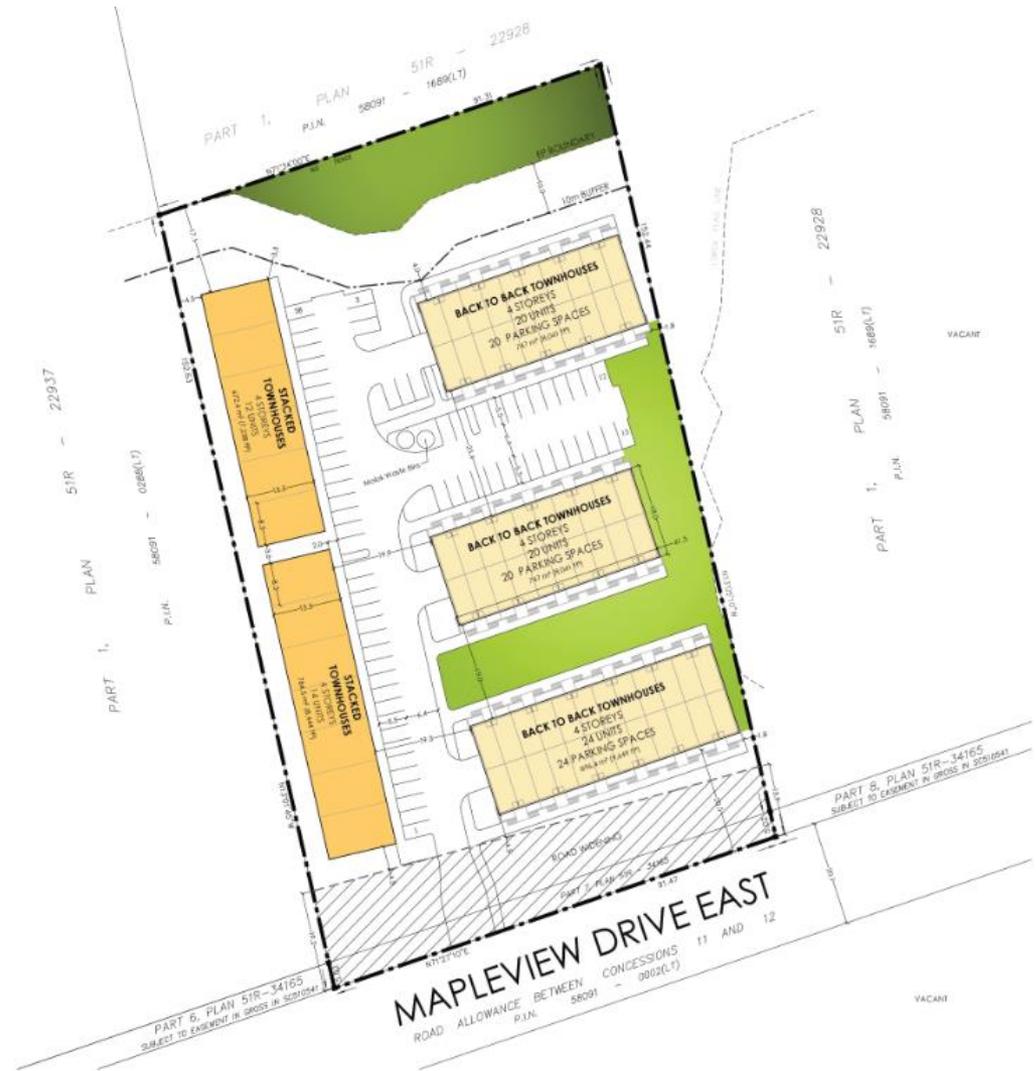


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# Conclusion

- Introduction of 90 new residential units; contributes to a range and mix of housing types within the City
- Development provides appropriate, compact, and functional growth in close proximity to a Major Transit Station
- In conformity with the goals and objectives of Provincial and Municipal legislation



**Thank you**



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