

405 Essa Road

Zoning By-law Amendment

PLANNING JUSTIFICATION REPORT

405 Essa Road

City of Barrie

IPS NO. 17-715

September 2021



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PLANNING JUSTIFICATION REPORT

405 Essa Road
City of Barrie

Part of Lot 5, Concession 13
Part 1, Plan 51R-11606

**CITY OF BARRIE
COUNTY OF SIMCOE**

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by Sean Mason Homes (Essa Road) Inc. to complete the following Planning Justification Report relative to an application for Zoning By-law Amendment (ZBA) on lands known as 405 Essa Road, legally known as Part of Lot 5, Concession 13, Part 1, Plan 51R-11606 in the City of Barrie.

The intent of this application is to amend the City of Barrie Zoning By-law 2009-141 to permit the construction of ninety-five (95) residential condominium units, within an eight-storey structure within Barrie's built-up area and along an intensification corridor. As per the Zoning By-law, for the Mixed Use Zone, ground floor commercial use units have been proposed, providing the opportunity to accommodate commercial uses on the ground floor fronting Essa Road, which allows for increased building height to 8 storeys. **Figure 1** provides an aerial view of the subject property.

This report will review the applicable policies found within the documents noted below to demonstrate consistency with good planning principles:

- Planning Act
- Provincial Policy Statement (2020)
- Growth Plan (2020)
- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie Zoning By-law (2018 Consolidation)

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The lands possess a total area of 0.27 hectares (0.67 acres), with 45.43 metres (149 feet) of frontage on Essa Road (east). The lands are currently designated Residential in the City of Barrie Official Plan (**Figure 2**) and zoned Residential Multiple Family Second Density - Special Provision with a Holding Provision (RM2, SP-562, H-139) in the Comprehensive Zoning By-law 2009-141 (**Figure 3**).

One dwelling has been demolished. A concrete well and private individual septic tank have been decommissioned and removed. The lands are fairly flat with a slight gradient towards the north-west.

Land uses in the surrounding area consist of the following:

North: Residential (3 storey townhouses recently developed by applicant); Environmental Protection (Ardagh Bluffs Natural Area); Residential; Industrial; and Essa Road interchange with Highway 400.

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Subject Property

Figure 1.

AERIAL VIEW OF SUBJECT LANDS

Source: Simcoe County Maps
Aerial Imagery c. 2018

Drawn By: TK

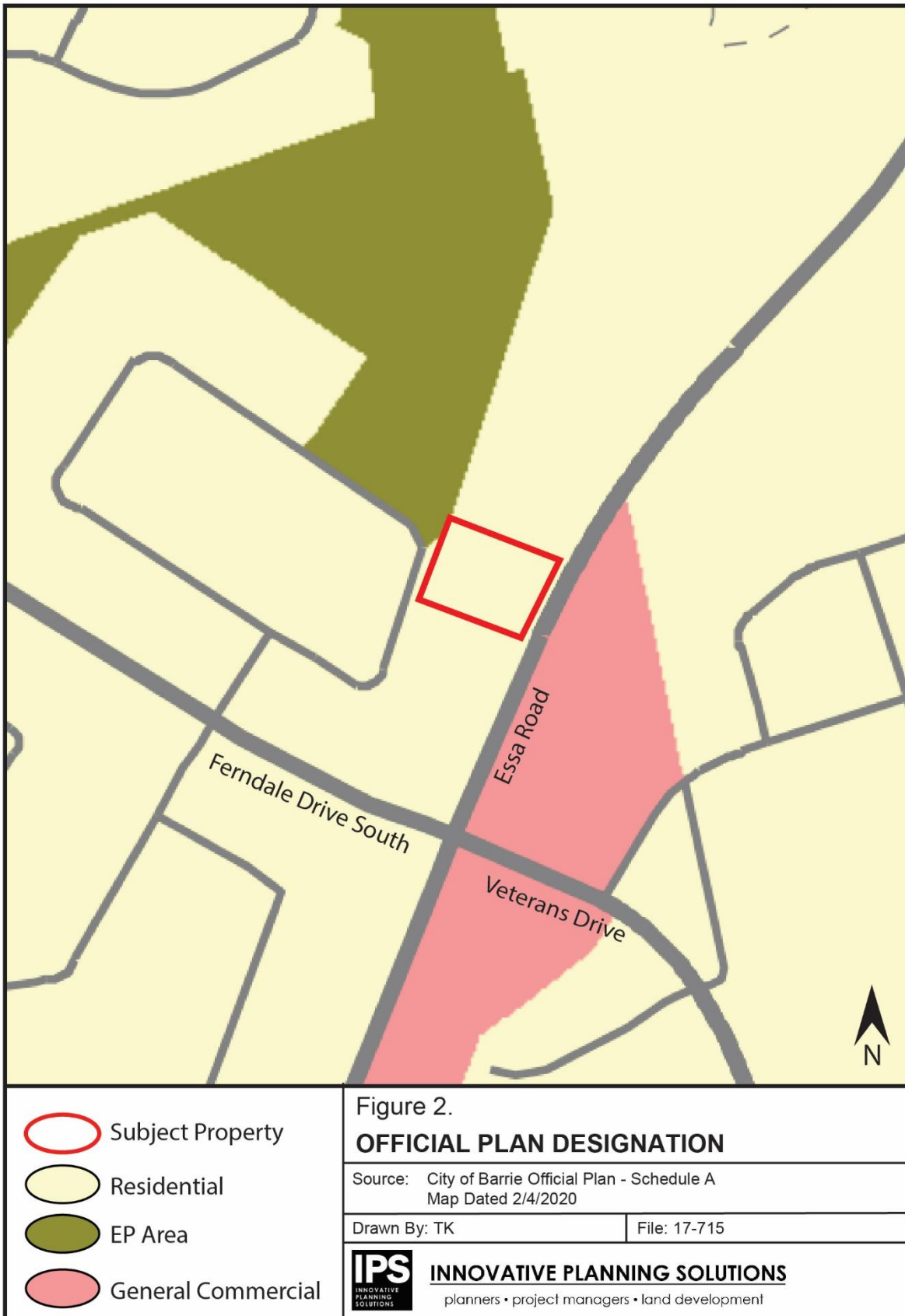
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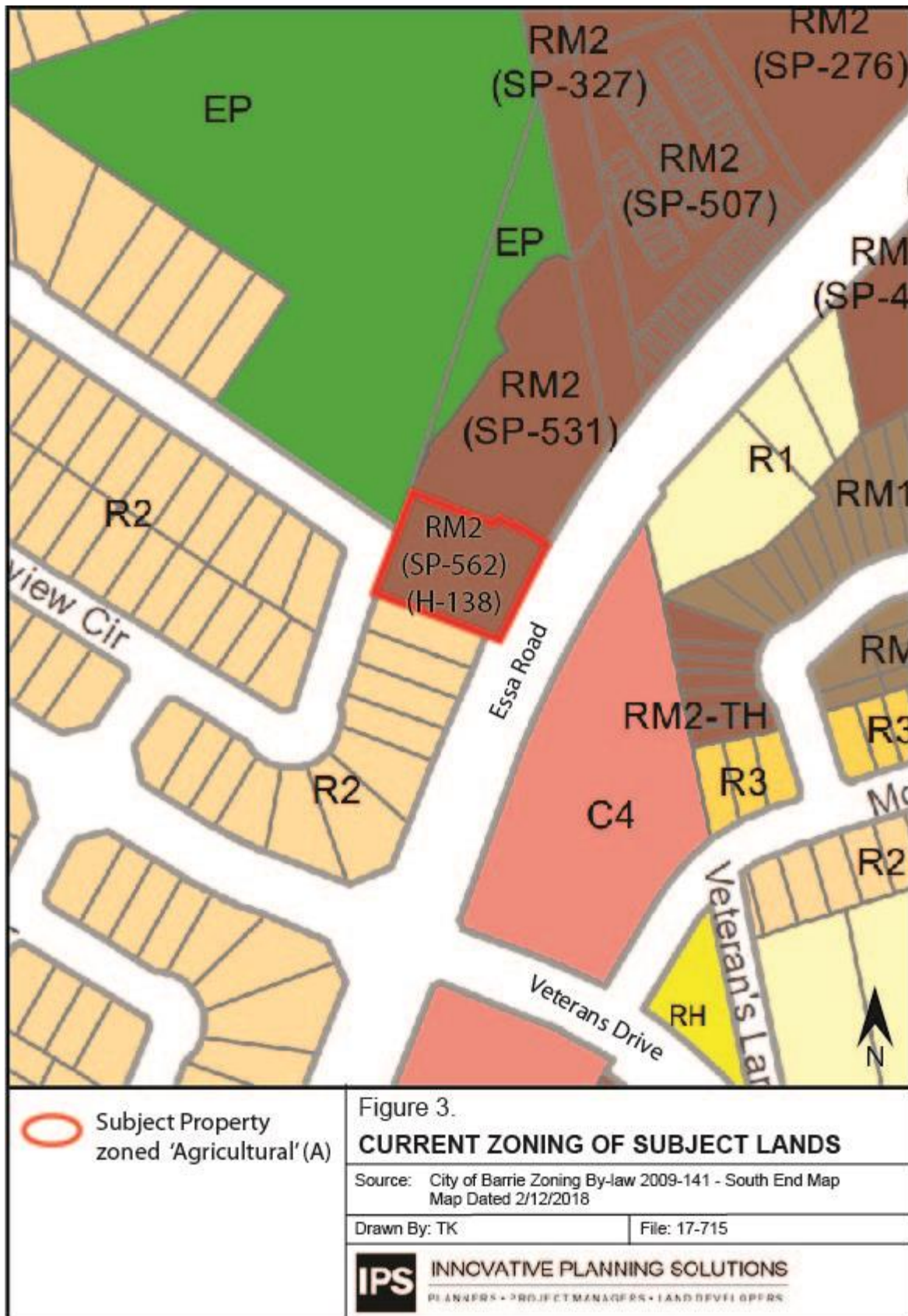
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South: Commercial; Residential; and mixed use development.

East: Commercial; Residential; Light Industrial; Highway 400.

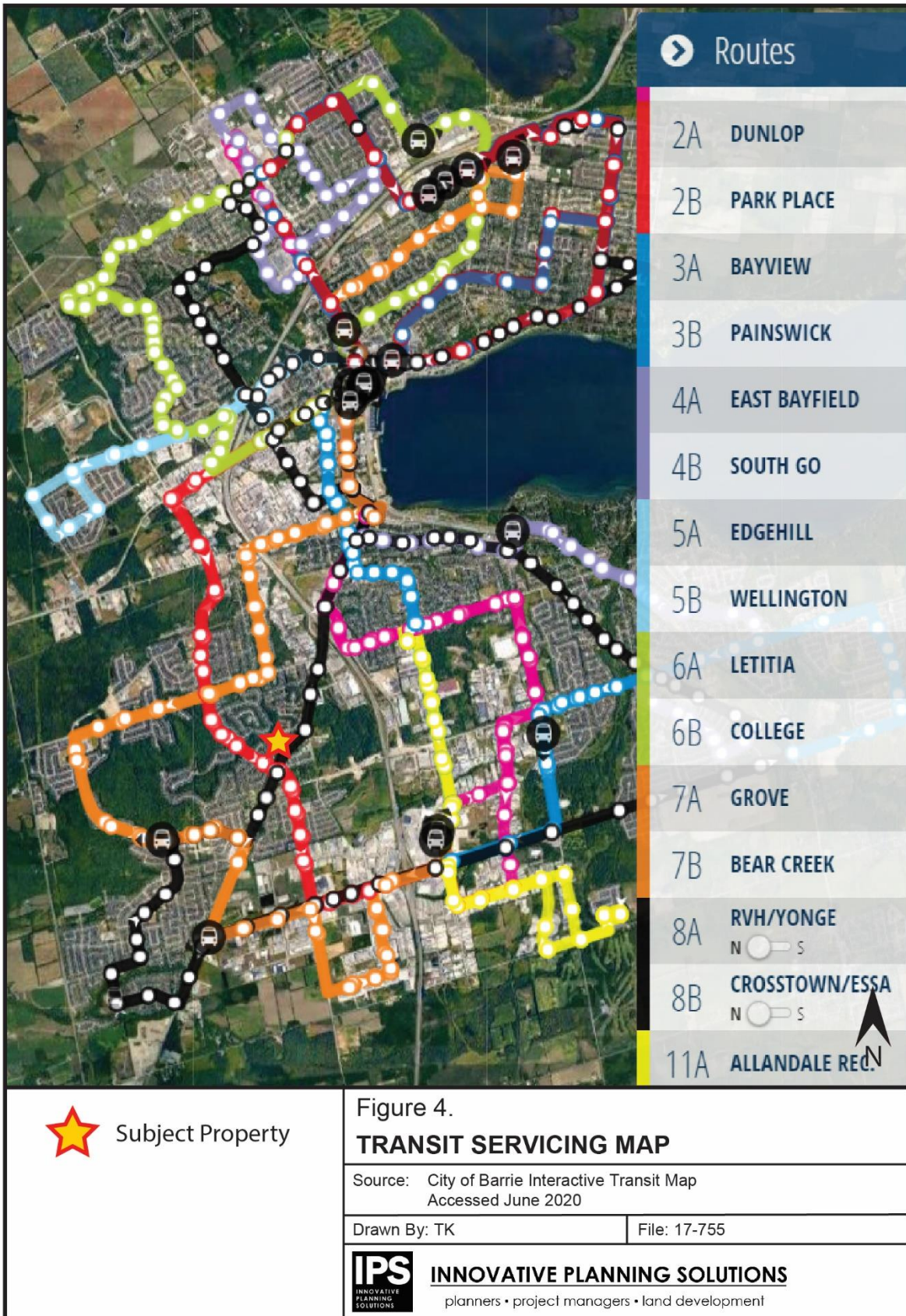
West: Residential and Environmental Protection.

Essa Road is well serviced with public transit and represents a major transportation artery in the City of Barrie. Bus routes 2A, 2B and 8A stop in close proximity to the subject site along Essa Road, Veterans Drive and Ferndale Drive South, providing convenient access to Downtown Barrie, regional transit opportunities, and other major local destinations. In addition, the recently constructed Harvie Road overpass provides increased connectivity throughout the City. **Figure 4** illustrates the site's location relative to the City's transit network.

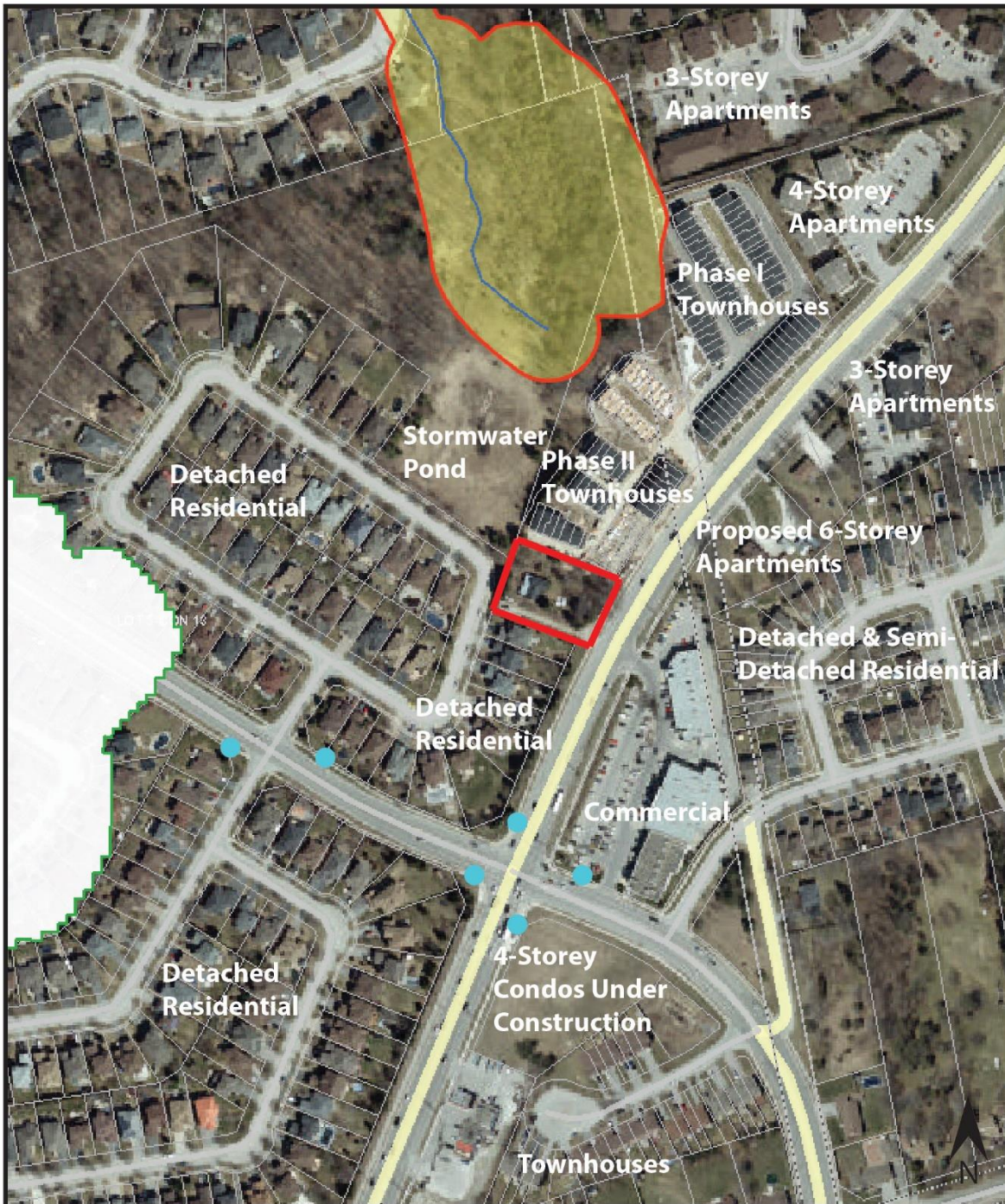
Essa Road is an arterial road per Schedule D of the City's Official Plan, connecting to Highway 400 to the north and beyond to the City's urban core, and is proposed for future widening per Schedule E. The 2.6-metre road widening will leave the site a developable area of 2,650 metres (0.26 hectares). Essa Road provides connectivity to two other arterial roads to the south with intersections at Ferndale Drive South/Veterans Drive (125 metres) and at Harvie Road (0.5 km). Schedule I of the City's Official Plan identifies Essa Road as a Secondary Intensification Corridor. Municipal infrastructure, including water and sanitary services, are available along Essa Road. The subject site is located near existing and proposed residential communities, industrial lands and environmental protection areas.

The property is located within the Lake Simcoe Conservation Authority (LSRCA) watershed, and while no LSRCA regulated lands are located on the property, the lands are within 120 metres of land designated as a Natural Heritage Resource regulated by the LSRCA. Harvie Park, Holly Community Centre, grocery stores and a number of schools, including Trillium Woods Elementary and Holly Meadows Elementary, are located nearby. A commercial plaza is located just east of Essa Road, providing convenient access to most of the necessities for daily living. **Figure 5** illustrates surrounding lands uses in the immediate area as well as the LSRCA regulated lands. The site is also located approximately two kilometres from Park Place Plaza and many commercial and employment opportunities in the area around Highway 400 and Maplevue Drive. Figure 6 identifies institutions and amenities available within a two km radius.

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-  Subject Property
-  LSRCA Regulated Area
-  Bus Stops

Figure 5.

SURROUNDING AREA CONTEXT

Source: LSRCA Interactive Mapping

Drawn By: TK

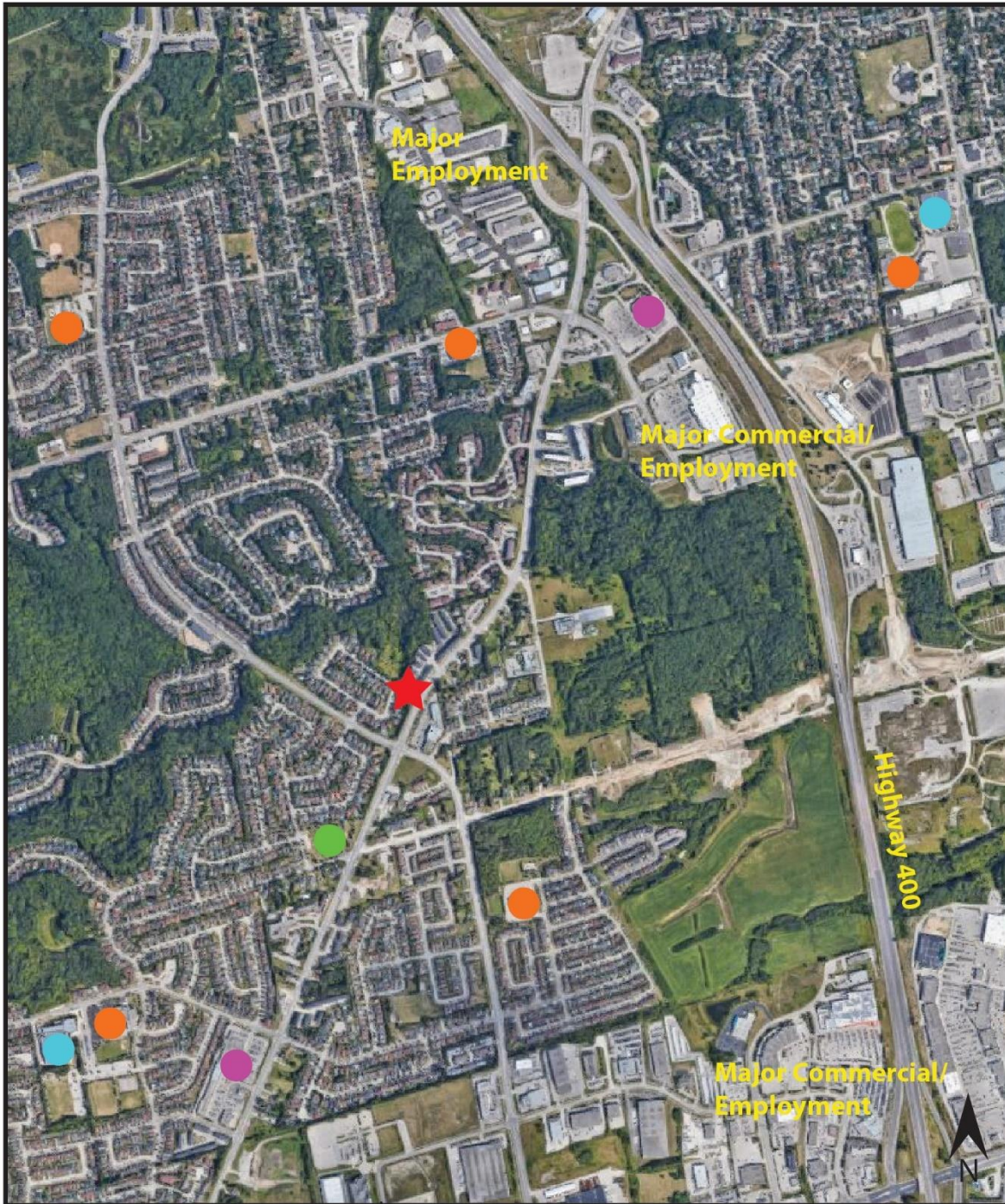
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- ★ Subject Property
- Park
- Community centre
- Grocery Store
- School

Figure 6.

LOCAL AMENITIES

Source: Google Maps

Drawn By: TK

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2.1 BACKGROUND

A Zoning By-law Amendment application was previously submitted in October 2017. This application was to rezone the lands the Agriculture (A) Zone to Residential Multiple Family Second Density with Special Provision and Holding Provision (RM2, SP-562, H-139). This application proposed 16 dwelling units, provided through 3 to 4 storeys, block/cluster, stacked and back-to-back townhouse units. The maximum density proposed was 60 units per hectare. This application was approved by the City of Barrie on June 25, 2018. It was then appealed to the LPAT. This ZBA was later approved at the LPAT in March 2021.

3.0 DESCRIPTION OF DEVELOPMENT

The proposed development includes construction of ninety-five (95) residential condominium units, 6 townhouse units and 89 condo units, in the form of an eight-storey residential condominium building. In addition, ground floor commercial units have been proposed along Essa Road, providing 447m² commercial space.

- 89 condo units;
 - 7 floors of condo units,
 - Ranging in size from studio to 3 bedroom dwelling units,
 - 12% of the units will be affordable, as defined by the Official Plan
- 6 townhouse units;
 - 3 stories in height,
 - Fronting Cityview Circle,
 - Underground parking provided
- Commercial Use units;
 - Two units are currently proposed, which can be further divided in the future
 - A total of 447m² of commercial space is proposed, between the two units

A density of approximately 352 units per hectare is proposed. The building is proposed with a height of 25.5m, and a footprint of 1,519m². The Site Plan is shown in **Figure 7** and can be found in **Appendix 1**, along with the architectural drawing package in **Appendix 2**.

The property will have vehicular access through one driveway entrance from Essa Road, near the south side yard which becomes a parking aisle under the structure. A total of 104 parking spaces are provided on site, with 4 barrier free spaces, 2 Type A and 2 Type B. Stackers and other alternative parking solutions are also proposed to provide additional optional parking. Alternative parking solutions will be explored through Site Plan application process and detailed design. In addition, car share options will be explored with 'Smart One'. Enclosed Bicycle Parking is provided within the ground floor parking garage, providing a minimum of 17 secure storage spaces.

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A sidewalk connects the lobby entrance and commercial units to the municipal sidewalk along Essa Road to facilitate pedestrian access into the condo building.

A 185 square metre at-grade amenity area will be provided on the west side of the building. Outdoor amenity will be provided on floors three through eight of the building, ranging in size, providing a total of 1,205 m² of outdoor amenity area.

The building conforms to the angular plane provisions as seen on the angular plane elevations within **Appendix 2**.

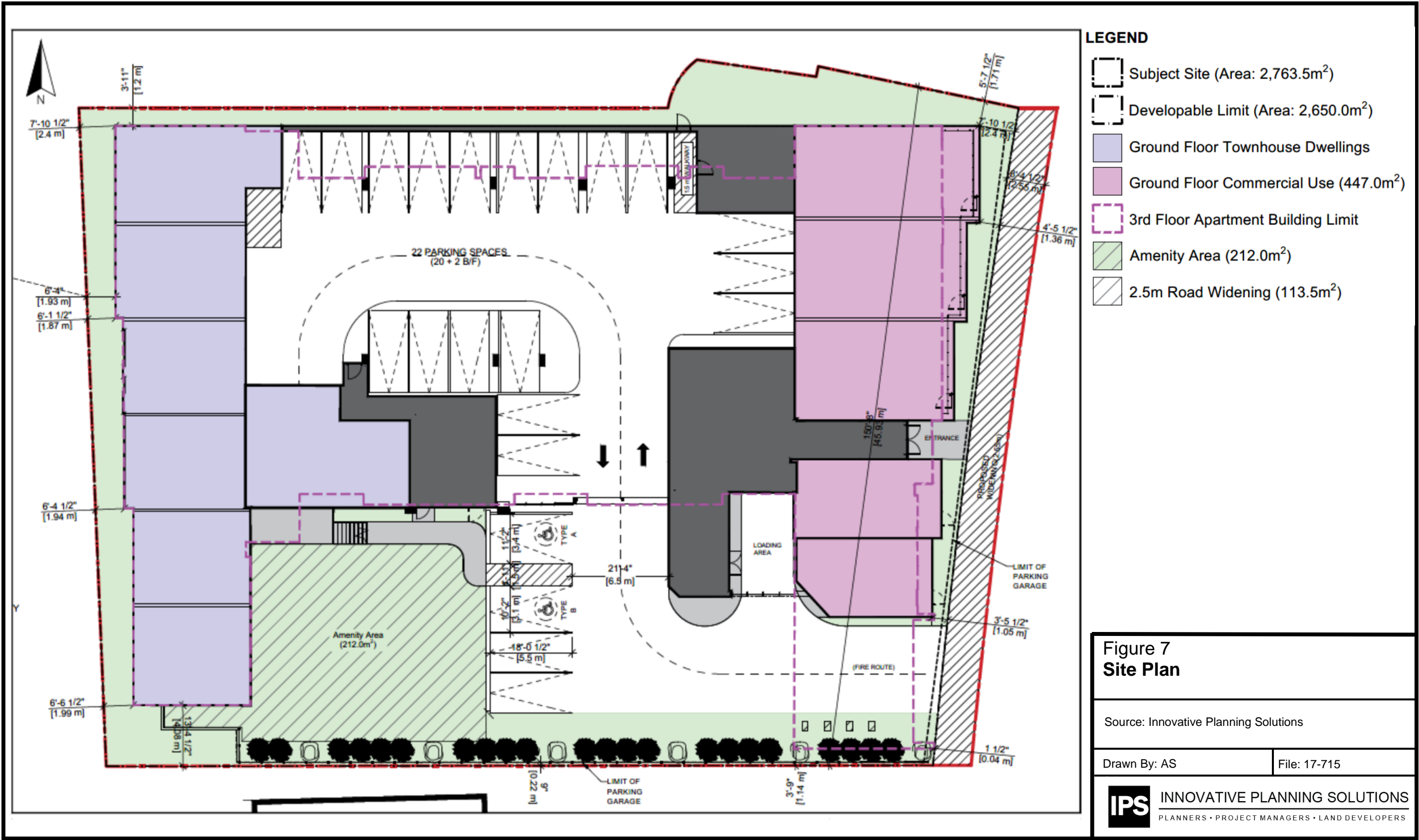
Along the Essa Road frontage, step backs have been provided at the 3rd storey, where the building transitions from the commercial units to the condominium units. This step back is met with a private roof top balcony for the 3rd floor units. This step back varies from approximately 0.5 metres to 2.0 metres in depth. A second step back is provided at the 5th storey, along the north property line, adjacent to the existing townhouse development. This step back is approximately 3.5 metres deep and provides a roof top amenity area. Lastly a third step back is provided at the 6th floor. This step back is approximately 8 metres in depth and provides a roof top terrace / amenity area.

Along the Cityview Circle frontage, step backs have also been provided, with the first step back at the 3rd storey, where the building transitions from the townhouse units to the condominium units. This step back is approximately 7.5 metres deep and provides private roof top terraces for the townhouse units. A second step back is provided at the 7th floor, which is approximately 8.6 metres deep. A roof top terrace is provided here.

Lastly, along the south property line, adjacent to the existing dwelling unit, step backs have been provided at the 4th and 5th storey, both approximately 8 metres in depth. These step backs provide roof top terraces. Therefore, from the 5th storey upwards, the setback from the building to the property line is over 17 metres.

Based on the angular plane elevations, a six-storey building with no step-backs can be accommodated on the subject site.

The dwelling units have been designed using high quality building materials that provide a unique aesthetic finish and an appealing façade. Renderings of the building as seen from Essa Road have been prepared by 4 Architecture Inc. An Urban Design Report has been prepared as part of this submission, which describes how the dwelling units and building conform to the urban design direction set forth by the City of Barrie, and how they contribute to a high-quality built form along Essa Road. The Urban Design Report has been submitted under separate cover.



3.1 RESPONDING TO RESIDENT CONCERNS, NEIGHBOURHOOD MEETING

A Neighbourhood Meeting was held on June 22, 2021. This meeting was held virtually. There were approximately 81 attendees. Comments received through this meeting identified several resident concerns regarding compatibility of the proposed development to the existing, surrounding residential neighbourhood. The comments revolved around several themes which have been listed below. Response comments have been provided which discuss concerns raised. A copy of the Neighbourhood Meeting Notes (prepared by Tyler Butler, City of Barrie) and Email Summary Post Neighbourhood Meeting (prepared by Tyler Butler, City of Barrie) is attached in **Appendix 3**.

Traffic

- Concerns about increased traffic on Essa Road and Veteran's/Ferndale Intersection and resultant impacts due to the new residential buildings.
- Concerns about queuing times at the entrance to this site. Separation Distance from intersection at Essa/Veteran's/Ferndale.
- Concerns/inquiries about the need for a new/additional traffic signal at Stroud/Cityview.

Comment: A Traffic Impact Study, prepared by JD Engineering, was commissioned to assess the current traffic conditions along Essa Road and the Veteran's/Ferndale intersection, and the impact that the future traffic generated from this proposed development would have on the surrounding area.

This study concludes:

- The proposed development is expected to generate a total of 43 AM and 50 PM peak hour trips.
- Background traffic and pedestrian counts were obtained at the intersection of Essa Road / Ferndale Drive South & Veterans Drive conducted on Thursday February 14, 2019.
- A road section analysis was completed for Essa Road, using the existing and background (2033) traffic volumes with the adjacent development traffic and without the proposed development traffic. This enabled a review of existing and future traffic deficiencies that would be present without the influence of the proposed development. No improvements are recommended within the study area.
- An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area street and intersection.
- An intersection operation analysis was completed under total (2033) traffic volumes with the proposed development operational at the study area

intersections. No improvements are recommended within the study area with respect to intersection operations.

- The proposed Site Access will operate efficiently with one-way stop control for egress movements. A single lane for ingress and egress movements will provide the necessary capacity to convey the traffic volume generated by the proposed development.
- The sight distance available for the proposed Site Access is suitable for the intended use.
- The proposed parking meets the parking requirements for the City.
- In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Parking & Access

- Concerns were expressed about an appropriate visitor parking standard and reduced parking for the proposed dwelling units.
- Concerns were expressed regarding the potential for overflow parking onto Cityview Circle.
- Concerns regarding the pedestrians potentially using the site to access Cityview Circle. Through traffic from Essa onto Cityview (even though not currently shown / proposed).
- Concerns were heard about snow removal areas.

Comment: The proposed parking ratio for residential units along the Mixed-Use Corridor is 1 space per unit. The proposal provides 1 space per dwelling unit, 95 spaces are provided. An additional 9 grade related parking spaces are provided for the commercial units along Essa Road, for a total of 104 parking spaces. A reduced parking ratio is not being requested at this time.

The City can control parking along Cityview Circle through the provision of “No Parking” signs to ensure that the safe movement of vehicles can happen, specifically at the bends.

The proposed site plan provides one access off Essa Road. No vehicular traffic will be able to access Cityview Circle through the subject lands. In addition, pedestrian walkways through the site have not been provided, restricting pedestrian traffic from Essa Road through to Cityview Circle. Lastly, the emergency exit from the parking garage that faces Cityview Circle is designed for emergency exit use only, no other access will be provided.

Walkways from the townhouse units to the municipal sidewalk along Cityview Circle have been provided as per the City's Urban Design Guidelines.

The proposed site plan has limited area requiring snow clearing, therefore a few areas where snow storage can be accommodated have been noted on the site plan. The developer is exploring the option of snow melting systems, which would reduce the burden of snow storage on the site. In addition to the provisions, snow can be trucked off site in the event of a large amount of snow accumulation.

Building Height, Views, Placement & Amenity

- Concerns were raised about the proposed 8 storey building heights shadowing onto adjacent properties. Some residents noted that they enjoy the morning sun.
- Concerns were heard about the elevation grade difference between Cityview Circle and Essa Road.
- Road and the potential for the building to seem larger than 8 storeys when viewed from Cityview Circle.
- Concern regarding the existing retaining walls along Cityview Circle, will they be coming down?
- How is the proposed retaining wall at 21 Cityview Circle effected?
- Concerns were raised about the limited at grade amenity area provided. Residents noted that it was difficult to tell from the Concept Plan what area was dedicated to green space/amenity.
- Concerns regarding privacy of adjacent yards within the existing neighbourhood.

Comment: The proposed building is 8 storeys in height, with a maximum average height of 25.5 metres. A Shadow Study, prepared by 4 Architecture Inc., has been prepared to demonstrate the buildings height and shadow effect on the subject and surrounding lands. The Shadow Study can be found within the Architectural Drawing Package in **Appendix 2.**

A Cross Section of the site from Cityview Circle to Essa Road has been provided which demonstrate the elevation grade difference across the site. The building has been designed to accommodate this grade change. The townhouse dwelling units facing Cityview Circle will be at grade. The height of the façade from the Cityview side is approximately 7.5 metres.

The Zoning By-law requires 12m² per unit of unconsolidated outdoor amenity, therefore requiring a minimum of 1,140m² outdoor amenity. A dedicated outdoor at grade amenity area of 185 m² is provided, as seen on the site plan. Outdoor amenity areas are also provided on floors three through eight, providing a total of 1,205 m² outdoor amenity area. In addition, indoor amenity areas are proposed.

Required Reports and Studies

- Staff heard from residents that the studies provided should be of a high quality and suggested that some of the studies, including a shadow study, be peer reviewed.
- Residents raised concerns about the veracity of the provided renderings. Residents suggested that any provided renderings should capture accurately the adjacent properties/surroundings.
- Residents were asking about noise study requirements.

Comment: All studies requested by City Staff have been submitted for City Staff review and comments. The scope of these studies is provided by the City to the consultants.

The renderings have been updated and are included with this submission, providing views that more accurately capture the adjacent properties.

Construction

- Residents were concerned with construction (dust, noise and workers parking on Cityview Circle).
- Concerns about the noise and impact of construction, increased traffic, and parking of construction vehicles on Cityview during construction.

Comment: Construction will cause temporary inconvenience to surrounding residents. Construction activities will follow Provincial and City guidelines to ensure the least impact to surrounding residents.

Miscellaneous Questions/Comments

- Are there similar projects that have been recently approved in Barrie? If so, where?

Comment: There are a number of similar projects that have been approved within Barrie. Two which were highlighted during the Neighbourhood Meeting are the following:

- 390 Essa Road, which is approved for a 6-storey building containing 74 dwellings units (220 units per hectare), with a parking ratio of 1 spacer per unit
- 440 Essa Road, has been approved for an 8-storey mixed use building, containing 1120 m2 of ground floor commercial and 194 dwelling units (387 units per hectare), with a parking ratio of 1 space per unit

Other developments can be seen on the City's website under the "Proposed Developments" page.

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- Will the townhouse dwelling have their address on Cityview Circle? Is Cityview Circle zoned for townhouse dwellings?

Comment: The townhouse dwellings will be addressed as units within the condominium building with the main address being 405 Essa Road. The existing zoning of the lots on Cityview are zoned R2, permitting single detached dwellings. The subject lands are currently zoned RM2, which permits block/cluster/street/stacked townhouse dwellings, semi-detached and duplex dwellings, single detached dwellings and walk-up apartment buildings.

- A concern was raised regarding the location of any waste disposal area and any associated odours emanating from the location.

Comment: The waste disposal area is designed to be within the subject building in an enclosed waste collection room, conforming to City standards. On collection days, waste receptacles would be removed from the room to the designated pick-up area, within the loading area, shown on the site plan.

- Concerns were heard from residents at 369 Essa regarding amenity space and connectivity to 405 Essa Road.

Comment: This development is not an extension of the adjacent development at 369 Essa Road. The planning approvals and development at 369 Essa Road was designed and constructed independently from 405 Essa Road. Similarly, the approvals and development of 405 Essa Road will be independent from 369 Essa Road.

- Desire that high-quality architectural style/materials/finishes be used.

Comment: An Urban Design Report has been prepared which speaks to the architectural style and the materials and finishes that are intended to be used. Three-dimensional renderings have been included which display the architectural style and materials anticipated. This report and associated drawings will be reviewed by the City's Urban Design Staff for conformity to the Design Standards. In addition, through the Site Plan Control application process the design and materials are further refined.

- Ability of Fire Department to deal with the proposed tall buildings.

Comment: Through the Zoning By-law Amendment application process, the City Fire Department will review the proposed application and provide comments as required.

The proposed development must conform to the Ontario Building Code and the City's standards for fire fighting.

- Residents discussed and had concerns with what types of uses would be permitted within the proposed commercial use units at grade.

Comment: The Zoning By-law lists the permitted uses for the mixed use zone. The applicant is willing to work with the City to further restrict this list if necessary.

- Why is built form being shown on Cityview circle?

Comment: The City's Official Plan, Zoning By-law and Urban Design Guidelines all have provisions for transitions from proposed developments to adjacent built-up areas. The proposed built form provides step-backs on both the Essa Road frontage and Cityview frontage, which provides a transition from the eight-storey building to the three-storey height that fronts both streets. This is further described in the Urban Design Report.

- Why are Cityview Circle townhouses shown with parking in the parking garage and not off of Cityview?

Comment: The townhouse dwellings that face Cityview will have vehicular access off Essa Road, which provides access to the parking garage for all residential units. All units will have access to the parking garage. No private driveway parking is proposed. As noted above, the intent of the dwelling units facing Cityview is to provide a transition in height and a variation in built form.

3.2 ZONING BY-LAW AMENDMENT APPLICATION

The subject property is currently zoned Residential Multiple Family Second Density with Special Provision and Holding Provision (RM2, SP-562, H-139) per Zoning By-law 2009-141 (**Figure 3**).

To accommodate the proposed development, a Zoning By-law Amendment is required to rezone the subject lands to Mixed Use Corridor with Special Provisions (MU2 (SP-___)). The proposed ZBA schedule and text are provided in **Appendix 4**.

The rezoning of the lands to Mixed Use Corridor (MU2) would permit higher density mixed use development, with a broader array of residential dwelling types.

Higher density residential uses permitted in the MU2 zone represent compact and efficient development which would be supportive of the existing municipal services (i.e.,

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transit) and commercial/institutional and amenity uses in the neighbourhood through an introduction of new residents and employees that will make use of existing services.

Additionally, mixed use zoning better conforms to City of Barrie's intensification policies, representing the future of new development along these corridors as envisioned by the City.

The MU2 zoning and proposed development are comparable to recent developments under the MU2 zone on Essa Road and Yonge Street. A more detailed discussion of the conformity to City of Barrie Official Plan policies can be found in Section 4.3 of this report.

The Mixed-Use Corridor with Special Provisions (MU2(SP-__)) zone recognizes the deficiencies noted within Table 1, highlighted in yellow.

Table 1: MU2 Zoning Table

		Required Table 5.4.2, unless otherwise noted	Proposed
Lot Area (min.)		-	Developable area = 2,650m²
Lot Frontage (min.)		-	45.9m (measured 7m back)
Front Yard Setback (1)	Min.	1m for 75% of frontage	0.04m (Essa Road) – at the third storey
	Max.	5m for 25% of frontage	2.4m (Essa Road)
Front Yard Setback (5.4.3.2 a)		Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Fully paved and seamlessly connected with abutting sidewalk
Side Yard Setback	Min.	-	N – 1.2m S – 1.1m
Rear Yard Setback (min.)	Abutting Street (5.4.3.3.a)	1.5m	1.8m (Cityview)
	Abutting Residential, OS or EP Zone (5.4.3.3.b)	7m setback	1.9m (to EP Zone)
Front Façade Step-back (min.)		45-degree angular plane at height above 80% equivalent right-of-way using 3m minimum step-backs	26.0m (step back not required at this height)

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		<ul style="list-style-type: none"> • Essa Rd 34m width • Step back required after 27.2m in height 	
Rear Façade Step-back (min.)		45-degree angular plane above 7.5m using minimum 3m step-backs	Conforms
Lot Coverage (max. % of lot area)		-	Total building footprint 1519m ² 57% lot coverage <u>(building only)</u>
Gross Floor Area (max. % of lot area)		-	~280% GFA
Ground Level Floor Height (min.)		4.5m	4.5m
Min Coverage for Commercial uses (% of first storey GFA)		- (5.4.3.5) if ground level use is a commercial or institutional use, the minimum coverage for the commercial or institutional use must be 50% of gross floor area for the ground level floor area.	50%
Building Height	Min.	7.5	-
	Max.	16.5m (5.4.3.4) if ground floor area use is a commercial or institutional use, the maximum building height permitted is 25.5m	25.5m
Parking		104 spaces required 1 per dwelling unit (95 parking spaces); and 1 space per 50m ² of gross floor area for	104 parking spaces

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		commercial use (9 parking spaces)	
Barrier Free Parking (4.6.4)		Type A (3.4m wide, with 1.5m aisle) – 2 Type B (3.1m wide, with 1.5m aisle) – 2	Type A – 2 Type B – 2
Size of Parking Spaces and Aisle Width (min) (4.6.2.5)		Parking space; 2.7mx5.5m Drive aisle; 6.4m (90-degree angle parking)	Parking space; 2.7mx5.5m Drive aisle; 6.0m (90-degree angle parking)
Structural Columns Encroachment (4.6.2.5.1)		Structural column may encroach into a parking space provided that the minimum width of the space is not less than 2.5m	Conforms
Enclosed Parking Areas/Parking Structure	(4.6.5.1)	Above ground structure containing a parking area shall conform to zone provisions	Conforms
	(4.6.5.2)	Underground structure shall have a minimum setback of 1.8m, except where the minimum yard setback is less than 1.8m, in which case the minimum setback shall apply	1.2m (north) 0.2 m (east / Essa Road) 0.2m (south) 1.9 (west / Cityview)
Outdoor Amenity Area (5.4.2.2 b)		12m ² per unit (1,140m ²) in a consolidated or unconsolidated form	At grade outdoor amenity – 185m ² 3 rd floor outdoor amenity – 200m ² 4 th floor outdoor amenity – 60m ² 5 th floor outdoor amenity – 96m ² 6 th floor outdoor amenity – 160m ²

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			7 th floor outdoor amenity – 167m ² Roof top outdoor amenity – 537m ² Total Outdoor – 1205m² plus private balconies
Landscape Buffer (5.4.4.0)		When abutting a residential zone, 3m landscape buffer with 2m high tight board fence is required along abutting lot line	N – 1.2m (min.) S – 1.1m (min.)
Maximum Lot Coverage for Parking (5.4.4.1)		35%	17%
Dwelling Unit Floor Area (5.4.2.2.a)		35m ² + 10m ² /bedroom	> 35m ² + 10m ² /bedroom
Rooftop Mechanical/Electrical structures		Maximum height does not include of rooftop mechanical/electrical structures, but are subject to any 45-degree angular place requirements	Conforms

The special provisions requested are considered minimal in nature and are not anticipated to cause significant adverse impacts on the existing residential community, or the future residents of this proposed development. Below is a detailed summary of the special provisions requested, and applicable planning rationale:

Minimum front yard setback of 0.0 metres, whereas 1 metre is required (5.4.2):

Comment: The MU2 zone requires a minimum front yard setback of 1 metre for 75% of the frontage. The decreased minimum front yard setback of 0 metres is required to address architectural massing on the 3rd and 4th storey of the building, at the southeast corner of the building. This reduced front yard setback is not required for grade related structures. The building setbacks at grade conform with the front yard setback, a minimum of 1 metre for 75% of the frontage.

The intent of the front yard setback is to ensure there is appropriate separation between the building and front lot line for grading and landscaping purposes. The

building is located close to the front lot line, as per the intent of the mixed use zone and the Urban Design Guidelines. The proposed setback allows for architectural massing on the 3rd and 4th floor, above the drive aisle entrance to the site. It will not hinder the ability to provide pedestrian connections at grade, appropriate grading and/or landscaping. This reduction is considered minor in nature, as it is at an isolated location and will not take away from the front yard intent.

Minimum rear yard setback to EP Zone of 1.8m whereas 7m are required (5.4.3.3.b):

Comment: The MU2 zone requires a setback of 1.5m from an abutting street or laneway and 7m from a residential, EP or OS zone. The increased setback to the residential, EP or OS zones is to ensure that shadowing does not occur on adjacent residential lands as well as open park space.

While the proposed reduced setback along the rear yard is adjacent to the EP zone, the EP lands are used for a stormwater management pond and is fenced off. These lands are not accessible to the public. The reduction should be considered reasonable as it is not interfering with adjacent residential lands nor open public space lands. This is considered minor in nature, particularly when considering the use is a stormwater pond.

Minimum size of drive aisle width, for 90-degree angle parking, shall be 6.0m, whereas 6.4m is required (4.6.2.5):

Comment: The 6.0 metre drive aisle proposed conforms to the Ontario Building Code. A 6.0 metre drive aisle provides sufficient space for vehicular movement and conforms with the minimum fire code standards. The reduction should be considered minor and minimal in nature, while it continues to provide sufficient width for two-way traffic and vehicular movement throughout the site.

Minimum underground parking structure setback from property lines shall be 0.2 metres (to the east and south), whereas 1.8 metre setback is required (4.6.5.2):

Comment: The proposed underground parking structure has been designed to ensure parking standards are complied with. The structure proposed will have a minimum setback to the east (Essa Road) frontage and south side lot line of 0.2 metres. This reduction will not impact the adjacent lots, nor will it be visible from the street or site, as it only references the underground structure. Therefore, the reduction should be considered minor.

Minimum landscape buffer along the north property line shall be 1.2m and 1.1m along the south property line, whereas 3m is required:

Comment: *Landscape buffer areas are intended to provide separation between land uses.*

The proposed development has a north landscape buffer deficiency of 1.8m; however, the majority of this landscape buffer is directly adjacent to a laneway associated with the adjacent townhouse development, not an occupied parcel with existing single detached dwelling.

The south landscape buffer has a deficiency of 1.9m; however, this reduction is only at the entrance to the site, where the third storey overhangs/covers the entrance, and the pillars interfere with the landscape buffer. Having said that, landscaping can still be accommodated within the 1.1m strip, providing grass, shrubs and gardens etc. Otherwise, the landscape buffer along the south property line is over 3m. The overhead cover provides architectural appeal and an interesting streetscape to Essa Road.

As such, the proposed development's deficiency in the north buffer area is mitigated by it being adjacent to the laneway, which itself acts as a buffer between buildings and land uses. The south buffer can accommodate landscaping and planting and only requires a deficient area for a length of approximately 5 metres.

3.3 TECHNICAL REPORTS

A pre-consultation meeting was held with the City of Barrie on July 11, 2019, where planning and other departmental comments were received, and a list of required reports and plans provided. In addition, an updated requirements list was provided on July 7, 2021. The following has been prepared and submitted in support of this application for rezoning:

- Planning Justification Report, including Affordable Housing Brief
- Urban Design Report (including Block Plan and Context Plan and checklist)
- Archaeological Checklist – completed by applicant
- Scoped Environmental Impact Study
- Phase 1 Environmental Site Assessment
- Geotechnical Investigation for Proposed Residential Building with Underground Parking
- Functional Servicing Report includes:
 - Civil Drawings
 - Stormwater Management
 - Phosphorus
 - Water Balance
- Traffic Noise Opinion Letter – Update

- Traffic Brief

All reports will be available for review under the City Proposed Development Webpage.

4.0 PLANNING POLICY AND ANALYSIS

This section will outline the applicable planning and development policies relevant to the proposed Zoning By-law Amendment application and provide rationales on conformity.

4.1 THE PLANNING ACT

The Planning Act establishes the framework for land use planning in Ontario, as a system led by provincial policy, with matters of provincial interest integrated in all planning decisions. Section 2 of the Act requires that approval authorities have regard to the identified matters of provincial interest in carrying out their responsibility to make decisions on applications made under the Act.

Section 2 (a) refers to the protection of ecological systems, including natural areas, features and functions. The Property does not contain any key natural heritage features, as defined through the application of official plan policy, and the proposed development has been designed to respect the natural features nearby.

Section 2 (b) refers to the protection of agricultural resources. The Property is located within the City of Barrie, an area designated for residential growth and are not located within the province's agricultural land base.

Section 2 (c) refers to the conservation and management of natural resources and the mineral resource base. The subject lands do not contain and are not adjacent to lands of natural resources.

Section 2 (d) refers to the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. The subject lands do not contain any of the noted features.

Sections 2 (e) and (f) refer to the efficient use and conversation of infrastructure and resources such as energy, water, transportation networks, sewage, and waste management systems. The proposal would support the efficient use of the municipal services that existing with Barrie that are capable of supporting the following development.

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDEMENT APPLICATION

Section 2 (g) refer to the minimization of waste. The subject lands have been designed to maximize the site through infill redevelopment and will ensure waste disposal options include organics and recycling.

Section 2 (h) refers to the orderly development of safe and healthy communities; and (h.1) refers to the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies. The subject lands have been designed to provide a safe development, that connects the proposed built form to the street, creating a pedestrian friendly environment, while activating the streetscape through commercial use units. The development will also contain accessibility measures within the condominium building to provide proper access. The development of an 8 storey condominium provides the necessary means to provide dwelling units to those persons with disabilities.

Section 2 (i) refers to the adequate provision and distribution of educational, health, social, cultural and recreational facilities. The noted uses exist within the surrounding neighbourhood and are provided by the City of Barrie. The proposed development provides an increased tax base and user base which supports funding for educational, health, social, cultural and recreational facilities.

Section 2(j) refers to the provision of a full range of housing, including affordable housing. The proposal contributes to the range of housing on the subject lands and the surrounding neighbourhood. The development provides townhouse style units and condominium dwelling units. In addition, a minimum of 12% of the proposed units are intended to be affordable as defined by the City of Barrie Official Plan, as described in Section 5 of this Report.

Section 2 (k) refers to the adequate provision of employment opportunities. The proposed development provides commercial use units, which provide the opportunity to have a commercial space on the ground floor of the building, fronting Essa Road. In addition, the development would support home occupations and work from home options, as supported by the Zoning Bylaw. In addition, additional residential dwellings further support surrounding commercial establishments, therefore supporting employment opportunities.

Section 2 (l) refers to the protection of the financial and economic well-being of the Province and its municipalities. The proposed development provides an increased tax base, which supports the financial and economic well-being of the City and Province.

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Section 2 (m) refers to the co-ordination of planning activities of public bodies. This is acknowledged.

Section 2 (n) refers to the resolution of planning conflicts involving public and private interests. This is acknowledged and the applicant will work through these matters as part of the application process.

Section 2 (o) refers to the protection of public health and safety. The proposed development is not intended to provide harm to the public. The building has been designed to keep eyes on the street, enhancing visual surveillance in both public and private realm. Glazing on the front of the building further supports surveillance. Well defined and lite entrances provide safe areas for the public to gather and move through.

Section 2(p) refers to the appropriate location of growth and development. The proposed site is located on Essa Road, which is identified as an intensification corridor within the City of Barrie. Intensification corridors are intended to see redevelopment with higher density projects.

Section 2 (q) refers to the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. The proposed development is situated along a municipal transit route and in close proximity to other transit routes. The development supports public transit and pedestrian movement.

Section 2 (r) promotes a well-designed, high-quality built form that encourages a sense of place. The proposed development is designed to be a high quality building, providing high quality architectural materials, further enhancing the neighbourhood.

Section 2 (s) refers to the mitigation of greenhouse gas emissions and adaptation to a changing climate. Higher density and taller buildings lend themselves to being more efficient built forms, as they have a smaller footprint and encourage public transit and support a pedestrian friendly environment.

Section 34 of the Planning Act relates to Zoning By-laws. As noted, the applicant is applying for a Zoning By-law Amendment within the City of Barrie to rezone the lands from Residential Multiple Family Second Density with Special Provision and Holding Provision (RM2, SP-562, H-139) to Mixed Use Corridor with Special Provisions (MU2 (SP-___)). Section 34 (1) grants municipalities the authority to pass bylaws. As per Section 34 (10.0.1) the applicant has consulted with the municipality prior to submitting this application. A Public Meeting will be held in accordance with Section 34 (12) and notice will be provided as per Section 34 (13).

4.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land in Ontario.

The Subject lands are located the City of Barrie, a primary settlement area, which are the focus of growth and development. Land use patterns should reflect a range of uses and provide opportunities to accommodate redevelopment and intensification. The PPS has been reviewed relative to this application with emphasis placed on the following sections:

- Section 1.1: Managing and Directing Land Use
- Section 1.3: Employment
- Section 1.4: Housing
- Section 1.5: Public Spaces, Recreation, Parks, Trails and Open Space
- Section 1.6: Infrastructure and public Service Facilities
- Section 1.7: Long-term Economic Prosperity
- Section 1.8: Energy Conservation, Air Quality and Climate Change
- Section 2.1: Natural Heritage
- Section 2.2: Water
- Section 2.6: Cultural Heritage and Archaeology
- Section 3.1: Natural Hazards

The province identifies several factors which contribute to the creation of healthy, livable and safe communities. These factors are outlined in **Section 1.1.1** and include promoting efficient development and land use patterns which sustain the Province's financial well being; accommodating an appropriate range of affordable and market-based housing types; the provision of parks and open spaces; avoiding development which may cause environmental or public health concerns; integrating planning for land use, growth management, transit, intensification and infrastructure to achieve cost effective development patterns and minimizing land consumption; improving accessibility; ensuring the necessary infrastructure and public service facilities are provided; promoting the conservation and biodiversity; and preparing for the impacts of a changing climate.

The compact nature of the development makes it cost-effective, introducing affordable and market based housing to the area. This type of housing is in great need within the community. The development is also extremely efficient, utilizing existing municipal water, sanitary and storm sewer systems as well as road infrastructure and the public

transit network. The development proposal introduces condominium apartment units, and townhomes, housing types which are more affordable alternatives to single detached in the market area. Outdoor amenity space is provided on the ground floor in addition to the amenity areas found throughout the floors of the building. The City also possesses well designed municipal parks and recreation centres within proximity to the site. The development proposal supports the objectives of protecting environmental and agricultural resources by intensifying growth within the City's designated growth area, in an energy-efficient built form, and away from these features.

Section 1.1.2 requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for up to a 25-year planning horizon. Within settlement areas, the provision of this land through intensification and redevelopment is prioritized.

The application proposes to rezone the property to the Mixed-Use Corridor zone to align it with the objectives of the Residential designation of the Official Plan as well as the City's intent for lands adjacent to the Essa Road intensification corridor. The current zoning permits 16 townhouse dwelling units, with a density of 60 units per hectare. The proposed would permit 95 dwelling units, with a density of 352 units per hectare, contributing to the range and mix of housing options within the City, which provides intensification through redevelopment. Approval of the rezoning would also ensure the site can redevelop and intensify, accommodating residential and population growth without encumbrances.

Per **Section 1.1.3.1**, settlement areas must be the focus for growth and development. Additionally, **Section 1.1.3.2** requires that land use patterns be based on densities and a mix of land uses which: effectively use land and resources; efficiently use the infrastructure and public service facilities planned or available; minimize impacts to air quality and climate change and promote energy efficiency; and support active transportation and public transit use.

The development proposal provides mixed use development within the built-up area of the City of Barrie which will efficiently utilize land and services. The compact nature and its proximity to existing transit services makes it walkable and transit supportive. Reducing reliance on the personal car improves air quality and helps to combat climate change.

Section 1.1.3.3 requires that planning authorities identify appropriate locations and opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

A range of condominium apartments, and townhomes are to be provided through redevelopment and intensification along the Essa Road intensification corridor, which is served by transit. The increased densities make the development transit supportive.

Section 1.3 of the PPS encourages compact, mixed-use development which incorporates compatible employment uses to support livable and resilient communities. The mixed-use development proposed provides a compact built form with commercial units to be located fronting Essa Road. The commercial unit provide the neighbourhood with additional commercial amenities and contribute to a livable and resilient community.

Per **Section 1.4.1**, planning authorities must provide a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market. The ability to accommodate residential growth for a minimum of 15 years, largely through intensification and redevelopment, must be maintained through lands designated and available for residential development. Additionally, municipalities must maintain, at all times, land with servicing capacity to provide at least a three-year supply of residential units through suitable zoned lands.

The development proposal and rezoning would satisfy all of these criteria by rezoning the property to permit a range of housing options, at varying densities, where servicing capacity is available. The densities proposed are consistent with approvals previously granted by the City along the intensification corridor.

Section 1.4.3 requires that planning authorities provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs for low to moderate-income households. Further, this housing should be directed to areas where appropriate levels of infrastructure and public service facilities are or will be available. Housing costs should be minimized and intensification, including air rights development, particularly near transit corridors, prioritized.

Condominium apartments (including bachelor, one and two-bedroom configurations), and townhomes are more affordable alternatives to traditional detached and semi-detached housing and provide greater variety in unit size, tenure and lifestyle/lifecycle accommodation. The site is located in a neighbourhood featuring parks, schools and a variety of commercial amenities. Direct transit access provides connections to major employment and commercial uses, including those in Barrie's Downtown and Highway 400/Mapleview Drive. A more detailed analysis of the City's affordable housing policies is provided in Section 5.0 of this report.

Per **Section 1.5.1**, healthy, active communities should be promoted by providing a full range of parks and open spaces.

A landscaped amenity area is proposed for enjoyment of the residents. The site is also within walking distance to Harvie Park, less than 400m south on Essa Road and within a 10 minute walk.

According to **Section 1.6.6**, full municipal water and sewage services are the preferred form of servicing for settlement areas and existing municipal services should be utilized through intensification where feasible. **Section 1.6.6.1** promotes growth which efficiently uses and optimizes these services to ensure the financial viability of their long-term operation, and the protection of the environment and the water resources which the services depend on.

The property can be provided full municipal water and sewer services using existing infrastructure along Essa Road, optimizing these services and improving their financial viability.

Section 1.6.6.7 provides policies for stormwater management. Stormwater planning must: be integrated with water and sewage service planning to ensure financial viability; minimize or prevent increases in contaminant loads, erosion and changes in water balance; prepare for a changing climate with measures such as green infrastructure and vegetative and impervious surfaces; mitigate risks to human health and safety, property and the environment; and promote stormwater attenuation, re-use and low impact development (LID).

Stormwater will be controlled and directed to the storm sewers on Cityview Circle and ultimately drain to the existing Cityview SWM Pond, refer to the Functional Servicing Report enclosed with this submission.

Section 1.6.7 provides policies related to transportation systems. Transportation systems should: provide the efficient movement of people and goods; be multimodal; and be supported by land use patterns and densities which minimize the number and length of vehicular trips.

Intensifying development along the Essa Road intensification corridor contributes to a more compact and walkable streetscape and will increase transit ridership, supporting multimodality and reducing automobile dependence.

Regarding transportation and infrastructure corridors, **Section 1.6.8** requires the planned protection of them for the long term. Adjacent development must not be permitted if it will negatively affect the operation of the corridor. New development must be compatible with, and supportive of, the purpose of the corridor and be designed to mitigate impacts on or from the corridor.

The proposed development will not negatively affect the Essa Road corridor as it complies with the minimum setback requirement after accounting for the 2.6m future road widening. Only one vehicular access driveway is proposed to minimize points of conflict and maximize building façade presence.

Section 1.7 provides policies to achieve long-term economic prosperity. They include: promoting opportunities for economic development and community investment; encouraging residential uses to respond to dynamic market-based needs; optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; enhancing the vitality and viability of main streets; promoting well-designed built form and redevelopment; providing an integrated and cost-effective multi-modal transportation system; protecting agricultural and natural resources; and promoting energy conservation.

As covered previously, the development proposal satisfies all these directives.

Section 1.8.1 requires that planning authorities support energy conservation and improved air quality and prepare for climate change by encouraging development which: is compact and integrated with nodes and corridors; promotes transit and active transportation; and is designed to maximize energy efficiency.

The development proposal would introduce energy efficient compact development integrated within an identified intensification corridor served by transit.

Section 2.1 contains policies for natural heritage. **Section 2.1.1** requires the long-term protection of natural features and areas, and promotes the continued connectivity, biodiversity and effective function of these systems. Development and site alteration is not permitted in significant wetlands or woodlands, or in habitat of endangered and threatened species, except in accordance with provincial and federal requirements. Additionally, development is not permitted on lands adjacent to ecologically significant natural features and areas unless they have been evaluated and it has been demonstrated that there will be no negative impacts on the features or their ecological function.

Section 2.2.1 requires that planning authorities take measures to protect and improve water quality and quantity by: using a watershed approach and considering cumulative impacts; maintaining linkages and functions of ground and surface water and natural heritage features; planning for the efficient and sustainable use of water resources; and ensuring stormwater management practices minimize stormwater volumes and contaminant loads and utilize LID practices and pervious surfaces.

The Functional Servicing Report, enclosed with this submission, provides the proposed storm drainage system for the subject lands. As noted in the FSR, the post development drainage will generally follow pre-development conditions. The majority of the site is roof area with a driveway off Essa Road and a small landscaped area. A catchbasin and storm sewer system will capture all storm flows up to the 100-year storm and convey runoff to the northwest to the existing City View SWM Pond. Storm runoff will be conveyed through an Oil/Grit Separator (OGS) unit prior to outletting to the City View storm sewer on City View Circle and ultimately drain to the existing City View SWM pond. A small portion of the site fronting Essa Road will be conveyed uncontrolled easterly to Essa Road.

Section 2.6 requires the protection of archaeological resources and prohibits development on lands containing these resources unless they have been conserved. No resources of concern are located on site.

Section 3.1 provides policy direction related to natural hazards. Section 3.1.1 directs development to areas outside of hazardous lands adjacent to rivers, streams and small inland lakes which are impacted by flooding or erosion hazards.

Based on the above and through review of the Provincial Policy Statement, it is determined that the proposed application and associated development is consistent with the PPS.

4.3 GROWTH PLAN FOR THE GOLDEN GREATER HORSESHOE

The Growth Plan has been approved under the Places to Grow Act and builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management. It provides a framework for implementing Ontario's vision for building strong, prosperous communities, establishing a long-term vision for where and how the region grows. The City of Barrie in its entirety is recognized as a Primary Settlement Area within the Plan and an important growth centre within the outer ring.

The Growth Plan has been reviewed relative to this application with emphasis placed on the following sections:

- Section 1.2.1: Guiding Principles
- Section 2.2.1: Managing Growth
- Section 2.2.2: Delineated Built-up Areas
- Section 2.2.5: Employment
- Section 2.2.6: Housing
- Section 3.2.2: Transportation – General
- Section 3.2.3: Moving People
- Section 3.2.6: Water and Wastewater Systems
- Section 3.2.7: Stormwater Management
- Section 4.2.1: Water Resource Systems

The Growth Plan's guiding principles are found in **Section 1.2.1**. They include: the achievement of complete communities designed to support active living; prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; capitalizing on economic development opportunities; supporting a range and mix of housing options to serve all household sizes, incomes and ages; protecting built and natural heritage and agricultural areas; and reducing GHG emissions and mitigating impacts of climate change.

The development concept aides in the realization of complete communities and active living by providing compact mixed-use development at densities which support transit and active transportation. Commercial units and the site's proximity to existing commercial development mean residents are located near all daily amenities and many employment opportunities. A range of housing types are proposed, including bachelor, one- and two-bedroom units, and townhomes, to accommodate a range of incomes, household sizes and ages. No built or natural heritage features are located on the property and the lands are not used for agriculture.

Section 2.2.1 provides policies for managing growth. **Section 2.2.1.2** directs the vast majority of growth to settlement areas with delineated built boundaries; existing or planned municipal water and wastewater; and which can support the achievement of complete communities. Within settlement areas, growth must be focused in delineated built-up areas; strategic growth areas; and areas with existing or planned transit and public service facilities.

The development concept introduces intensification and redevelopment within the City's built-up area along a recognized, fully serviced, intensification corridor where growth in the form presented is encouraged.

Per **Section 2.2.2**, a minimum of 50 percent of all new residential development in the City of Barrie must be accommodated within the delineated built-up area.

The development proposal supports the City in meeting this intensification requirement by providing 95 new housing units within the City's built-up area.

Section 2.2.5 subsection 15 promotes a compact built form and intensification of retail and service uses and their integration with other land uses to support the achievement of complete communities.

The compact mixed-use development integrates commercial units fronting Essa Road. This activates the streetscape and helps to realize the vision of a complete community. Residents occupying the predominantly residential building will support the businesses directly below.

Section 2.2.6 contains the Plan's housing policies. Section 2.2.6.1 requires that municipalities provide a diverse range and mix of housing options and densities to meet projected needs of residents now and in the future. Additionally, municipalities are required under Section 2.2.6.2 to support the achievement of complete communities by: accommodating forecasted growth; meeting the minimum intensification and density targets; and diversifying the overall housing stock across the municipality.

A range of housing options and densities are provided to accommodate a range of incomes, household sizes and lifestyles for years to come. The development would diversify housing stock and help the City of Barrie accommodate growth in a way which meets its minimum density and intensification targets.

The Plan's general transportation policies are found in **Section 3.2.2**. It requires the planning of land use and transportation be coordinated. Further, Section 3.2.2.2 requires that transportation systems provide connectivity among transportation modes, support multi-modal travel and active transportation, and reduce reliance on the car. Section 3.2.3.1 makes public transit the priority, while Section 3.2.3.2 recognizes that higher density developments are transit supportive, contributing to its efficient operation and long-term viability.

The applicant recognizes the importance of planning for land uses which are compatible with, and supportive of, the local transportation network. The compact nature of the development will increase transit ridership and encourage active transportation, minimizing automobile dependence.

Section 3.2.6 contains policies for water and wastewater systems. Section 3.2.6.1 requires that municipalities generate enough revenue to recover the full cost of providing and maintaining municipal water and sewer services. Additionally, Section 3.2.6.2 encourages the optimization and improved efficiency within existing systems.

Full municipal water and sanitary sewer services are available for connection on Essa Road and the development would support improved efficiency of these existing systems. The costs to connect these systems will be borne by the developer and future residents of the development will help recover all operational/maintenance expenses.

Stormwater management policies are provided in **Section 3.2.7**. Proposals for large scale development by plan of condominium, site plan or plan of subdivision must be supported by a stormwater management plan which: incorporates an integrated treatment approach using LID features and green infrastructure; identifies practices to minimize soil compaction, sediment, and erosion; and aims to maintain or improve water quality.

Based on a review of the Growth Plan, it has been determined that the proposed application conforms to the policies contained within.

4.4 CITY OF BARRIE OFFICIAL PLAN

The subject lands are designated 'Residential' per the City of Barrie Official Plan, Schedule A. In addition, the lands are identified as a Secondary Corridor, on Schedule I, Intensification Areas, of the Official Plan. The Official Plan provides guidance for land use, public works and private industry to control growth and development and foster healthy communities.

The applicable policies of the Official Plan are outlined and reviewed below.

- Section 2.3: Assumptions
- Section 3.1: Growth Management
- Section 3.3: Housing
- Section 3.5: Natural Heritage, Natural Hazards and Resources
- Section 4.2: Residential
- Section 4.3: Commercial
- Section 4.7: Environmental Protection Areas
- Section 4.9: Mixed Use
- Section 5.1: Servicing
- Section 5.2: Water and Wastewater
- Section 5.3: Stormwater Management
- Section 5.4: Transportation

Section 2.3(d) states that there will be a growing need to provide higher residential densities which are more cost effective, energy efficient, and environmentally sustainable than past development in the City. Barrie's new housing stock will continue to include a growing share of multi-unit development at medium and high densities to provide a complete range of housing options for the City's residents. Here, intensification is identified as an essential component of Barrie's growth management strategy to minimize infrastructure requirements and utilize existing services.

The development proposal represents compact and efficient residential intensification which will diversify the area's housing stock and lead to the better utilization of existing municipal infrastructure, transit, parks and schools.

Section 3.1.1 contains the City's growth management goals. They include accommodating the projected needs for residential and other land uses; directing the rate of growth to match the supply of land, municipal services and facilities in accordance with the City's intensification and density targets; and directing growth to take advantage of existing services and infrastructure.

The subject property represents underutilized lands in a prime location to accommodate forecasted growth where municipal services and facilities are available. The development proposal assists the City in meeting its intensification and density targets.

Section 3.1.2.3 requires that a minimum of 40% of all new residential units be accommodated within the built-up area. Residential densities will be used to support the efficiency and viability of existing and planned transit.

The development proposal would assist the City of Barrie in meeting the 40% intensification target by providing 95 new residential units within the built-up area on an arterial road which is served by transit and has been prioritized for intensification.

Section 3.3 contains the City's housing policies. Under **Section 3.3.1**, goals include: providing an appropriate range and mix of housing types, unit sizes, densities, affordability and tenure to meet the needs of future residents; promoting building designs and densities which efficiently use land, resources, infrastructure, and public service facilities and are pedestrian and cyclist-friendly; and ensuring the development of complete communities.

The development concept includes a range of dwelling types and sizes to accommodate a range of household sizes, ages and incomes, allowing for more options for those looking to get into the market. The development has been designed to be

compact so as to efficiently use land and infrastructure and be active transportation friendly. These are all aspects which contribute to a complete community.

Section 3.3.2.1 encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles. Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan.

The proposed development represents innovative planning and adheres to the principles of good planning by providing a variety of housing types in a compact and mixed-use package in an area of the City where intensification and redevelopment is encouraged. Rezoning of the lands to a zone with special provisions which would permit such development helps the City maintain a healthy supply of land designated for residential uses without encumbrances.

Section 3.5.1 contains the City's goals as they relate to natural heritage, natural hazards and resources. They include: the protection of natural heritage features and areas, including land and water; the protection of natural vegetated areas as a contiguous unit; protecting the environmental quality of the City; encouraging the management of Barrie's watersheds to protect water quality and stream corridors; and protecting people and property from natural hazards such as flooding and erosion.

Section 3.5.2.2 supports tree planting, preservation, and conservation initiatives so as to maintain vegetation cover. The proposed development will require all existing vegetation to be removed from the site, in order to construct the underground parking structure. The proposed Site Plan indicates areas where landscaping and tree planting can be accommodated. This will be further reviewed through Site Plan application.

The City commits under **Section 3.5.2.3** to protecting the quality and sustainability of surface and groundwater related resources at a watershed level. The Functional Servicing Report speaks to the proposed approach for protecting surface and groundwater. A water budget has been included in the FSR. It concludes, under pre-development conditions the project site had an annual recharge volume of 618 m³. With the increased imperviousness of the site, this recharge will be reduced to 200 m³, resulting in a deficit volume of 457 m³. The proposed development concept does not have sufficient space for infiltration facilities. Infiltration mitigation and/or compensation methods will be examined in further detail during the detailed design stage. Detailed water balance calculations have been provided within the FSR.

Section 3.5.2.3.3 states that the City may require a risk assessment or hydrogeology analysis where there is potential of a proposed development to pose risk to an aquifer as shown on Schedule G of the Plan. **Section 3.5.2.3.4** directs development away from hazard lands adjacent to streams and lakes or in areas of unstable soils. A geotechnical report is required for any proposed development within or adjacent to hazardous sites near streams or in areas susceptible to erosion. A Geotechnical Report has been completed and included with this submission. The report recommends:

The investigations have revealed that beneath a topsoil layer or granular surface at some boreholes, with a layer of earth fill at one borehole, the site is underlain by strata of very loose to very dense, generally compact sand, dense to very dense, generally dense silty fine sand and/or loose to very dense, generally dense silty sand till at various locations and depths. The soil within the top 0.8m to 2.3m from the ground surface has been weathered.

Groundwater was recorded in the deeper boreholes at depths of 7.9m and 8.0m below the prevailing ground surface. The groundwater level will fluctuate with the seasons.

The proposed development will consist of a mid-rise residential building and attached townhouse units, with an adjoined underground parking garage of 1 to 2 levels.

The geotechnical findings which warrant special consideration are presented below:

1. Excavation for the 1-level underground parking will extend to an approximate depth of 3 to 4 m into the dense to very dense sands or till.
2. Excavation for the 2-level underground parking in the west portion of the property will extend to an approximate depth of 6 or 7 m into the dense to very dense sands or till.
3. Groundwater encountered in the open boreholes, representing the groundwater regime, was recorded in the deeper boreholes at depths of 7.9m and 8.0m from the existing grade. The groundwater yield in excavation above the groundwater regime is expected to be slight in quantity, which can be controlled by conventional pumping from sumps, where necessary.
4. The proposed structures can be constructed on conventional footings or a raft foundation at the founding level. Please note that the final design of foundation should be reviewed by the geotechnical engineer.
5. Where space is not sufficient for a safe backing slope, the excavation should be supported by a braced shoring system.

6. Due to the presence of adjacent buildings, the foundation details of the adjacent structures must be investigated and incorporated into the excavation, design and construction of the underground structure. It is recommended that a pre-construction survey and a monitoring program be carried out for all adjacent structures in order to verify any potential future liability claims.

The recommendations appropriate for the project described in Section 2.0 are presented herein. One must be aware that the subsurface conditions may vary between boreholes.

Should the subsurface variances become apparent during construction, a geotechnical engineer must be consulted to determine whether the following recommendations require revision.

The subject lands are adjacent to Level 2 natural heritage resources. Per **Section 3.5.2.4**, Level 2 resources represent significant components of the natural heritage system. An EIS is required for any development or site alteration within 120 metres of an area identified as level 2. An EIS has been submitted with the subject application and identifies that there are no concerns with the proposed development.

Section 4.2 contains the City's residential policies. Goals include encouraging the creation of complete communities; developing residential areas with densities that are transit and active transportation-supportive providing high-quality public open spaces; planning the location and design of development to enhance compatibility and minimize land use conflicts; planning medium and high-density development which encourages mixed use and high-quality urban design.

The density proposed is active transportation and transit-supportive, and the commercial units will contribute to the area's livability. A ground level amenity area is provided as are outdoor amenity areas throughout the floors of the building. The building has been designed with high quality architectural design elements and utilizes step backs to minimize the visual and shadowing impacts on adjacent properties.

Per **Section 4.2.2.1**, the Residential designation permits all forms of housing and tenure, as well as compatible uses such as open space and home occupations.

Section 4.2.2.3 provides Locational Criteria encourages medium and high-density residential development in the City's intensification nodes and corridors, and generally directed towards areas that are:

- i. Adjacent to arterial and collector roads;

Comment: the subject lands are located along Essa Road, which is identified as an Arterial Road, as per Schedule D Roads Plan of the Official Plan.

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

Comment: Public transit routes are located along Essa Road, and along Veterans Drive/Ferndale Drive, which is located less than 150 metres from the subject lands.

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

Comment: municipal services including sewers and watermains run along Essa Road. In addition, other services and facilities are located within the neighbourhood area.

The proposal includes mixed density development along the Essa Road intensification corridor near public transit, schools, parks and many commercial establishments. It should be noted that while policy 4.2.2.3 (c) requires developments in excess of 150 units per hectare be restricted to the city centre, mixed use policies for intensification areas in the Official plan take precedence and no OPA is required, as communicated in correspondence City staff.

Section 4.2.2.4 provides Design Policies, as follows:

- a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.

Comment: the zoning by-law requires 1 space per unit for residential units in a mixed use zone. The commercial units also require 1 space per 50 m² of commercial space. It is proposed that 9 ground related parking spaces for the commercial use and 95 residential parking spaces.

Ground related amenity area of 185 m² is being provided, in addition to hard and soft landscaping, screening and buffering. Additional amenity area is being provided on floors three through eight. A total of 1,205 m² outdoor amenity is provided.

- b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low-density nature, buffering protection will be provided to minimize the impact to the lower density uses.

Comment: The development proposes a high-density development adjacent to an existing low-density neighbourhood to the south and west consisting of single detached dwellings and a recently built medium density development to the north consisting of 3 storey townhouse dwellings.

The building has been designed to provide graduated height, including step backs, providing integration to the adjacent neighbourhoods.

Along the Essa Road frontage, step backs have been provided at the 3rd storey, where the building transitions from the commercial units to the condominium units. This step back is met with a private roof top balcony for the 3rd floor units. This step back varies from approximately 0.5 metres to 2.0 metres in depth. A second step back is provided at the 5th storey, along the north property line, adjacent to the existing townhouse development. This step back is approximately 3.5 metres deep and provides a roof top amenity area. Lastly a third step back is provided at the 6th floor. This step back is approximately 8 metres in depth and provides a roof top terrace / amenity area.

Along the Cityview Circle frontage, step backs have also been provided, with the first step back at the 3rd storey, where the building transitions from the townhouse units to the condominium units. This step back is approximately 7.5 metres deep and provides private roof top terraces for the townhouse units. A second step back is provided at the 7th floor, which is approximately 8.6 metres deep. A roof top terrace is provided here.

Lastly, along the south property line, adjacent to the existing dwelling unit, step backs have been provided at the 4th and 5th storey, both approximately 8 metres in depth. These step backs provide roof top terraces. Therefore, from the 5th storey upwards, the setback from the building to the property line is over 17 metres.

The façade and building step backs, soften the massing of the building. The shadow analysis, attached within Appendix 2, has been prepared in accordance with the City of Barrier Terms of Reference for Shadow/Shading Study (October 2018) in support of the Zoning By-law Amendment for the lands located at 405 Essa Road. The analysis demonstrates the shadows cast by the proposed development throughout the year on the lands adjacent to the subject property by the proposed 8 storey residential building.

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The analysis concludes that there is minim and acceptable incremental shadow impact on the surrounding land uses throughout the year summarized as follows:

April – Early morning shadows fall across Cityview Circle to the west affecting nine residential backyards between 6:24am and 8:00am. Shadowing throughout the remainder of the day is contained within the subject property until the late afternoon. Shadows fall on the adjacent property to the east starting around 2:00pm extending into the yards of the residential property along Aikens Crescent from approximately 6:00pm for the remainder of the day.

June – Shadows fall west across Cityview onto residential properties in the early morning until approximately 8:00am. No incremental shadow impacts are observed from 8:00am to 3:00pm. At 3:00pm a small amount of shadow falls on the north property. Limited shadow impacts being affecting the Aikens Crescent properties to the east around 7:00pm for the remainder of the day.

September – Shadows cast in September are similar to those case in April. Limited shadows fall on five backyards to the west along Cityview in the morning and are completely gone from the backyards by 8am. Shadows fall on adjacent properties to the north around 12:00pm extending into the yards until 3:00pm. Shadows then extends to the east properties around 5pm until sunset.

December – Shadows cast by the proposal in December effect the front yards of dwellings along Cityview to the west and portion of the stormwater management pond in the morning hours until 9:00am. Shadows fall on the property to the north starting from 9:00am to 4:42pm.

In addition, façade articulation has been provided to provide visual transition in height and massing to further contribute to the pedestrian scale of the building and to provide a built form that integrates with the adjacent uses both through its massing and architectural material articulation.

In addition to the built form, soft and hard landscaping will be provided along the Essa Road frontage, Cityview Circle streetscape and south and north property lines.

Along Essa Road, the building has been brought forward to the street, as per the Mixed Use zone provisions and urban design guidelines. This frontage will be paved and integrate seamlessly with the Essa Road boulevard. Landscape planting will be accommodated as required.

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Along the Cityview Circle streetscape, a walkway will be provided in front of the townhouse dwellings, providing pedestrian connection. Landscaping will be provided as required along the streetscape and within the Cityview Circle boulevard, where street trees / boulevard trees are required.

Along the north and south property line, landscape buffer planting strips have been accommodated. Along the north property line, a minimum of 1.2 metres has been provided. And along the south approximately 4 metres is provided along the majority of the property lot line. This will allow for enhanced tree planting and landscaping providing a buffer to the adjacent residential lot.

- c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

Comment: Commercial use is proposed, which provide a non-residential use at grade fronting Essa Road. The intent of the mixed-use zones and intensification corridors is to accommodate a large variety of uses within residential neighbourhoods. The proposed commercial units provide opportunities for small scale commercial uses which can be accommodated in the proposed built form while also providing new opportunities to the neighbourhood. The uses that can be accommodated here shall conform to the Bylaw.

- d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

Comment: the proposed building has been designed with high quality architectural features using high-quality materials. The Urban Design Report submitted with this application provides greater detail as it relates to urban design, the architectural appearance of the building and material selection. Through this application process and Site Plan Control process the design will be further refined as the applicant and consultant team works with City Urban Design Staff. The proposed development aligns with planning policy to improve the character of Essa Road by making is a true mixed use neighborhood.

- e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

Comment: not applicable.

Section 4.2.2.6 contains the City's Intensification Policies:

- (a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.

Comment: the proposed development is considered an infill and redevelopment project and it is intended to provide compact urban form and an increased built density. Currently, the site is zoned for 16 dwelling units, providing a density of 60 units per hectare. The proposed development provides increased density, providing 352 units per hectare. The proposed density is provided in a compact built form of an 8 storey building, rather than ground related 3 to 4 storey townhouses. This building typology has already been established along Essa Road and can be seen on a number of site that have been built, are currently under construction as well as currently approved. This project contributes to the goal of providing intensification.

- (b) Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan.

Comment: the subject lands are located along the Essa Road Intensification Corridor, where residential intensification is encouraged.

- (c) Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.

Comment: the proposed development is more compact, which will efficiently use land and resources, optimizing the existing infrastructure and services within the area and further support public transit and active transportation.

- (d) Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:

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- i. that the scale and physical character of the proposed development is compatible with, and can be integrated into, 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;
- iii. that public transit is available and accessible;
- iv. that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
- v. that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and
- vi. that consideration is given to the preservation of heritage resources.

Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan. Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of 'intensification' and contribute towards the City achieving its intensification and density targets. (Mod E (u))

Comment: not applicable.

- (e) The City may, in the process of reviewing development applications for residential intensification, require studies related to the improvement of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:
- i. Programs for the rehabilitation of properties consistent with the character and role of the particular area within the City;
 - ii. Acquisition and clearance of land for community services;
 - iii. The protection, enhancement and restoration of the natural heritage system;
 - iv. Improvement of municipal services including streets, sidewalks, public utilities, sewer and water mains, street lighting, parking and landscaping;
 - v. Enhancing access to public transit and the pedestrian environment;
 - vi. Promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;
 - vii. Accessibility for persons with disabilities; and
 - viii. Protection of cultural heritage resources. (Mod E (u))

Comment: acknowledged.

- (f) In the event that additional population generated in an approved Secondary Plan which encompasses Intensification Nodes or Corridors identified on Schedule I of this Plan exceeds the population projections anticipated in the Secondary Plan, the policies of this section will take precedence and the combined populations will be acceptable.

Comment: Not applicable as lands are not located within a Secondary Plan area.

- (g) To achieve the goals of this section of the Plan, the following target densities shall be applied to the Urban Growth Centre, Intensification Nodes and Corridors and Major Transit Node identified on Schedule I of this Plan;
- i. Urban Growth Centre – 150 persons and jobs combined per hectare (it is anticipated that this additional density will occur in the high-density categories averaging between 150 – 200 units per net hectare) (Mod E (v))
 - ii. Intensification Node – 50 - 120 units per hectare (Mod E (w))
 - iii. Intensification Corridor – 50 units per hectare
 - iv. Major Transit Node – 50 - 120 units per hectare (Mod E (x))

Comment: the proposed development is along the Intensification Corridor, therefore a minimum target density of 50 units per hectare is outlined. The subject application proposes 352 units per hectare. As noted above, recently approved surrounding developments at 390 Essa Road and 440 Essa Road provide densities ranging from 220 units per hectare to 387 units per hectare, with building heights ranging from 6 to 8 storeys. These developments, along with others along Essa Road, contribute to the overall density of the intensification corridor. Densities along intensification corridors are not calculated on a site-specific basis, as not every parcel along a corridor will be redeveloped or used for residential purposes, rather density averaged along the corridor.

- (h) The City will undertake special studies for established residential areas where additional pressures are felt for intensification and redevelopment or other significant issues.

Comment: The City has studied the Essa Road Corridor and has acknowledged the need for intensification which is consistent with this proposal.

Goals as they relate commercial uses are contained in **Section 4.3.1**. While the subject lands are not designated commercial, the commercial policies have been reviewed as

they relate to the proposed development, specifically the commercial units fronting Essa Road.

The City encourages the expansion of commercial/service sector activity and recognises the importance of working cooperatively with the private sector to provide goods, services and employment opportunities. The City also aims to promote a distribution of convenient and accessible commercial facilities for local residents to limit extensive travelling for minor purchases and local services.

The proposal provides a mixed-use building which provides commercial units fronting Essa Road, providing the opportunity for ground floor commercial uses. The commercial units will be built to high urban standards and will activate the street while maintaining compatibility with the existing neighbourhood. Direct, barrier-free pedestrian access will be provided from Essa Road to commercial businesses which is consistent with other mixed use developments along Essa Road.

The City's goals as they relate to environmental protection areas are found in **Section 4.7.1**. They include the protection of environmental protection area lands, their features, and ecological functions. Land designated Environmental Protection Areas include those which contain significant wetlands, woodlands, watercourses and significant wildlife habitat, among others. Development is permitted on lands adjacent to environmental protection areas if an EIS has demonstrated it will not negatively impact these areas. Adjacent means within 120 metres of provincially significant wetland or 50 metres from other environmental features.

While adjacent to EP designated lands, no EP lands or environmental features are located on the subject property.

Section 4.9 contains the City's Mixed-Use policies. These policies pertain to lands located along the City's intensification corridors and they take precedence over other land use policies contained in Section 4.2 and 4.3 of the Official Plan.

Section 4.9.1 lists the Goals:

- a) To plan for new medium and high-density development that supports an appropriate mix of residential, commercial and institutional uses.
- b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.

- c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation and public transit.
- d) To establish intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.

The development proposal represents high density development that provides a mix of uses, a range of housing forms, and contributes to the creation of a vibrant and complete community. The proposed development represents a compact, pedestrian oriented built form which encourages multimodal transportation patterns and serves as a focal point/destination for the surrounding neighbourhood.

Per **Section 4.9.2.1**, a variety of residential, commercial and institutional uses are permitted in Mixed Use areas and multiple uses within one building is strongly encouraged. Active commercial uses are promoted on the ground floors while residential uses are encouraged on upper floors. Residential uses and vehicular parking should not be located at ground level adjacent to principal streets.

Multiple uses are proposed, with residential on the upper floors and commercial spaces located on the ground floor fronting Essa Road to activate the street. Vehicular parking will be out of sight from Essa Road, provided on the ground floor, behind the commercial units, as well as underground.

Section 4.9.2.2 provide the General Policies:

- a) Improvements to the public realm will contribute towards the creation of a pedestrian oriented environment. When possible, the City will make use of opportunities to redefine the street and boulevard within the existing right-of-way. Larger setbacks may be required in certain areas to facilitate the creation of larger boulevards, wider sidewalks or landscaping features including trees and planters.

Comment: The proposed development fronts Essa Road. Through the redevelopment of this site, the public realm along Essa Road in front of this site will also be redeveloped. The building incorporates ground related commercial units, activating the streetscape. The proposed building will frame the street and create an inviting streetscape not just for vehicles but more important pedestrians and alternate modes of transportation.

- b) Transit supportive design will be promoted through the public realm improvements and private land development that achieves higher densities and supports a variety of land use to create local destinations throughout the Mixed Use areas.

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Comment: Higher density developments lend themselves to be transit supportive developments. Through the proposed development and enhanced public realm, transit will be supported. The proposed commercial units will create opportunities for local services from members of the community to visit and enjoy the increase in services.

- c) Parks and civic open spaces are encouraged throughout the Intensification Areas to provide opportunities for recreation and social gathering. As these locations will experience the most optimal conditions for tree growth, larger tree species are encouraged to enhance the overall tree canopy.

Comment: The subject lands will have a small outdoor ground related amenity space for the residents. There are public open spaces within less than 400 metres to the subject lands. These spaces are currently under utilized and are deserving of better programming and social gathering opportunities and come along with the introduction of higher densities and the creation of better parks and civic spaces for all citizens to enjoy.

- d) The gradual evolution of the Intensification Nodes and Corridors into Mixed Use areas will be recognized through short-term design that supports long term development opportunities.

Comment: The proposed development fosters the short and long term interest of the City creating a vibrant and urban Essa Road intensification corridor.

- e) The city will generally not support rezoning applications that result in a decrease of density or a reduction in the variety of uses on a property within the Mixed-Use areas.

Comment: Acknowledged. This application proposes a development that is in line with the intent of the intensification corridors and the mixed use zone. The current zoning on the subject lands permit 16 dwelling units, 3 to 4 storeys in height, with a density of 60 units per hectare. The current zone is not in line with the Cities long term goals for the Essa Road intensification corridor, as it does not provide increase in height and/or density, as permitted through the mixed use zone provisions.

- f) Development and redevelopment within the Mixed-Use areas shall not proceed unless the City is satisfied that the required infrastructure, including internal and external transportation infrastructure and community services, can be delivered in a timely and fiscally response manner.

Comment: We are not aware of any infrastructure or community service constraints to developing the subject lands.

Section 4.9.2.3 provide Design Policies for lands located within the Intensification Nodes and Corridors. These policies are addressed within the Urban Design Report submitted as part of this application.

Goals for water and wastewater are provided in **Section 5.2.1** and include the provision of environmentally sound and efficient distribution and treatment of water and sanitary sewage.

Intensification along an urban corridor which is served by municipal water and sanitary sewers contributes to greater efficiencies within these systems and minimizes waste.

Per **Section 5.3.1**, goals as they relate to stormwater management include: the protection of watercourses and water quality; controlling flooding, sedimentation and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces. **Section 5.3.2.2** requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the above objectives. A Stormwater Management Report has been submitted in support of this application, which demonstrates the proposed stormwater management plan.

Section 5.4.1 contains the City's transportation policies. Goals include providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and to develop areas at densities which are transit supportive. The property is located along an arterial road. **Section 5.4.2.2** directs that development adjacent to arterial roads be designed to provide access to the site while minimizing impact on the roadway.

The proposed density is transit and active transportation supportive, and the building has been sited to comply with the required setbacks from the Essa Road allowance after accounting for the future 2.6m road widening. Commercial units are to front Essa Road, encouraging pedestrian patronage. One driveway access is proposed to the development from Essa Road to minimize points of conflict for ingress and egress. A detailed Traffic Impact Study is submitted as part of the application package.

Section 5.4.2.3 promotes the use of existing and the development of new public transit where possible to link communities in the interest fiscal responsibility, energy conservation and environmental protection. Higher density development is encouraged to locate

near public transit routes and provide pedestrian connections. Pedestrian and bicycle connections are also encouraged throughout large-scale new developments.

The development proposal is fiscally responsible, energy efficient and supportive of many transportation alternatives to the private car.

For the above stated reasons, the proposed development and associated application for rezoning conforms to the general intent of the City of Barrie's Official Plan.

5.0 AFFORDABLE HOUSING REPORT

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach to much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

5.1 OFFICIAL PLAN AFFORDABLE HOUSING POLICIES

Section 3.3.2.2 of the Official Plan Contains the City's affordable housing policies, they are as follows:

- a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:
 - i. In the case of home ownership, the least expensive of:
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or
 - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
 - ii. In the case of rental housing, the least expensive of

1. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.
- b) 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.
- c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.
- d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.

The building is intended to provide home ownership. The intent of the proposed development is to provide a minimum 12.6 percent, 12 dwelling units, as affordable units, as defined by Section 3.3.2.2(a)(1) and 3.3.2.2(a)(2) of the Official Plan. The proposed density lends itself to facilitate affordable housing units (3.3.2.2(b)). The development is in close proximity to shopping, community facilities and public transit routes, all which further support both high density housing and specifically affordable housing units (3.3.2.2(c)). The proposed development will increase the overall affordable housing stock for the City of Barrie.

6.0 CONCLUSION

The proposed Zoning By-law Amendment application intends to rezone the subject property from the Residential Multiple Family Second Density with Special Provision Hold (RM2, SP-562, H-139) to the Mixed-Use Corridor with Special Provision (MU2, SP-XX) Hold zone. Rezoning is required to permit construction of ninety-five (95) new residential dwellings units, consisting of 95 condominium units, 6 townhouse units facing Cityview Circle and at grade commercial use units fronting Essa Road. The units will be accommodated in one eight-storey condominium building with varying step backs.

The property is situated along the Essa Road intensification corridor which is served by public transit and provides existing municipal water and sewer capacity. The

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neighbourhood features a variety of parks, schools, employment opportunities and commercial amenities to sustain daily living.

Rezoning of the site will bring this property in line with the intent of the City's intensification corridor policies. The development proposal will foster the continued evolution of Essa Road into an active, attractive, and complete community.

The justification for approval of this application is based on the conformity with the goals and objectives of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the City of Barrie Official Plan, and the City of Barrie Comprehensive Zoning By-law 2009-141. It is our professional planning opinion that the zoning by-law amendment application conforms to the applicable policies at all levels and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

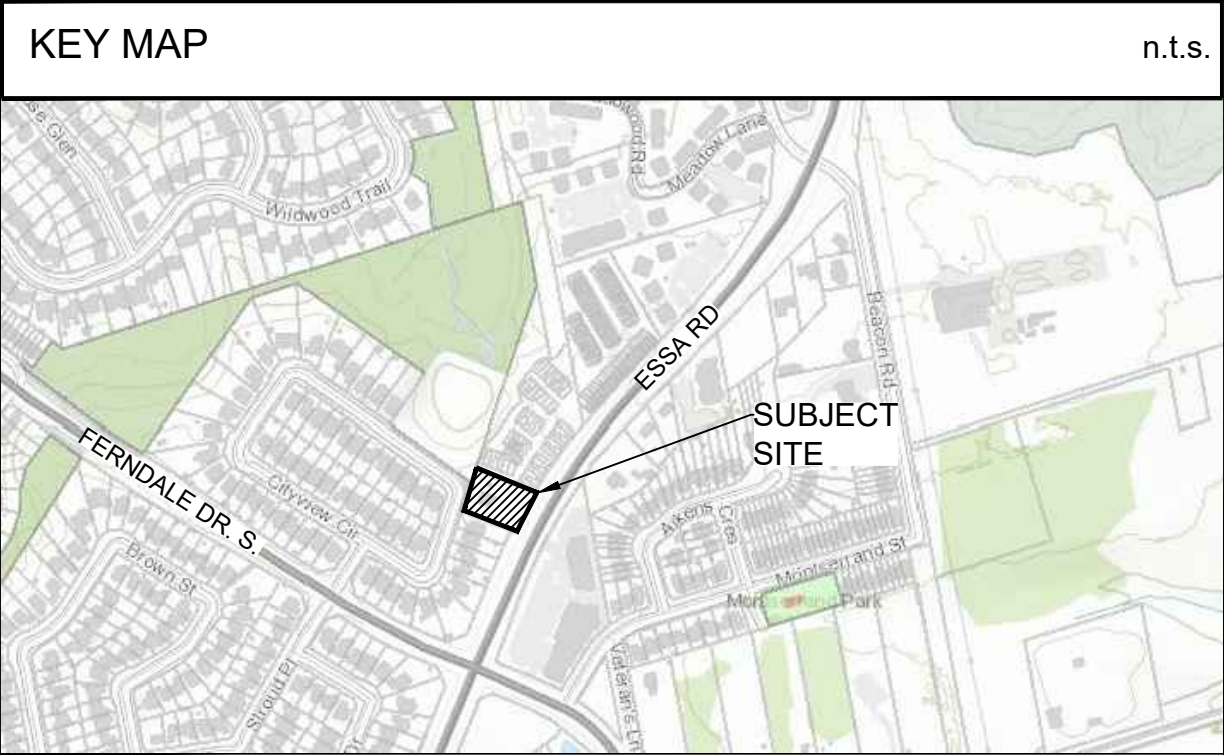
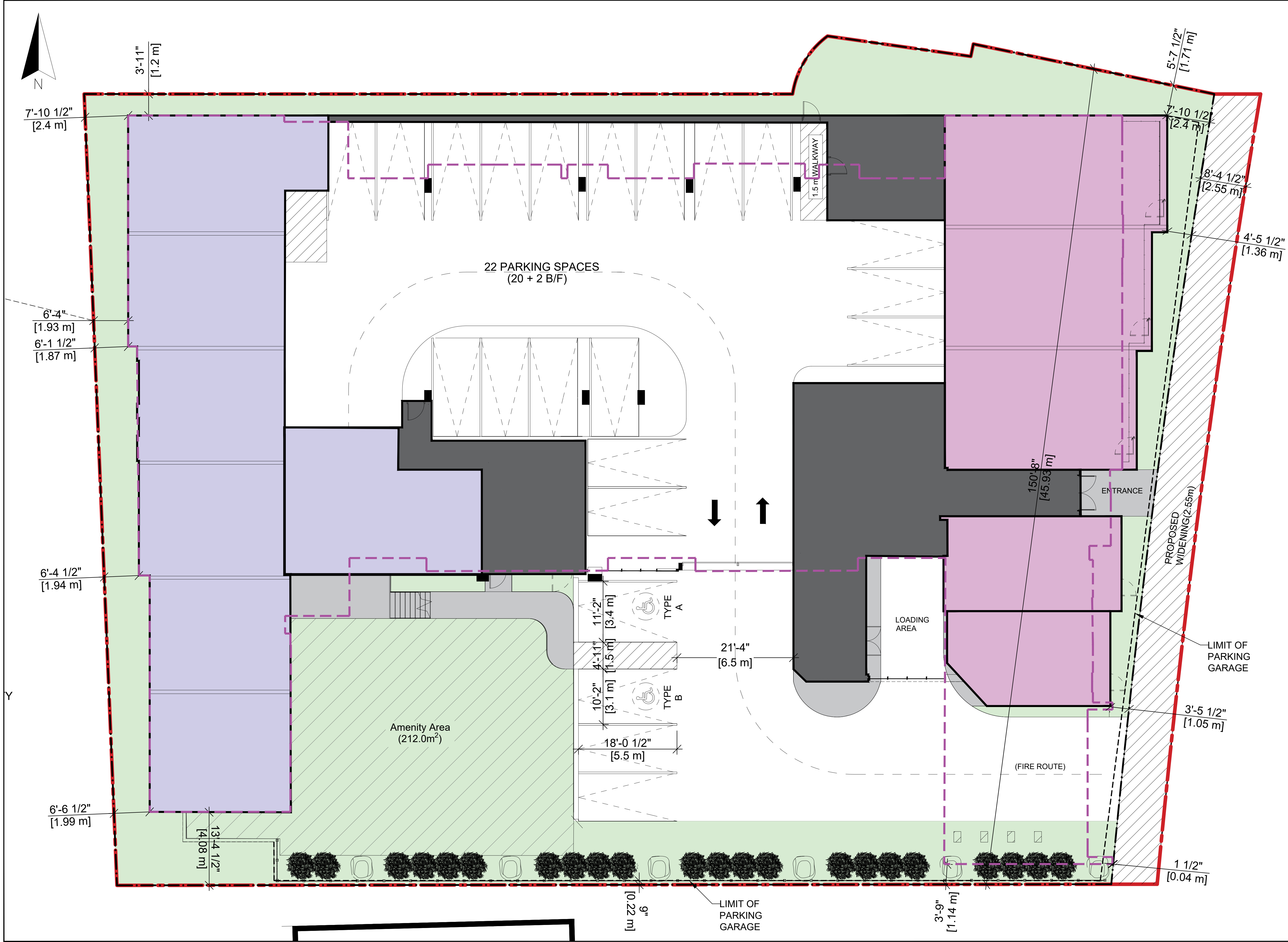
A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, B.Sc., MCIP, RPP
President and Director of Planning

A handwritten signature in black ink, appearing to read 'V. Simpson'.

Vanessa Simpson, B.ID, M.Pl.
Senior Planner

APPENDIX 1
SITE PLAN



CONCEPTUAL SITE PLAN

Part of Lot 5, Concession 13,
Part 1, Plan 51R-11606,
in the City of Barrie

Scale
0 5 10m

- LEGEND**
- Subject Site (Area: 2,763.5m²)
 - Developable Limit (Area: 2,650.0m²)
 - Ground Floor Townhouse Dwellings
 - Ground Floor Commercial Use (447.0m²)
 - 3rd Floor Apartment Building Limit
 - Amenity Area (212.0m²)
 - 2.5m Road Widening (113.5m²)

MIXED-USE CORRIDOR (MU2) ZONE		
Provisions	Required	Provided
Lot Area (min.)	—	2,650.0m ² (Developable Area)
Lot Frontage (min.)	—	45.9 (measured 7.0m back)
Front Yard Setback (1)	1.0m for 75% of frontage (min.)	0.04m (Essa Rd.)
	5.0m for 25% of frontage (max.)	2.4m (Essa Rd.)
Side Yard Setback (min.)	—	N - 1.2m S - 1.1m
Rear Yard Setback (min.) (5.4.3.3.a / 5.4.3.3.b)	1.5m (Abutting Street)	1.5m (Cityview)
	7.0m (Abutting Residential, OS or EP Zone)	1.9m (to EP Zone)
Front Facade Step-Back (min.)	45° angular plane at height above 80% equivalent right-of-way using 3.0m min. step backs • Essa Rd. 34.0m width • Step back required after 27.2m in height	26.0m (step back not required at this height)
Rear Facade Step-Back (min.)	45° angular plane above 7.5m using min. 3.0m step-backs	Conforms
Lot Coverage (max. % of lot area)	—	Total building footprint: 1,519.00m ² 57% lot coverage (building only)
Gross Floor Area (max. % of lot area)	—	280%
Ground Level Floor Height (min.)	4.5m	4.5m
Min. Coverage for Commercial uses (% of first storey G.F.A.)	(5.4.3.5) If ground level use is a commercial or institutional use, the min. coverage for the commercial or institutional use must be 50% of G.F.A. for the ground level floor area.	52%
Building Height	7.5m - 16.5m (min. - max.) (5.4.3.4 - if ground floor area use is commercial or institutional use, the max. building height permitted is 25.5m)	25.5m
Parking	104 spaces required (1 space / dwelling (95 spaces) + 1 space per 50.0m ² of G.F.A. for commercial use (9 spaces))	104 parking spaces
Barrier Free Parking (4.6.4)	2 Type 'A' (3.4m wide + 1.5m aisle) 2 Type 'B' (3.1m wide + 1.5m aisle)	2 Type 'A' 2 Type 'B'
Size of Parking Spaces and Aisle Width (min.) (4.6.2.5)	Parking space: 2.7m x 5.5m Drive aisle: 6.4m (90° angle parking)	Parking space: 2.7m x 5.5m Drive aisle: 6.0m (90° angle parking)
Structural Columns Encroachment (4.6.2.5.1)	Structural column may encroach into a parking space provided that the min. width of the space is not less than 2.5m	Conforms
Enclosed Parking Areas / Parking Structure (4.6.5.1 / 4.6.5.2)	Above ground structure containing a parking area shall conform to zone provisions Underground structure shall have a min. setback of 1.8m, except where the min. yard setback is less than 1.8m, in which case the min. setback shall apply	Conforms
Outdoor Amenity Area (5.4.2.2.b)	1,140.0m ² (12.0m ² unit in a consolidated or unconsolidated form)	1205.00m ² + private balconies
Landscaped Buffer (5.4.4.0)	When abutting a residential zone, 3.0m landscaped buffer with 2.0m high light board fence is required along abutting lot line	N - 1.2m (min.) S - 1.1m (min.)
Max. Lot Coverage for Parking (5.4.4.1)	35%	17%
Dwelling Unit Floor Area (5.4.2.2.a)	35.0m ² + 10.0m ² / bedroom	> 35.00m ² + 10.00m ² / bedroom
Rooftop Mechanical / Electrical Structures	Max. height are not include of rooftop mechanical / electrical structures, but are subject to any 45° degree angular plane requirements	Conforms

Source: City of Barrie Comprehensive Zoning By-Law 2009-141
4 Architecture Inc., August 16, 2021
Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 95 UNITS

405 ESSA ROAD, CITY OF BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS

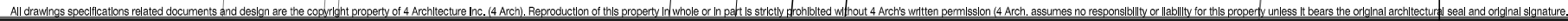
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

647 WELHAM ROAD, UNIT 9A, BARRIE, ON, L4N 0B7

tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

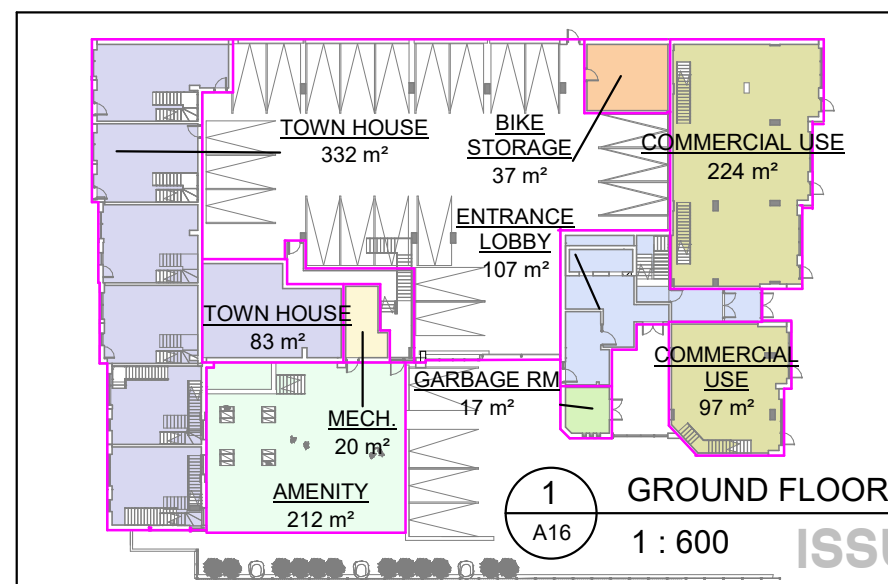
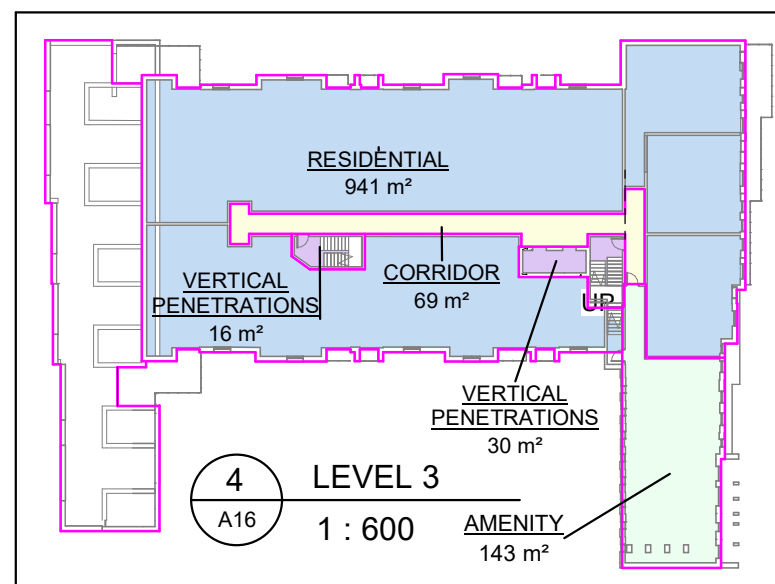
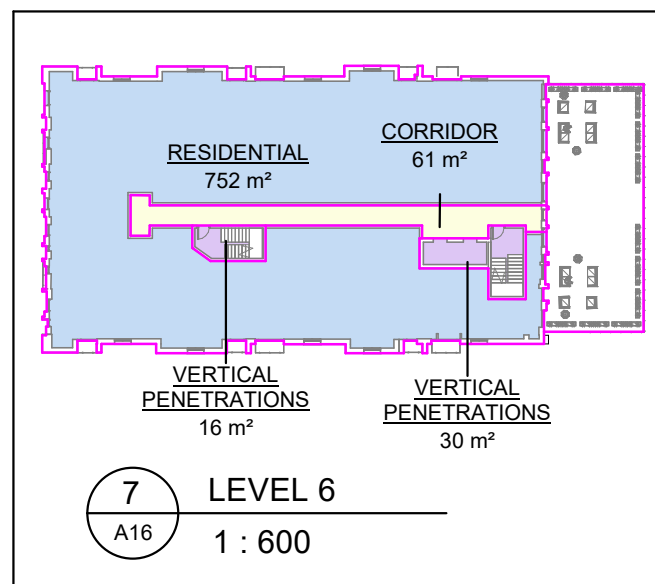
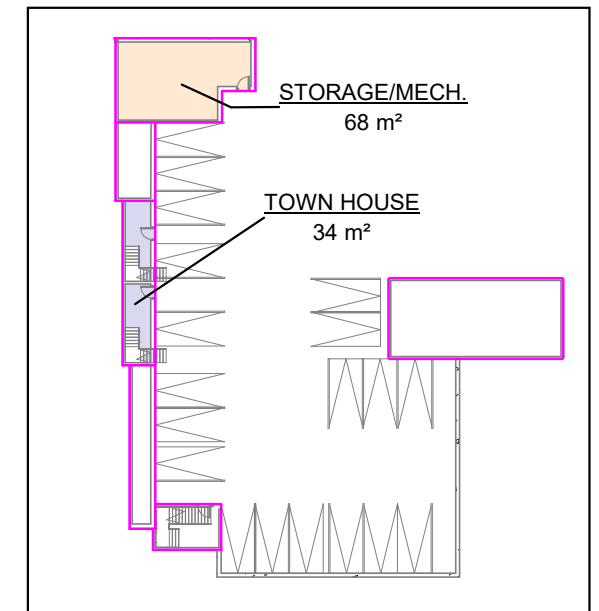
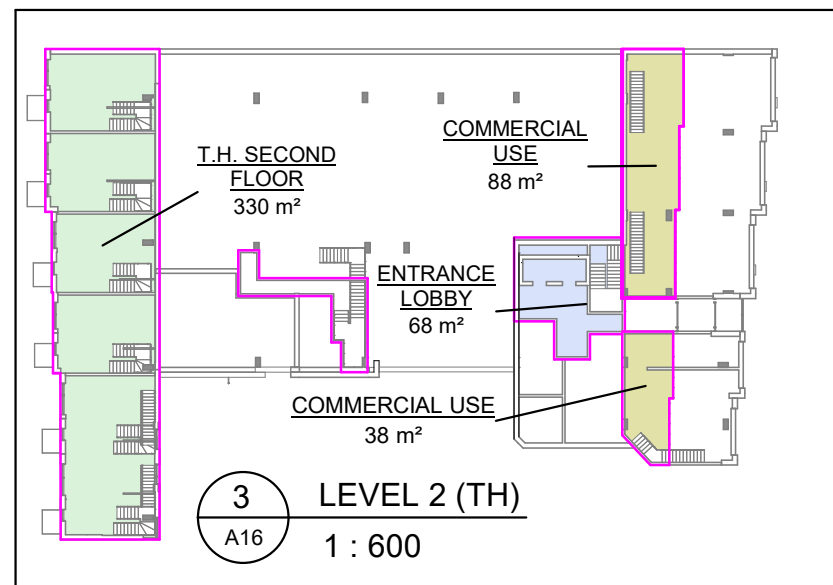
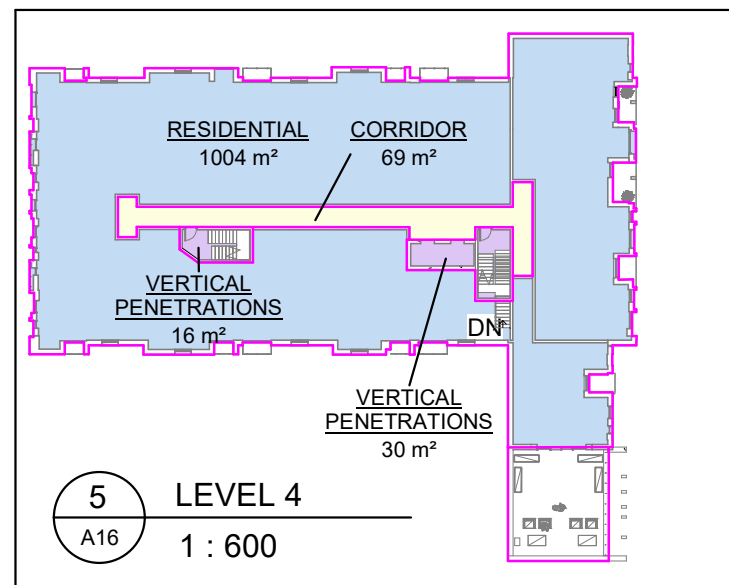
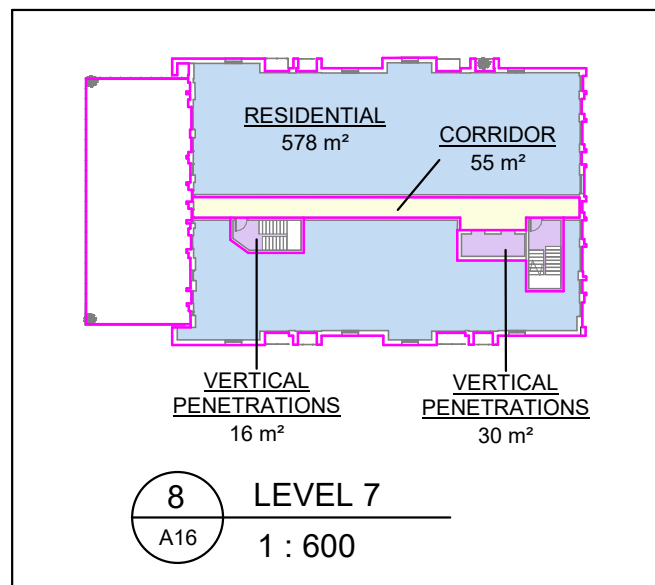
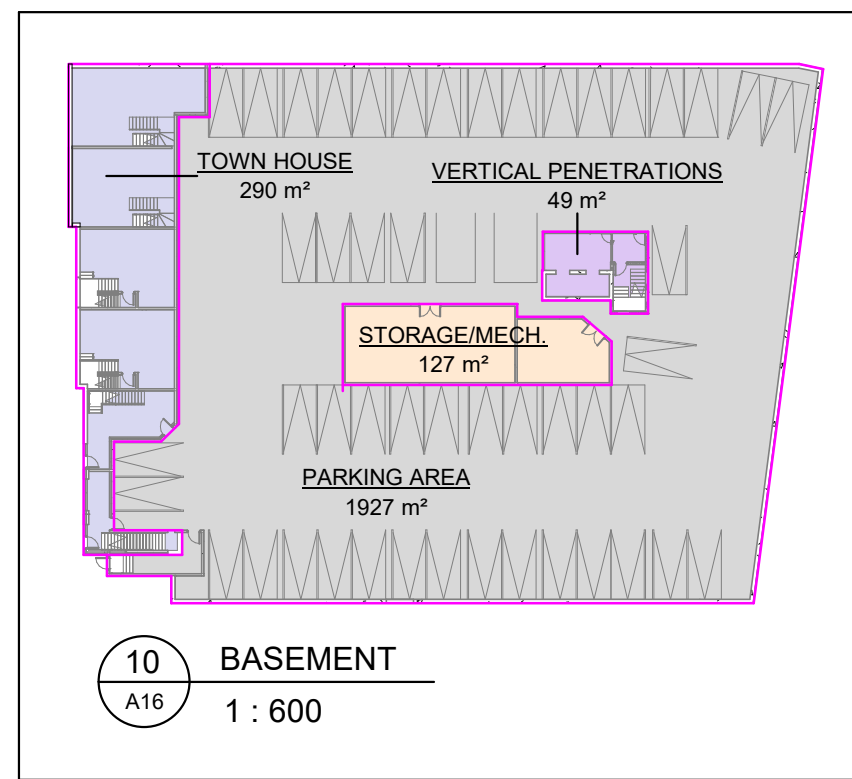
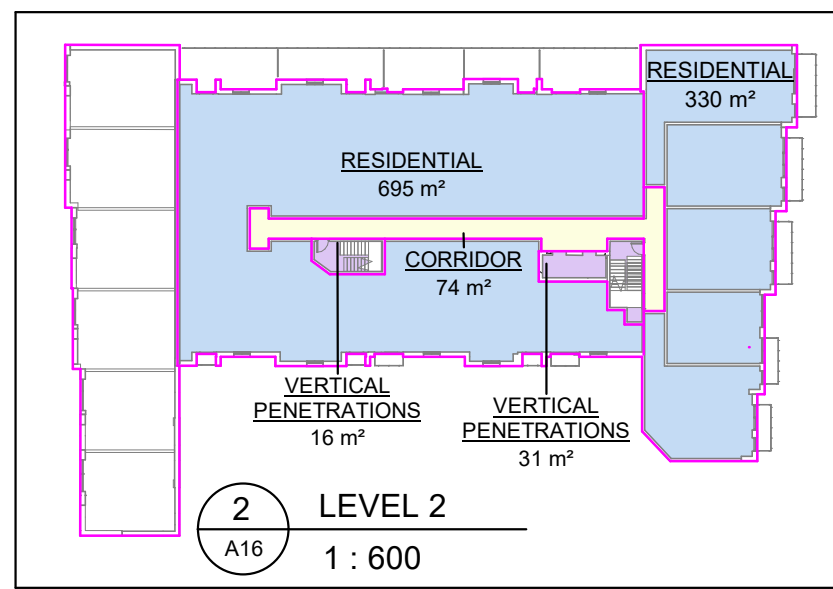
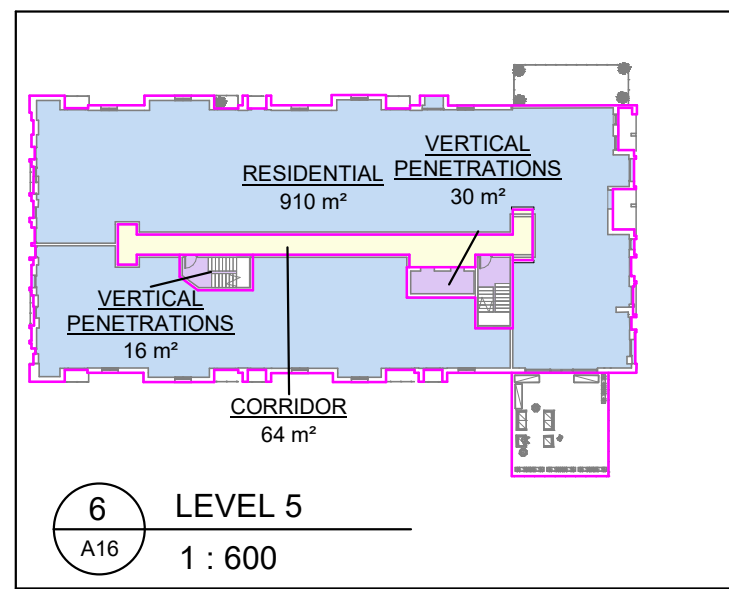
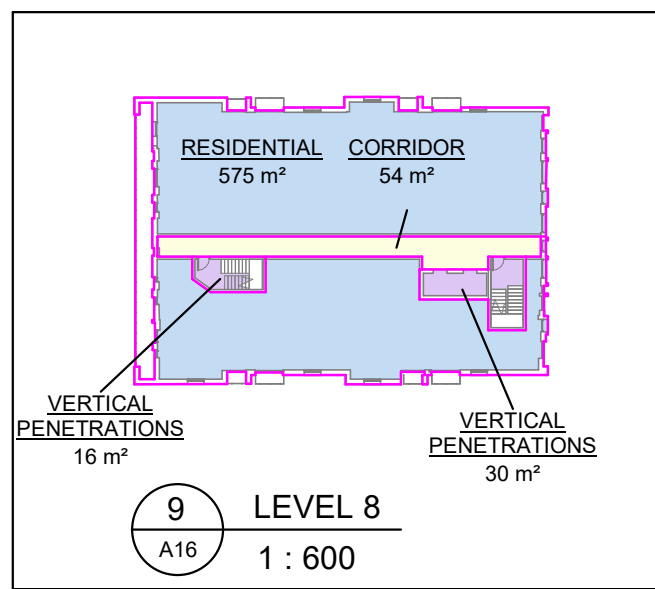
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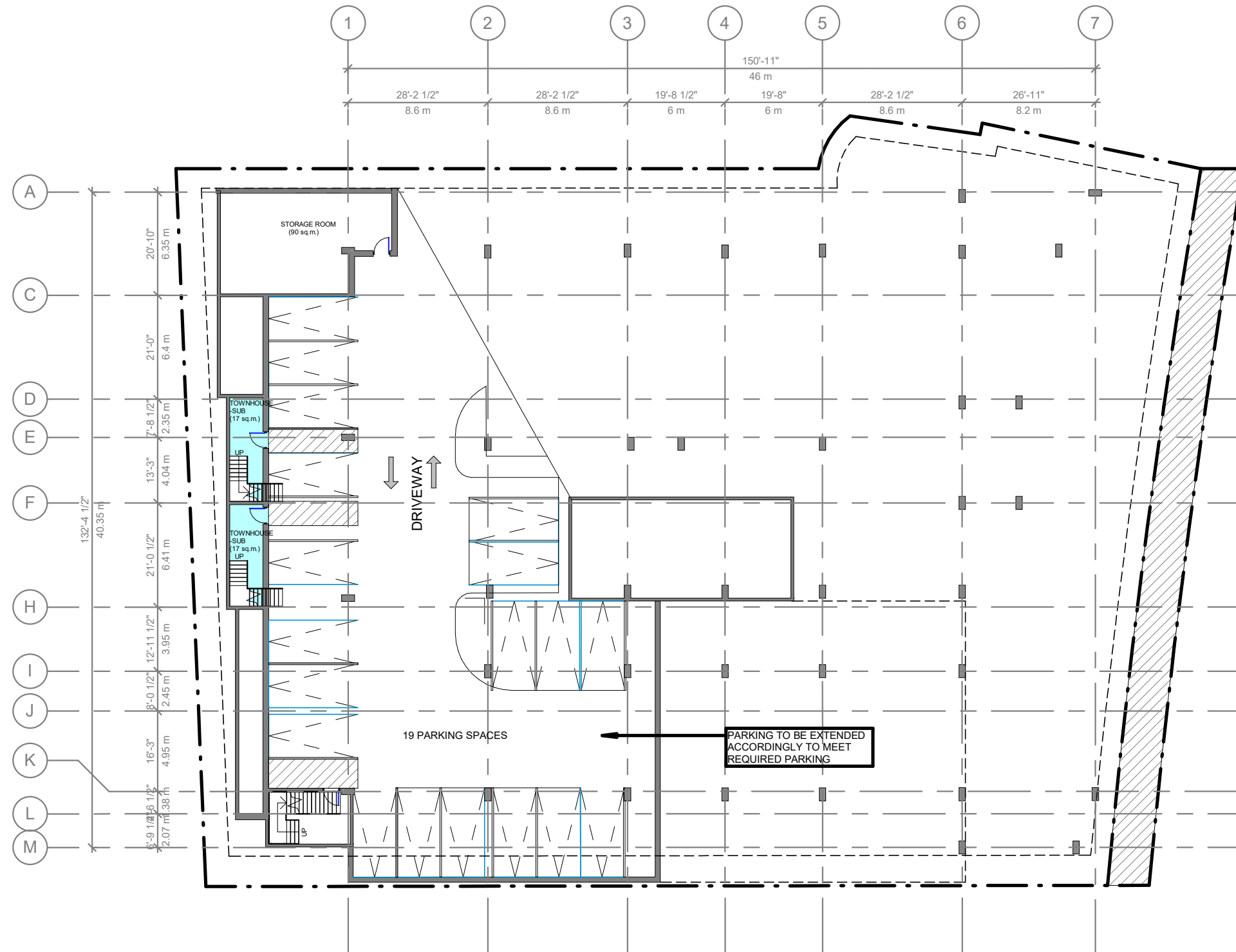
APPENDIX 2
ARCHITECTURAL DRAWING PACKAGE



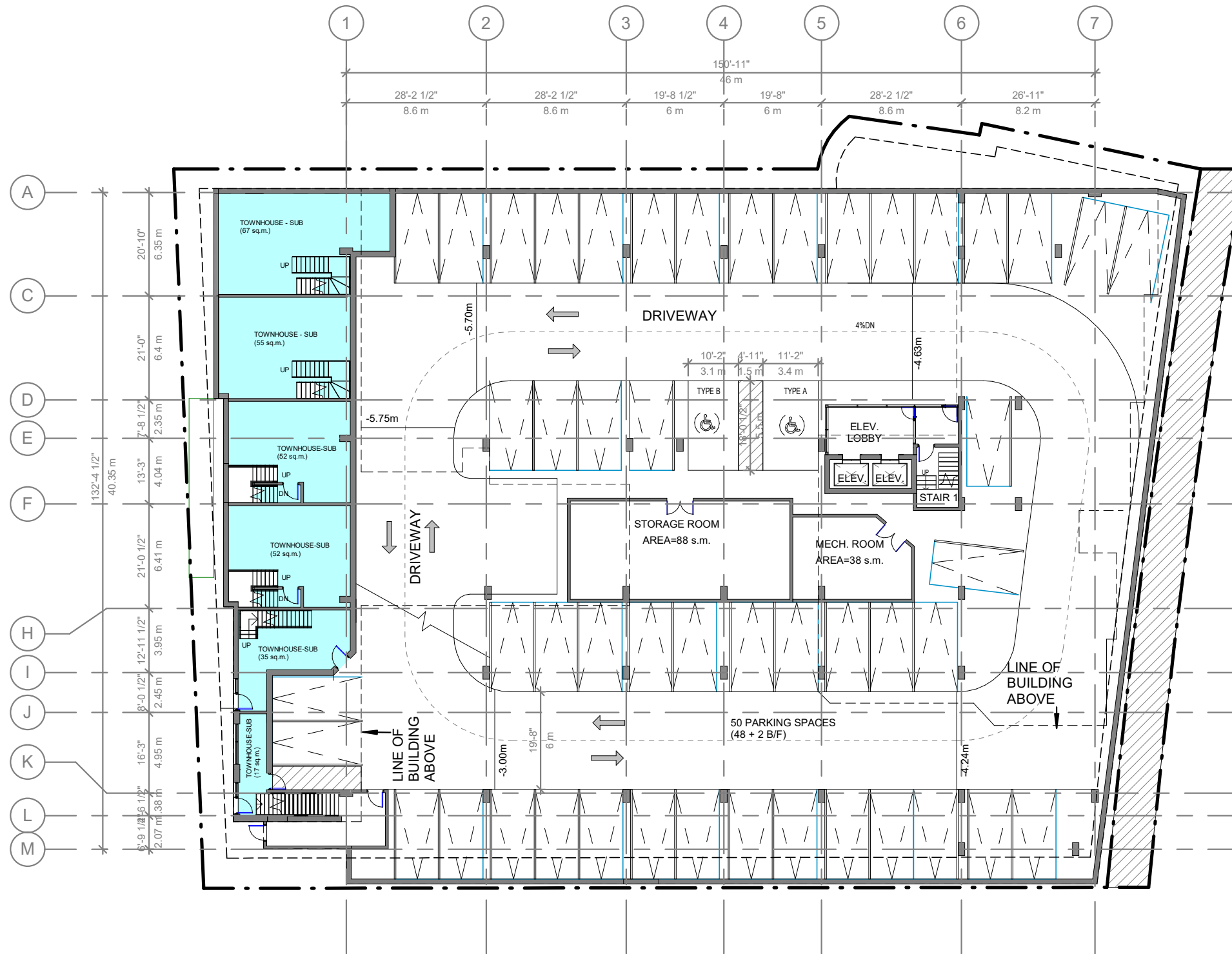
AMENITY AREA SCHEDULE			
LEVEL	NAME	AREA	
		(SQ.M.)	(SQ.FT.)
PUBLIC AMENITY AREA (APARTMENT)			
LEVEL 1		212	2281.9
LEVEL 3 (INDOOR)		143	1539.2
LEVEL 4		60	645.8
LEVEL 5		90	968.7
LEVEL 6		150	1614.5
ROOF LEVEL		536	5769.4
TOTAL :		1191	12819.5
PRIVATE AMENITY AREA (APARTMENT)			
LEVEL 2		153	1646.8
LEVEL 3		95	1022.5
LEVEL 4		23	247.5
LEVEL 5		16	172.2
LEVEL 6		16	172.2
LEVEL 7		175	1883.6
LEVEL 8		43	462.8
TOTAL :		521	5608
PRIVATE AMENITY AREA (T.H. UNITS)			
LEVEL 2		15	161.4
ROOF LEVEL (T.H.)		168	1808.3
TOTAL :		183	1969.7
TOTAL PUBLIC AMENITY AREA		1191	12819.8
TOTAL PRIVATE AMENITY AREA		704	7577.7
TOTAL AMENITY AREA		1895	20397.5

SITE PLAN
SCALE: 1:300





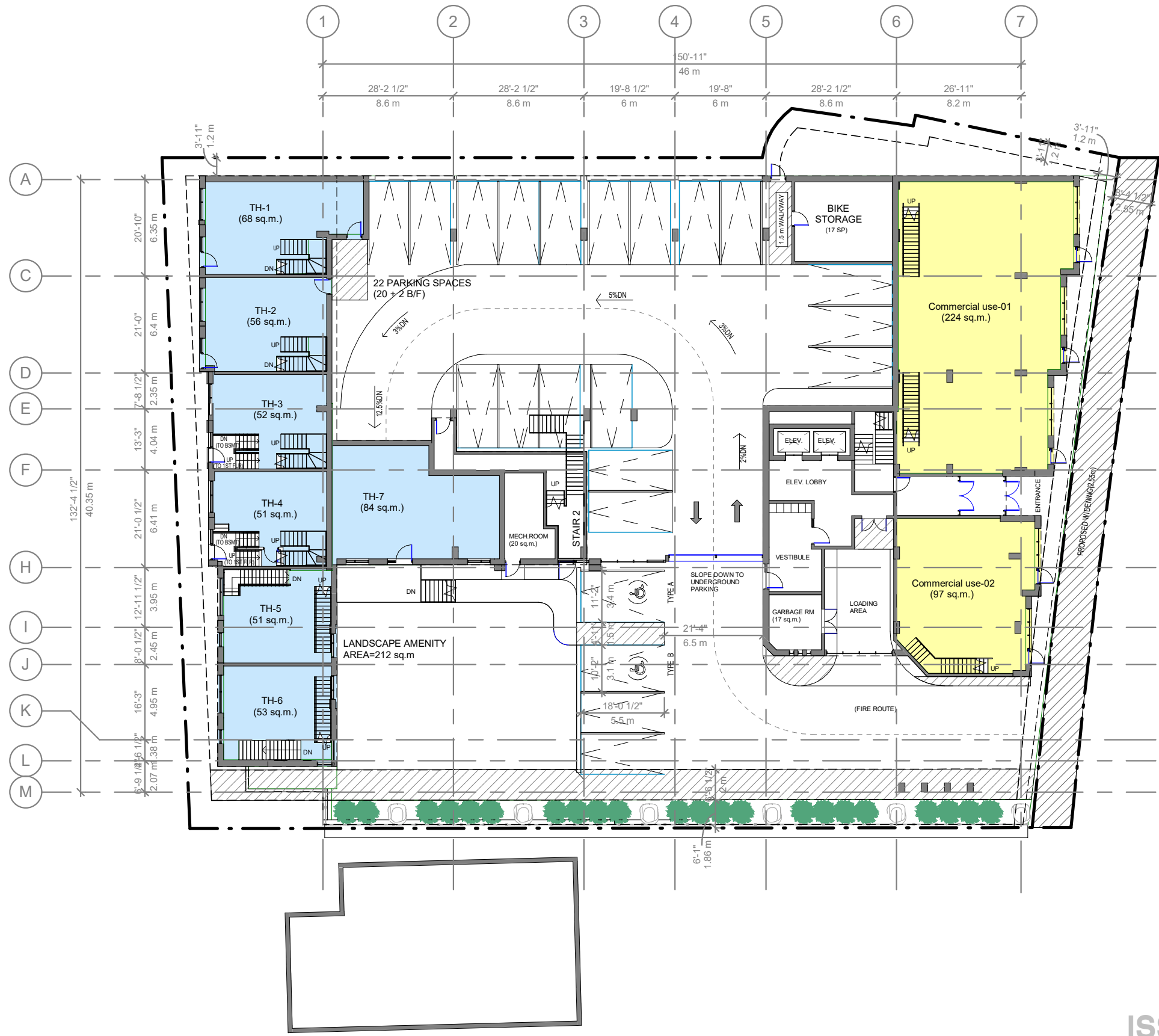
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Rentable Area Legend



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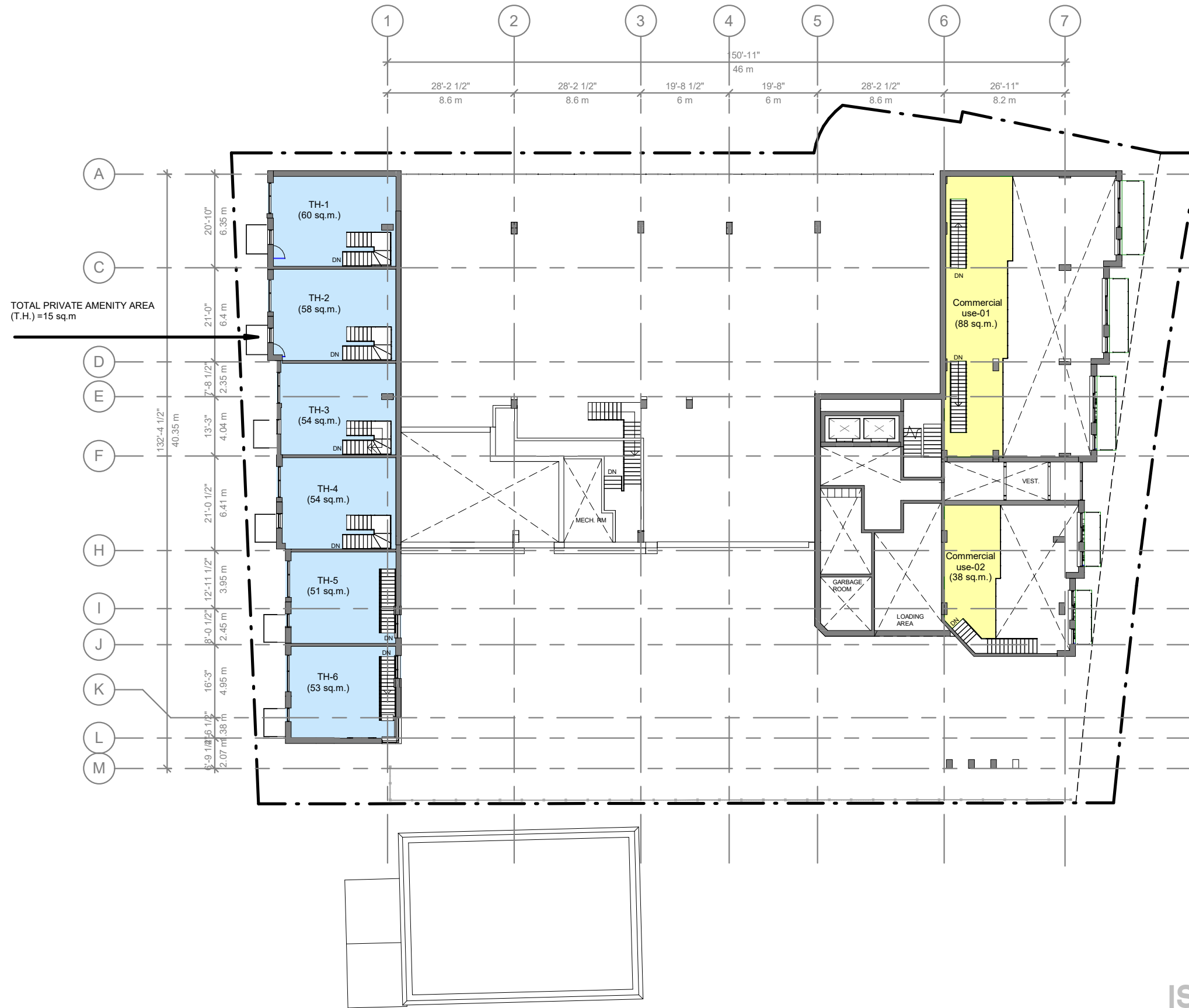
GROUND LEVEL	AREA
Commercial use - 01	224 m ²
Commercial use - 02	97 m ²
G.F. Commercial use Area	321 m ²
G.F.TownHouse 1-7 Area	415 m ²
MEZZANINE LEVEL	AREA
Commercial use - 01	88 m ²
Commercial use - 02	38 m ²
Mez. Commercial use Area	126 m ²
Total Commercial use Area (G.F. + Mezzanine)	447 m ² (52%)
Total TownHouse Area (G.F.)	415 m ² (48%)

Rentable Area Legend

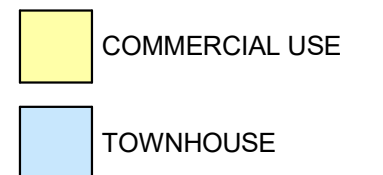
COMMERCIAL USE (447 sq.m.) = 52%

TOWNHOUSE (415 sq.m.)= 48%

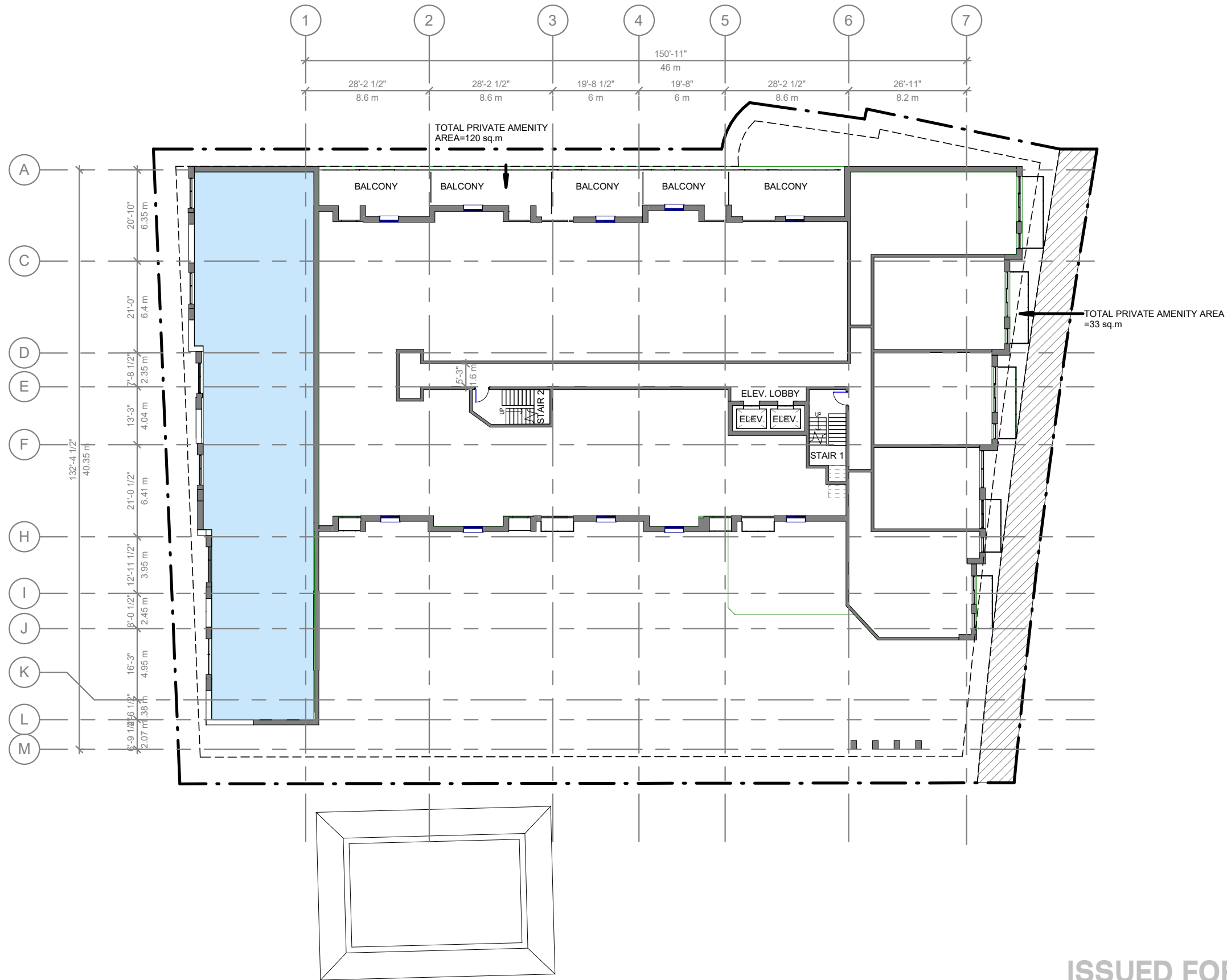
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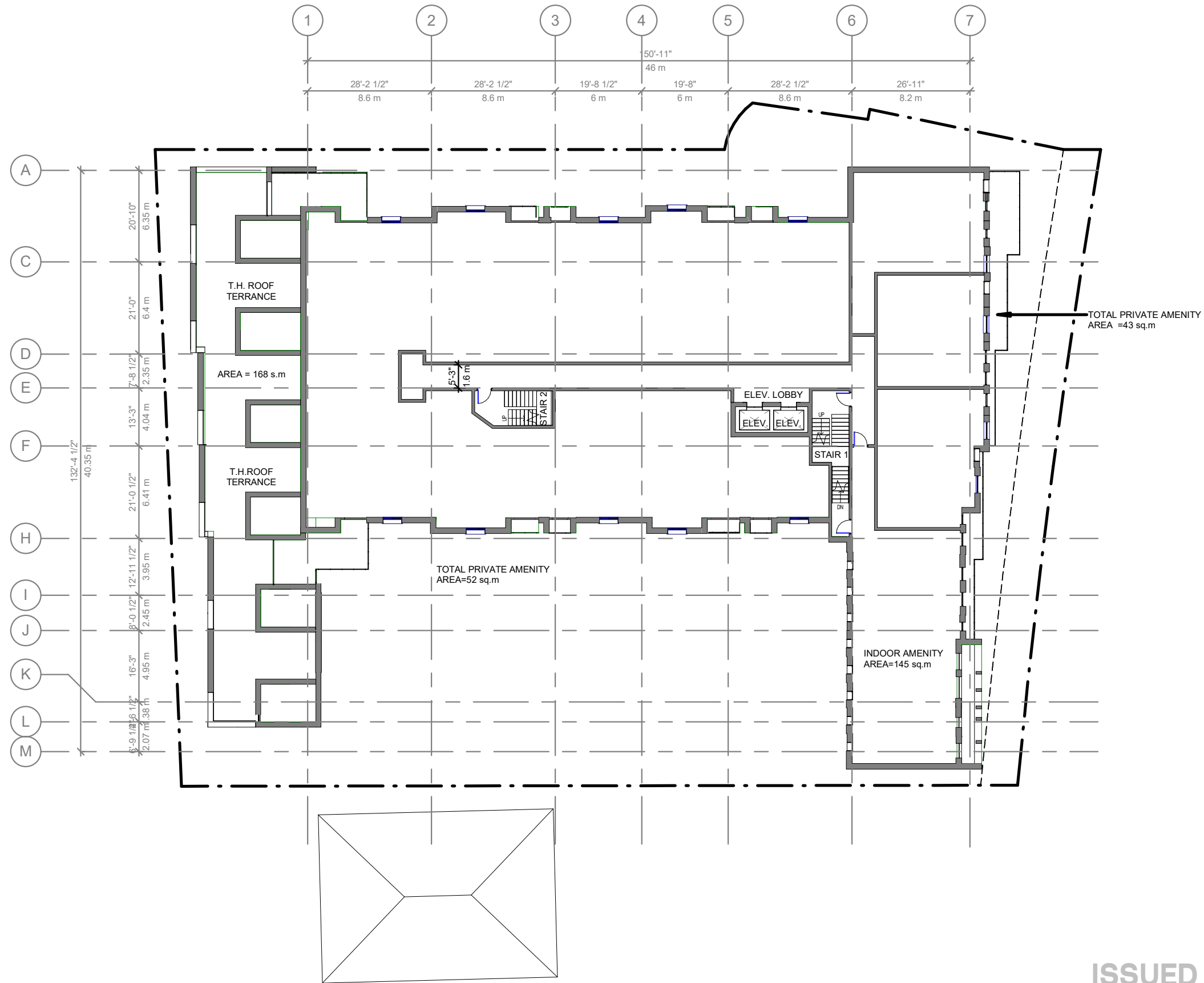
Rentable Area Legend



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SEAN HOMES - 219034

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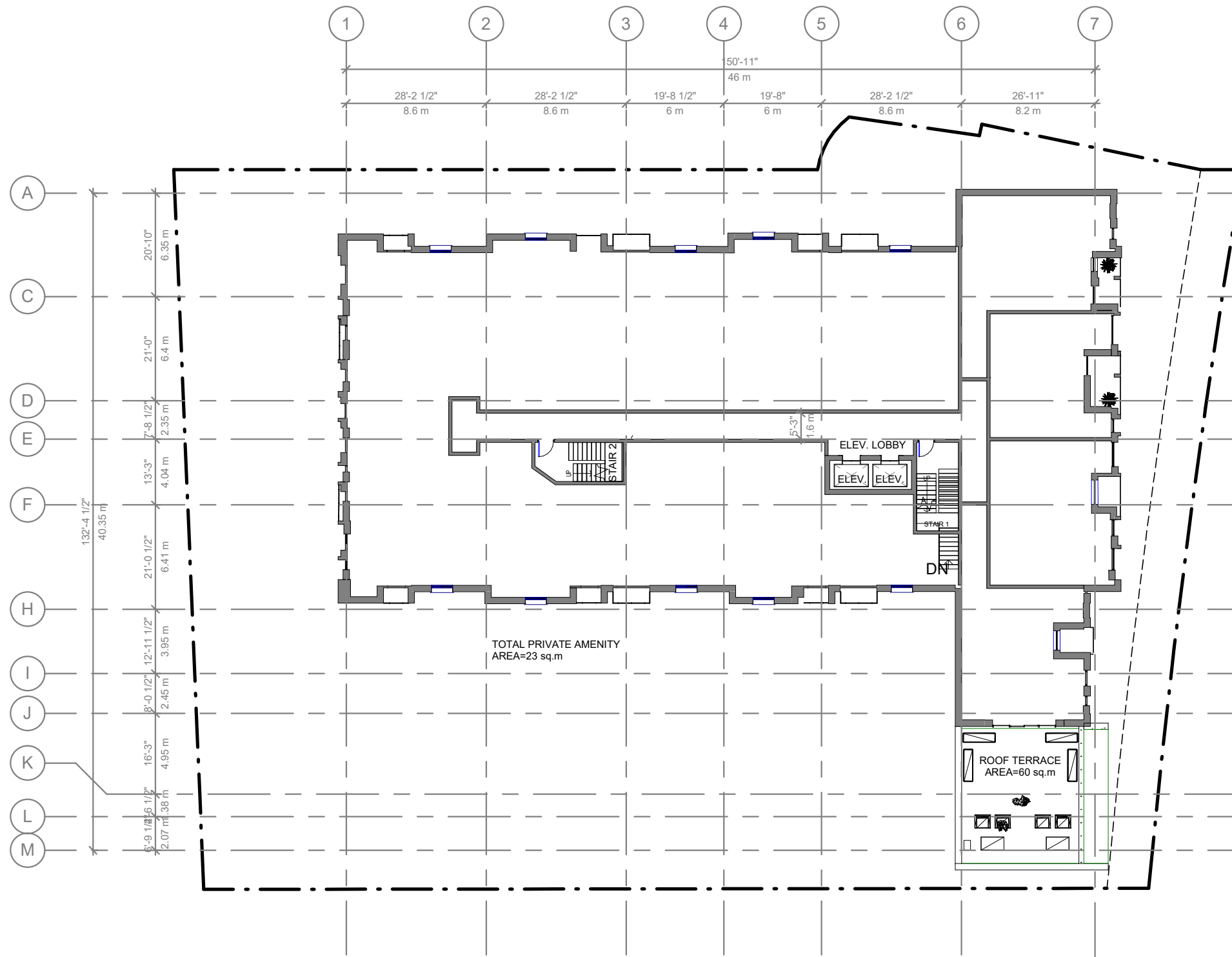
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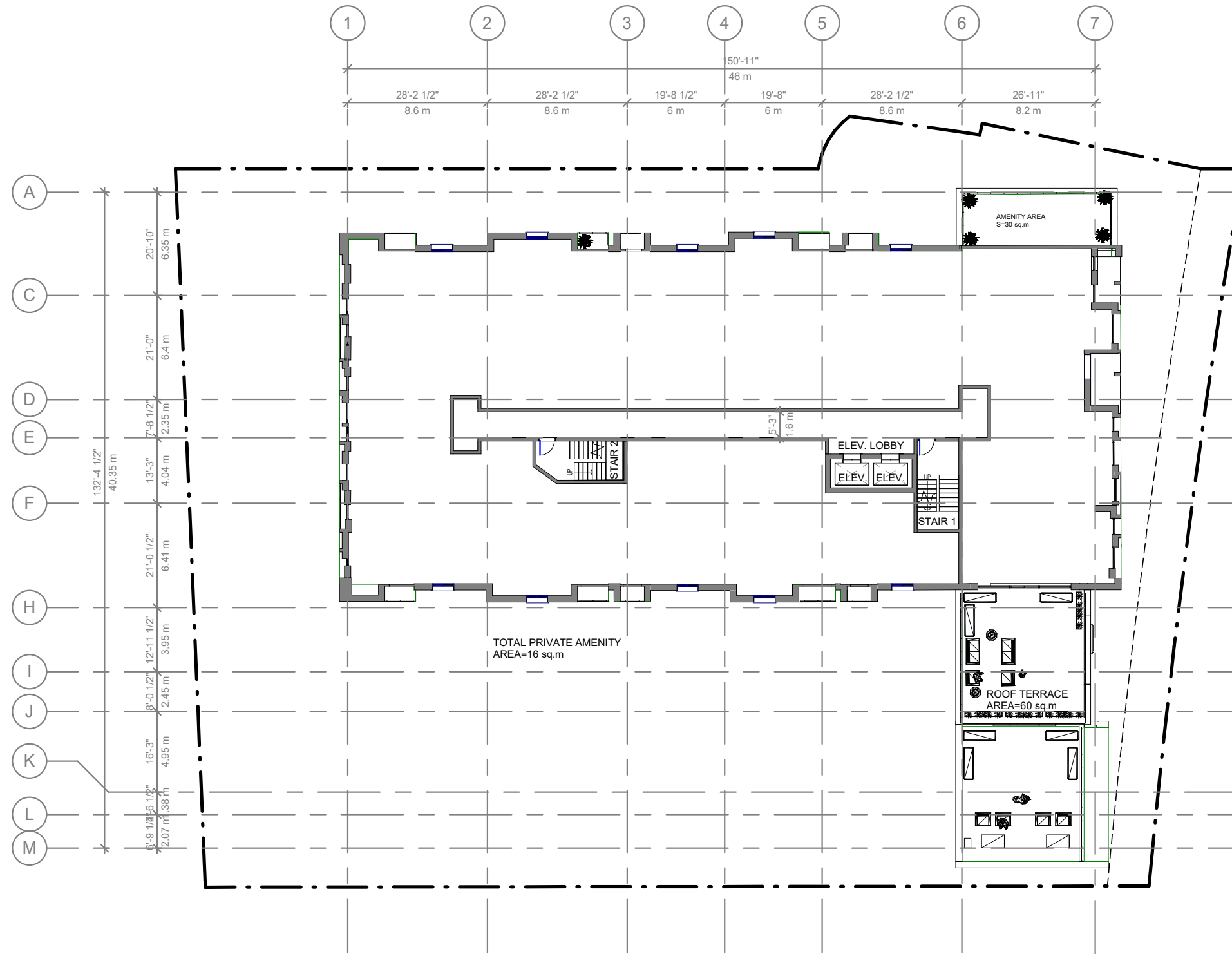
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3rd FLOOR PLAN

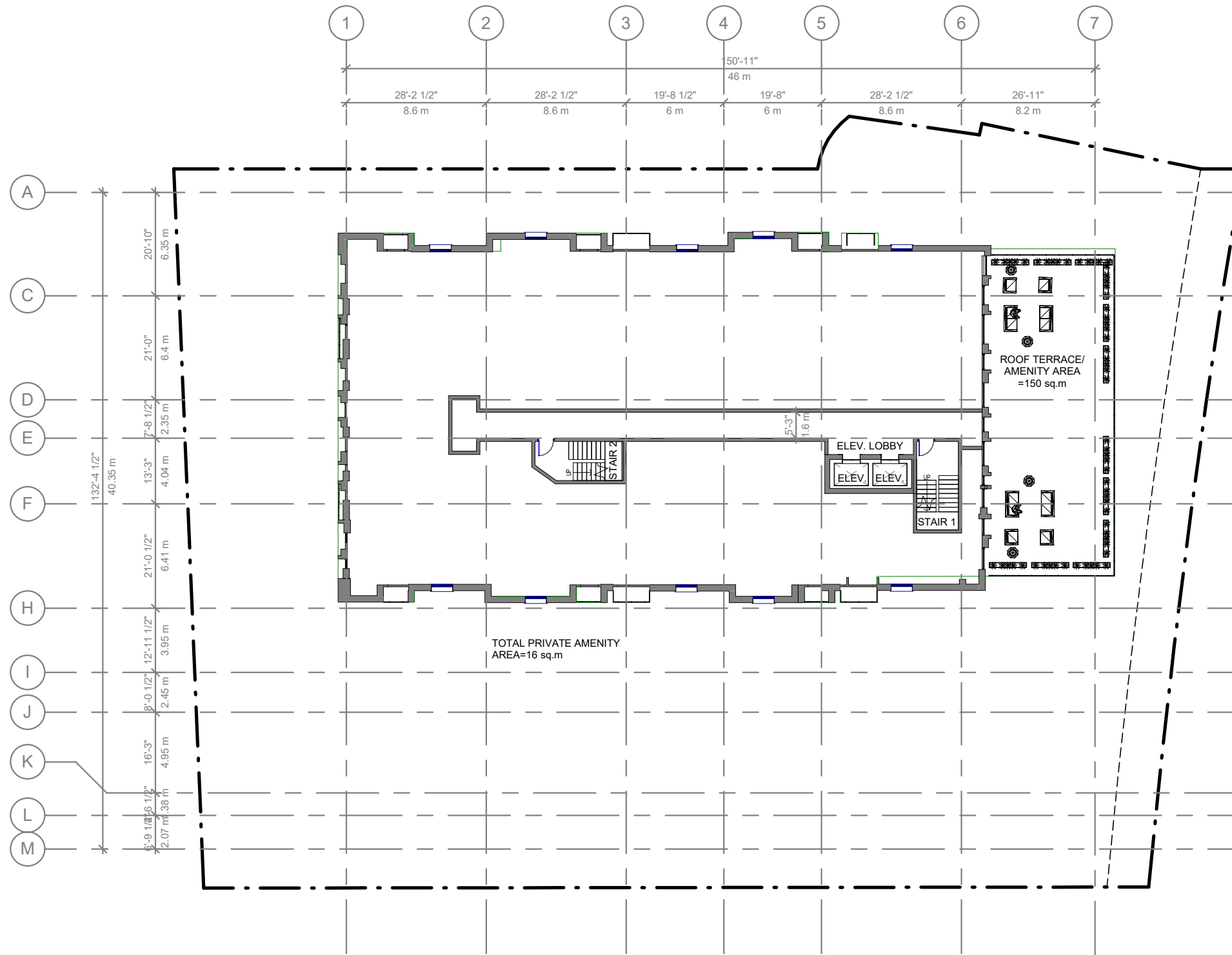
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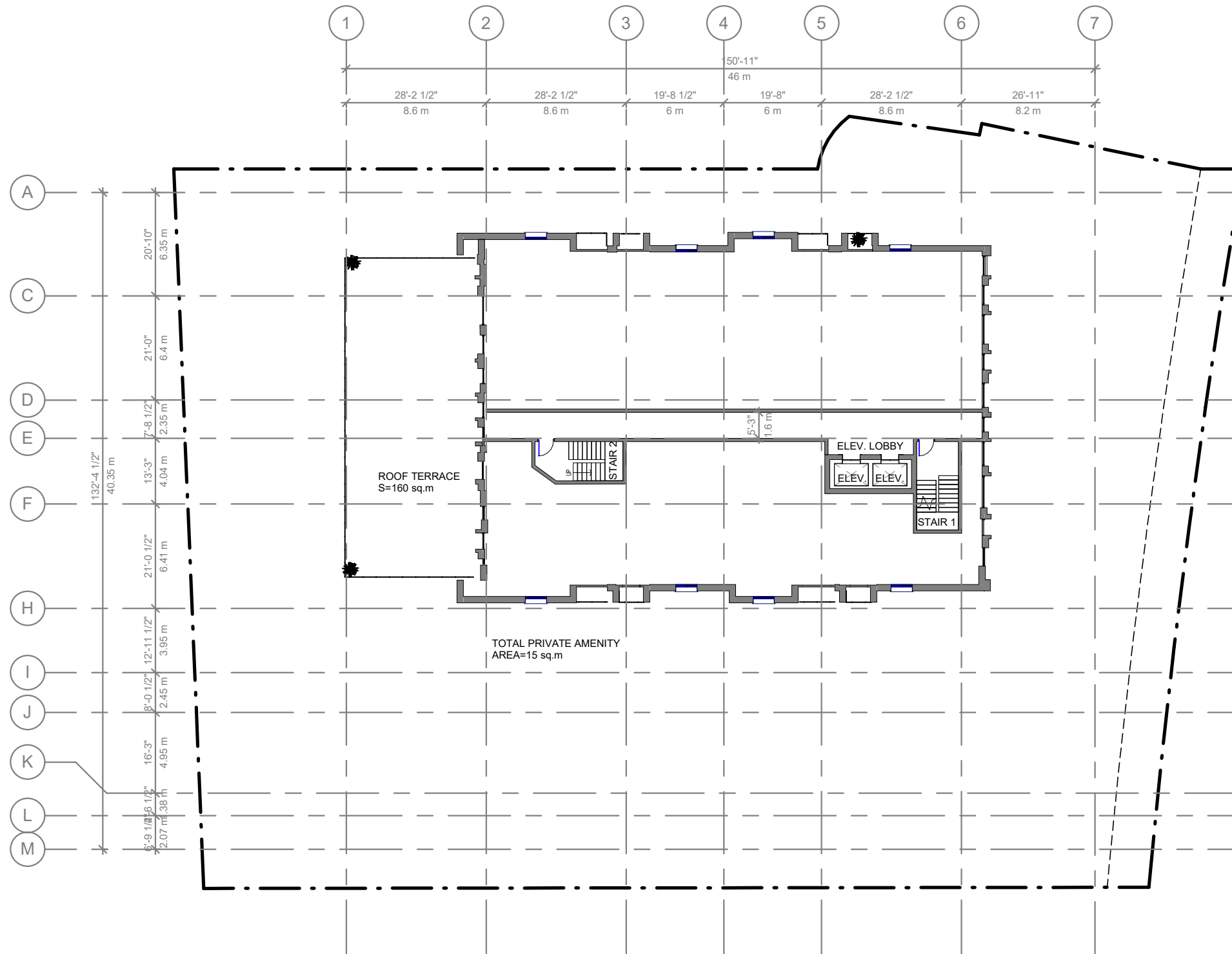
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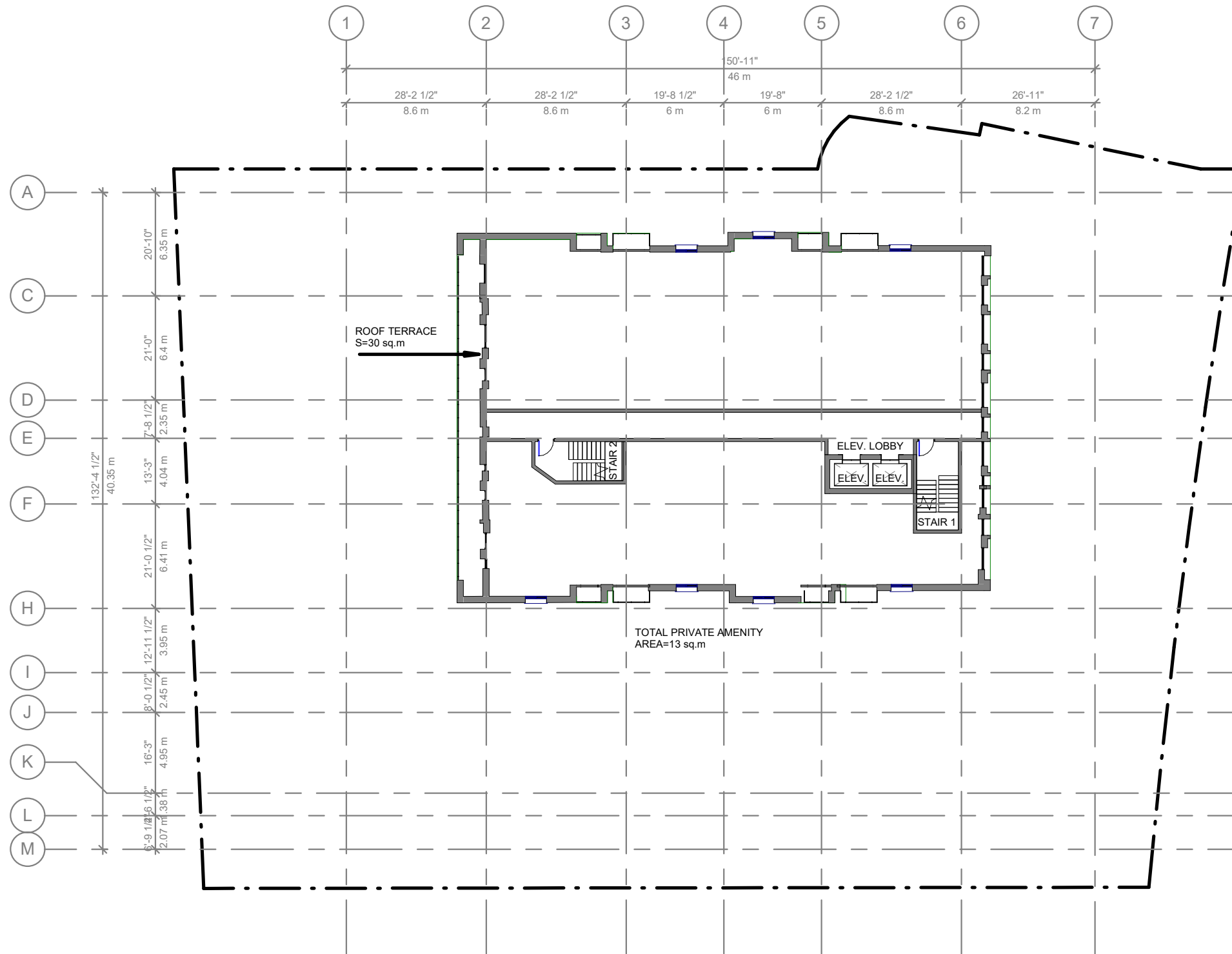
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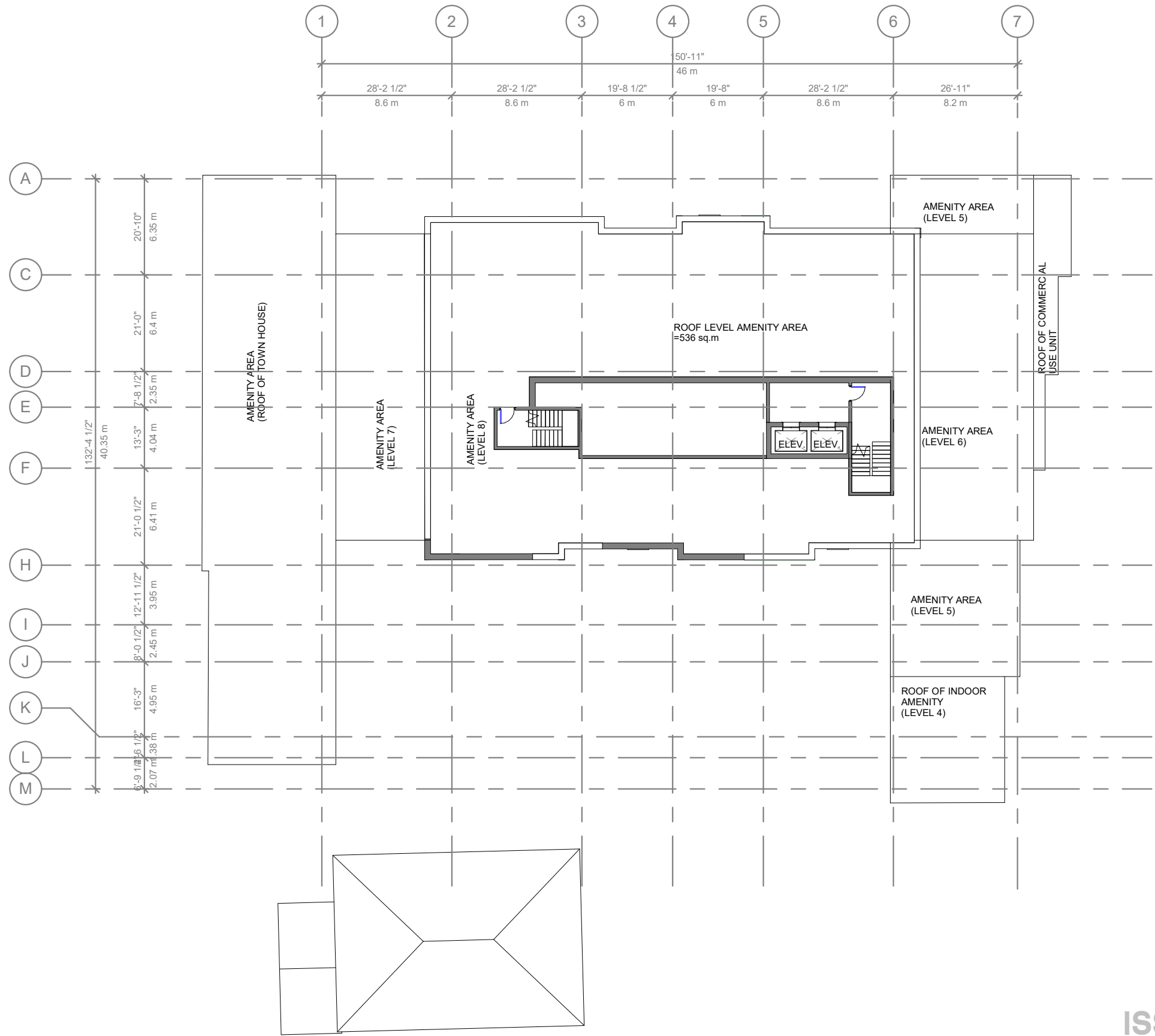
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7th FLOOR PLAN

1 : 300



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SOUTH ELEVATION

1 : 200



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SOUTH ELEVATION WITH ANGULAR PLANE

AS

1 : 300



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NORTH ELEVATION



NORTH SIDE

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SOUTH ELEVATION



SOUTH SIDE

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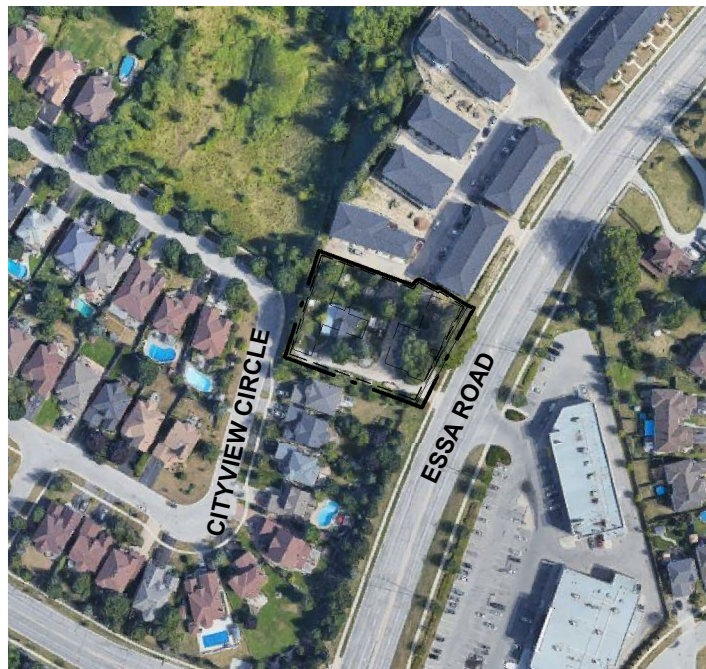


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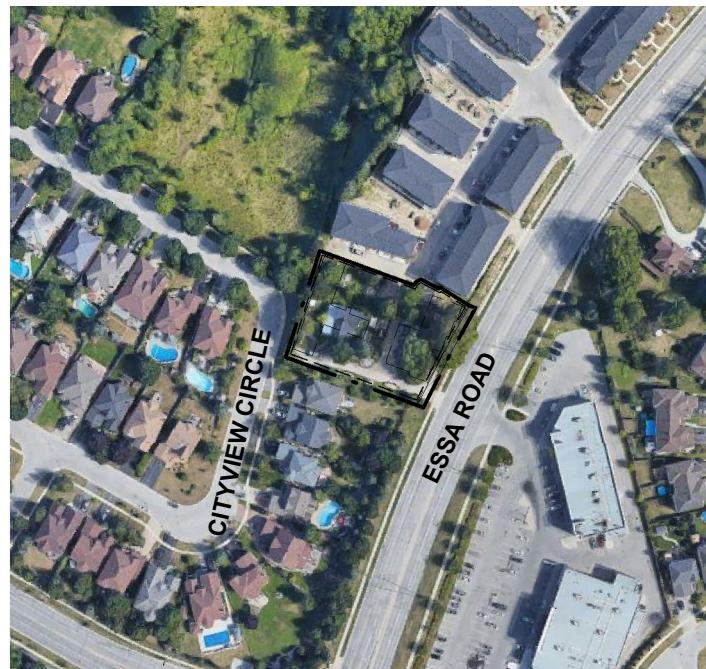


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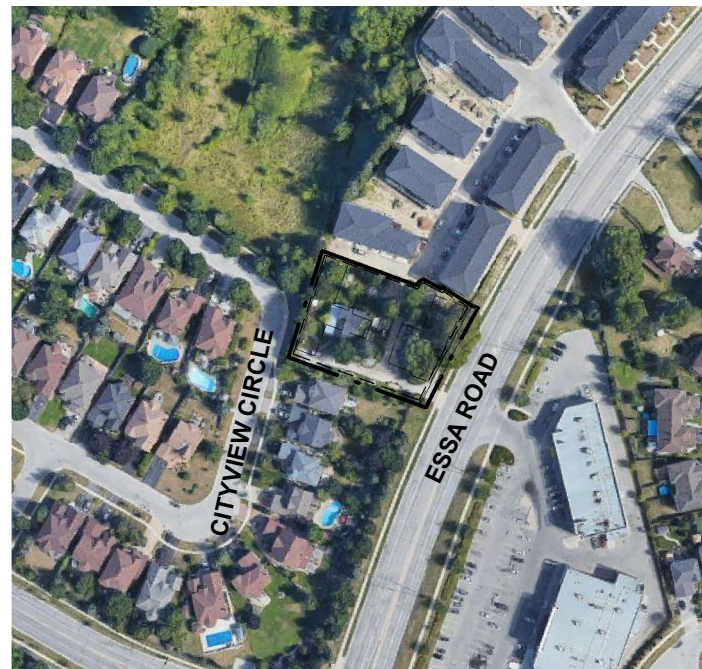
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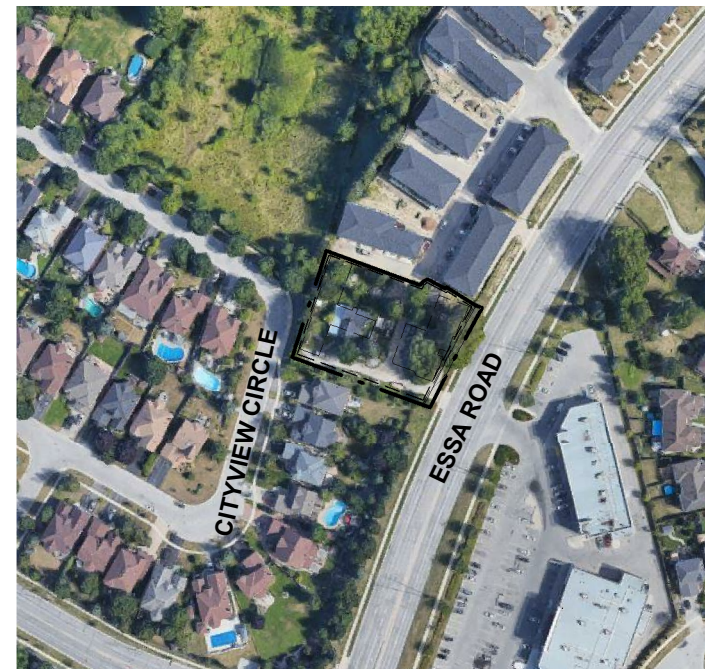
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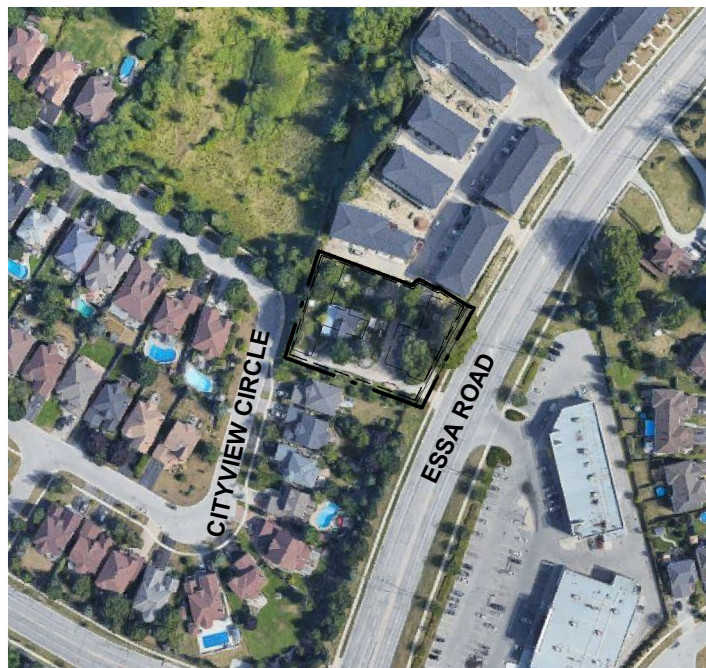
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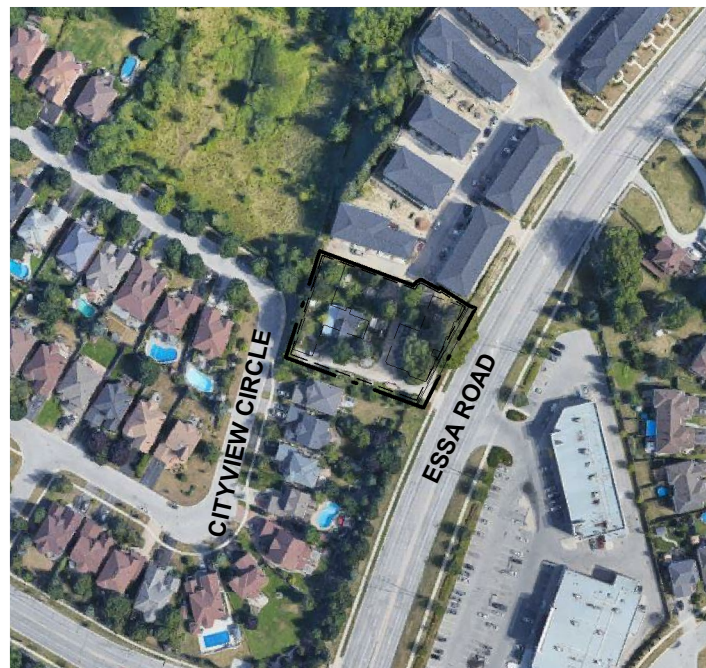
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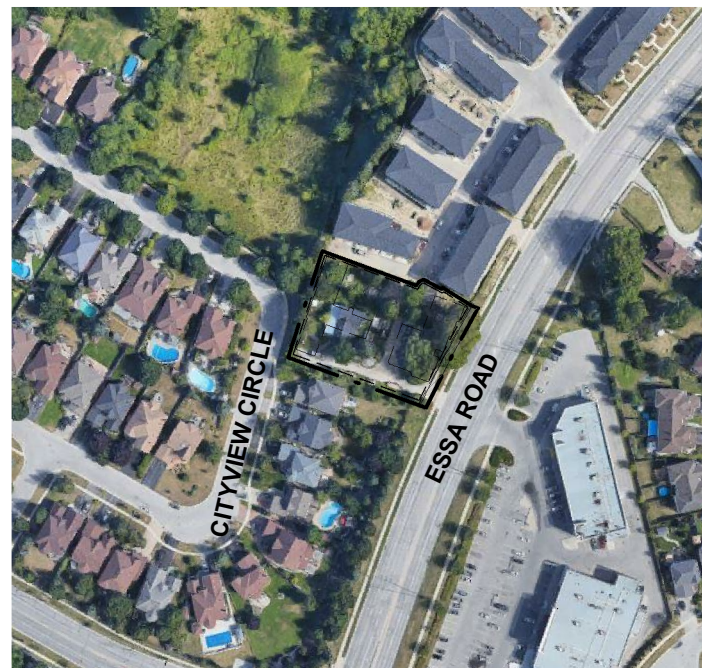
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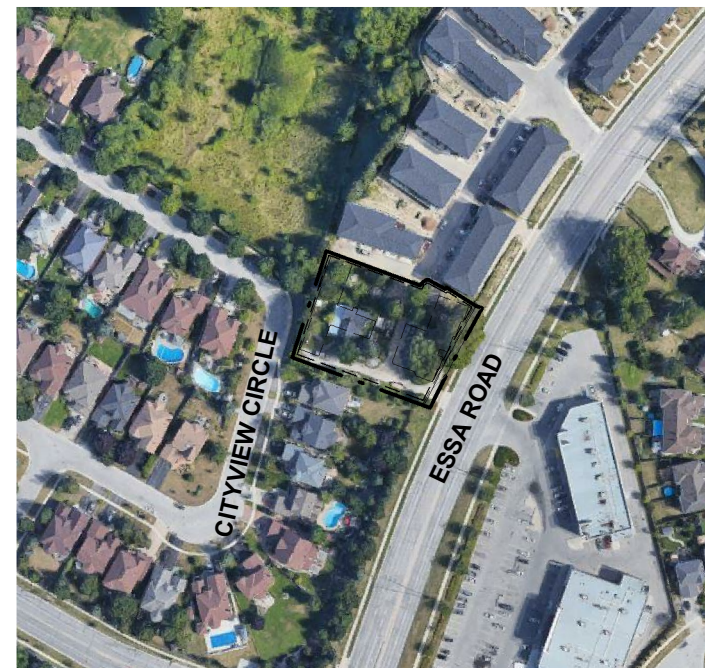
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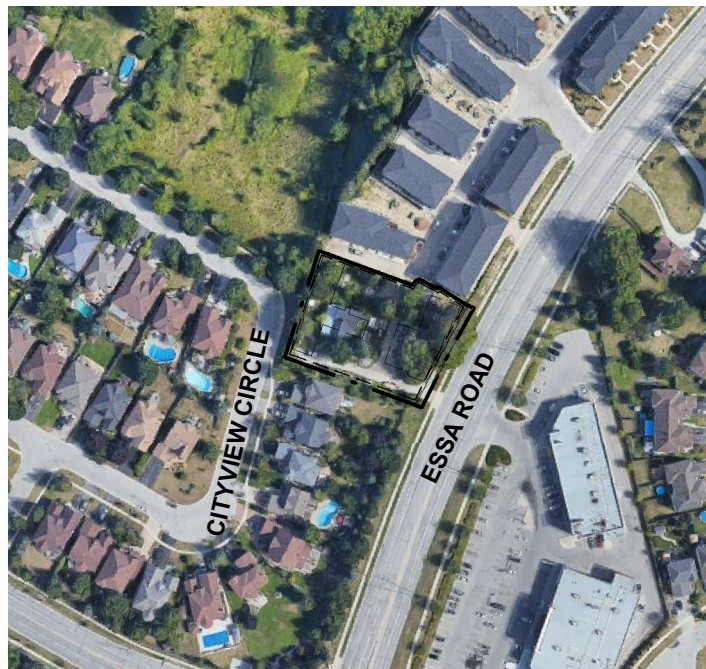


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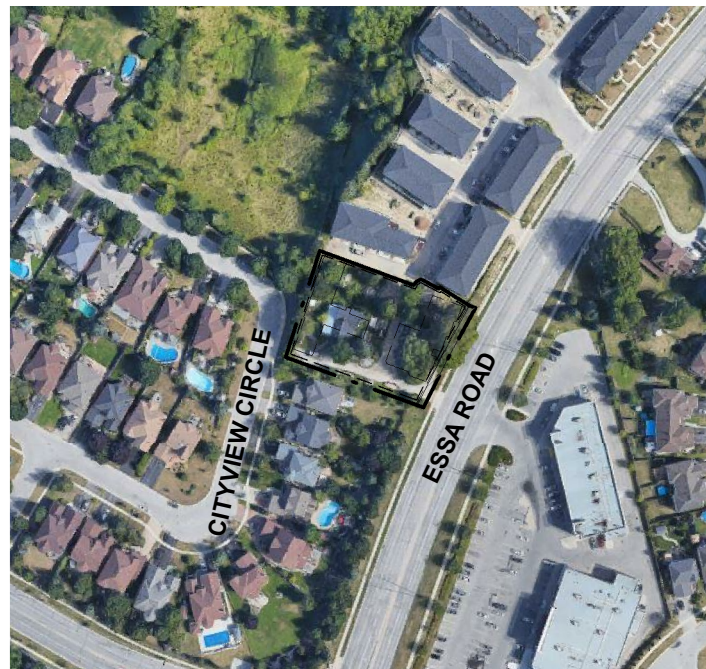


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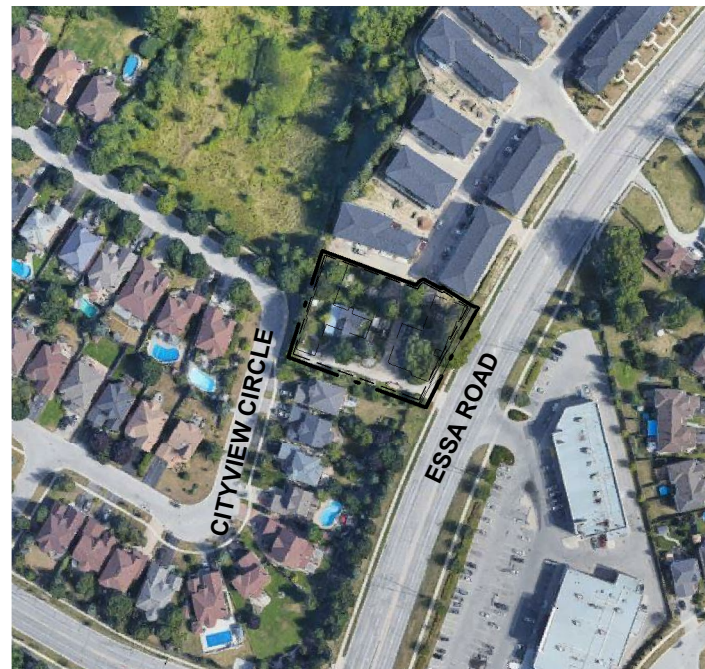
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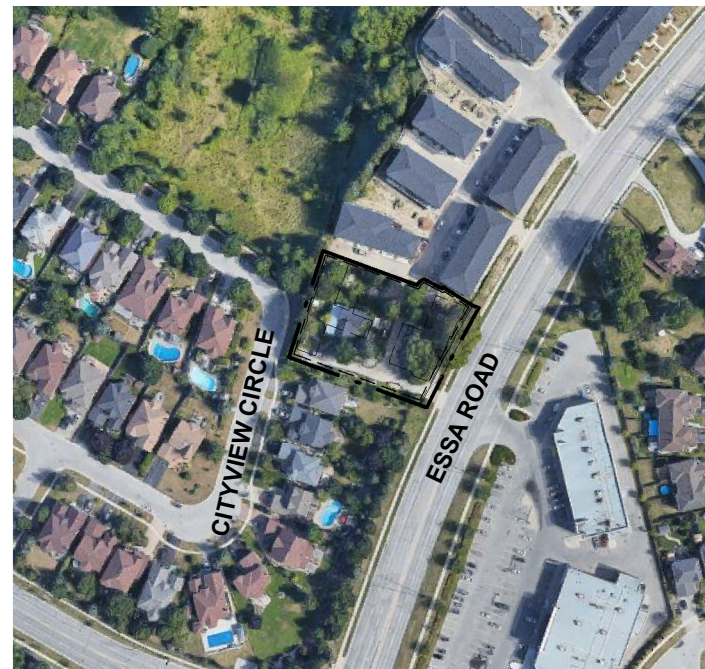
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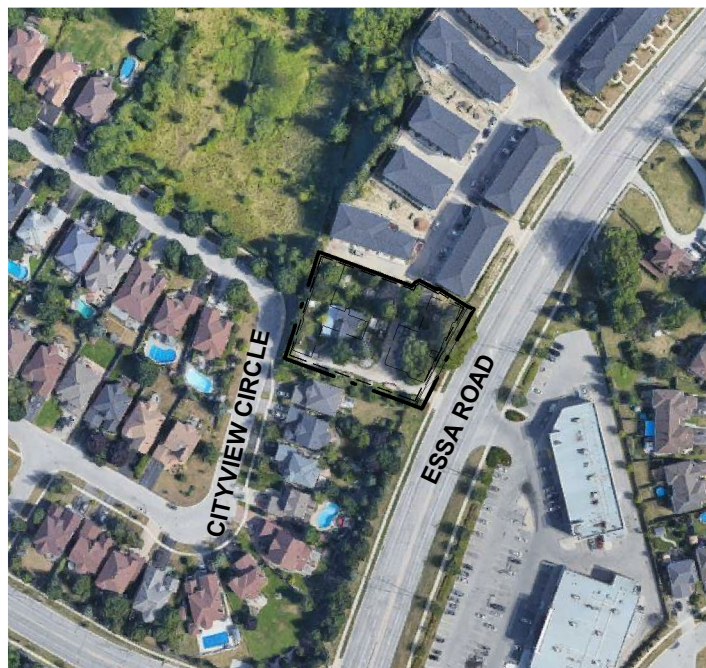
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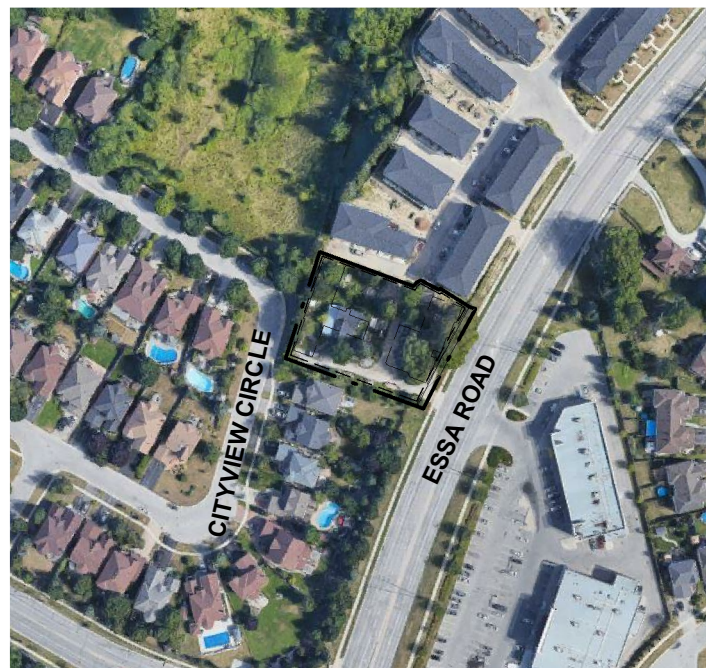
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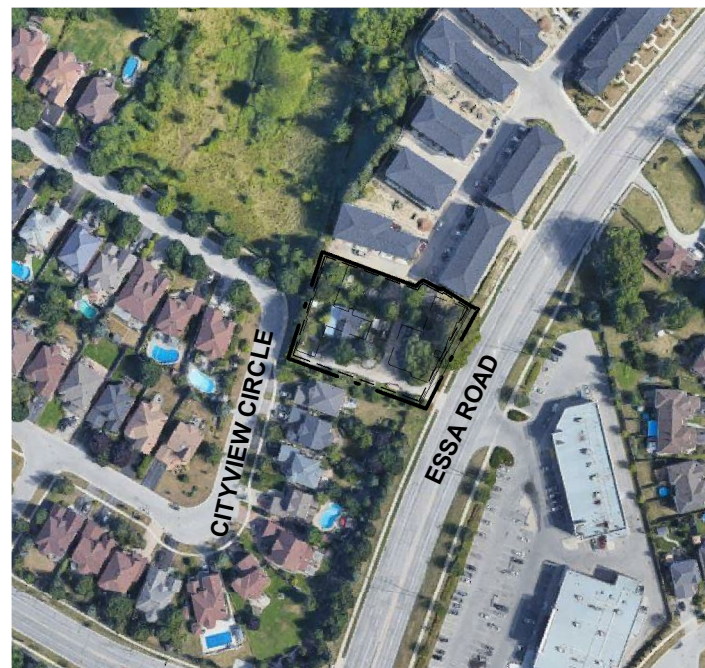
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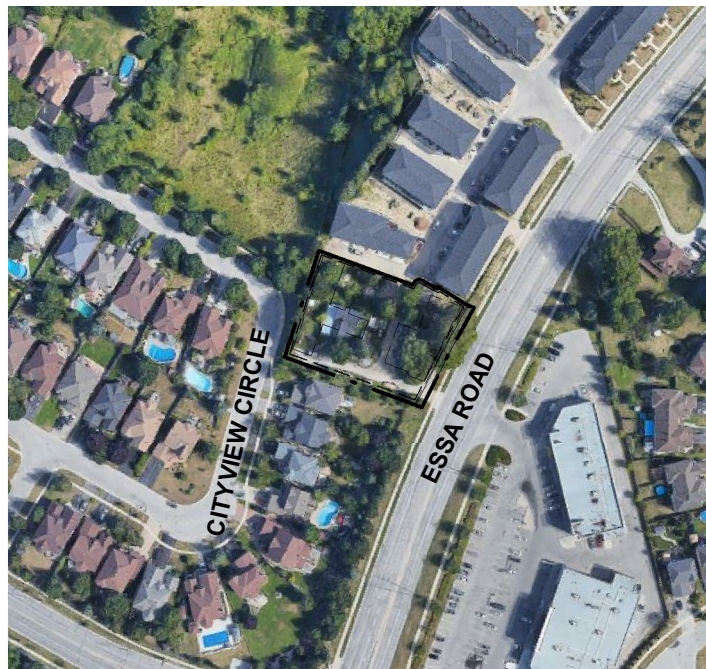


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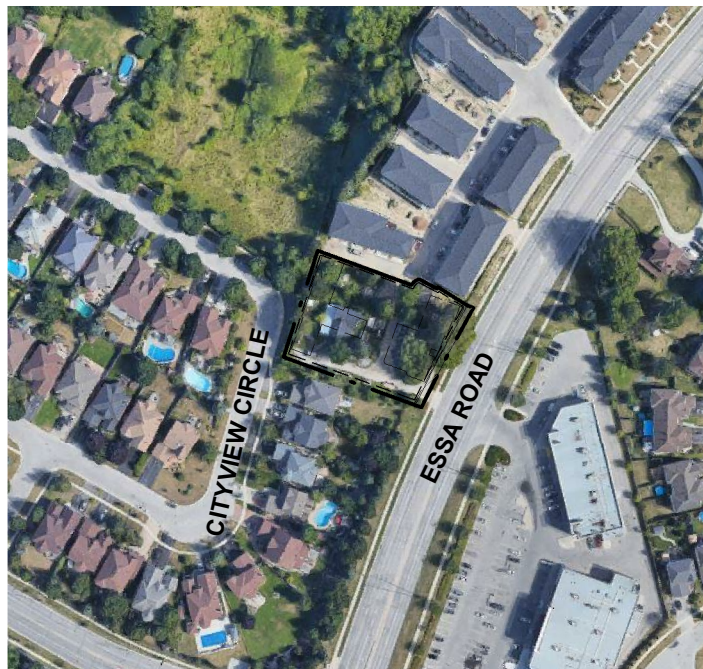


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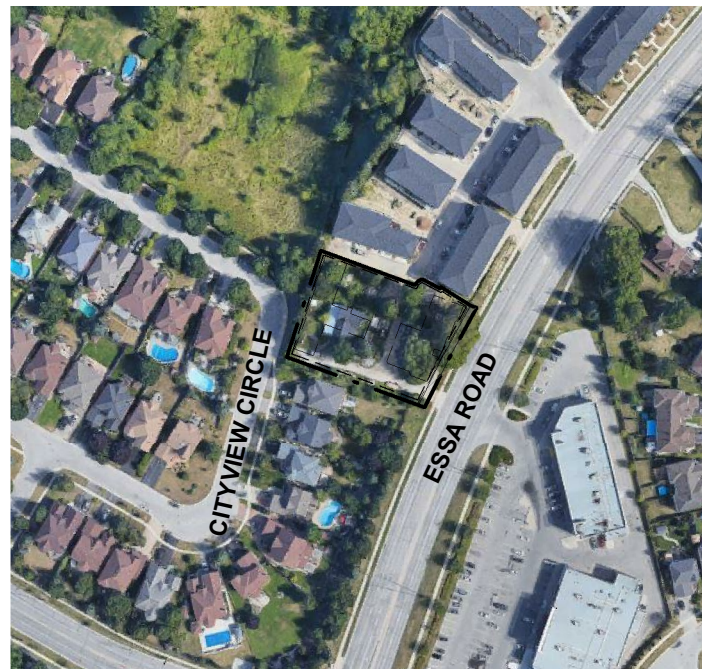
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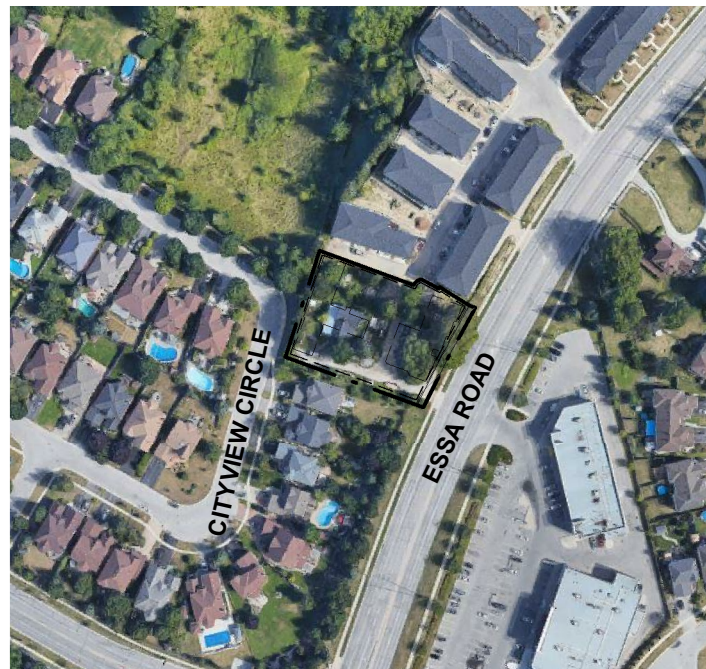
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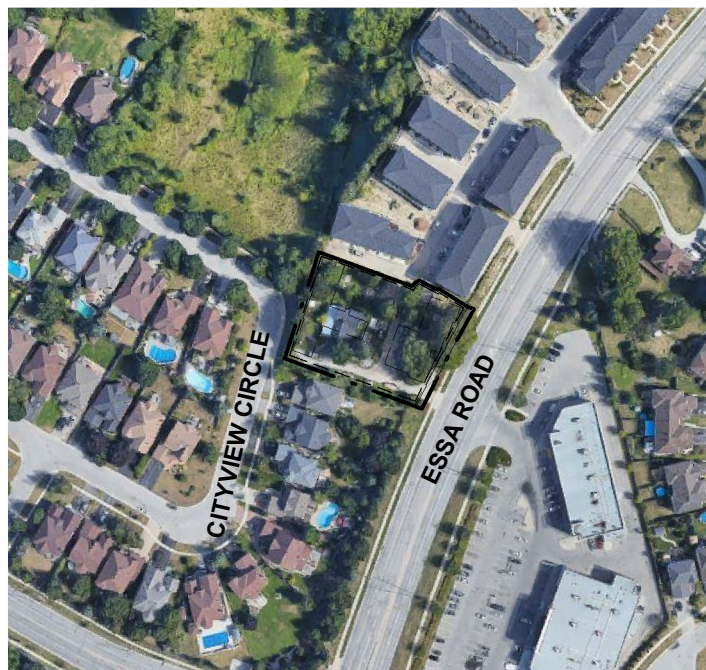
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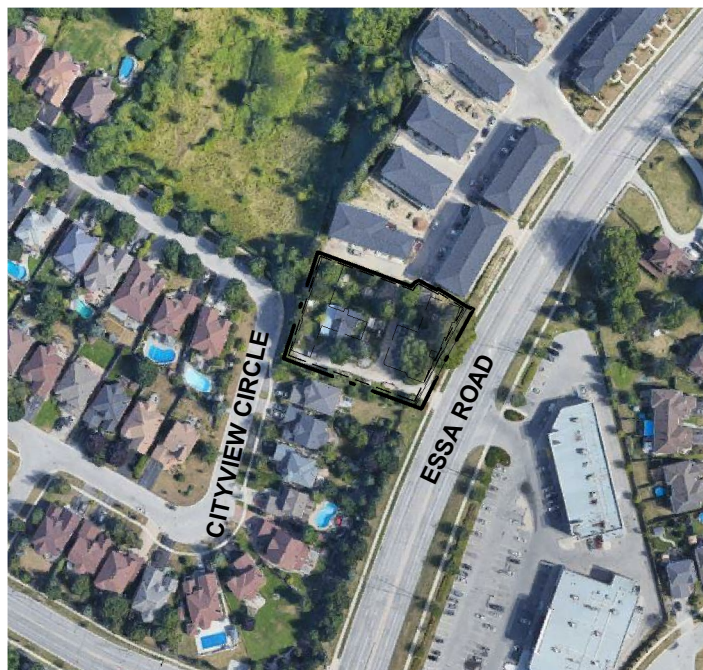
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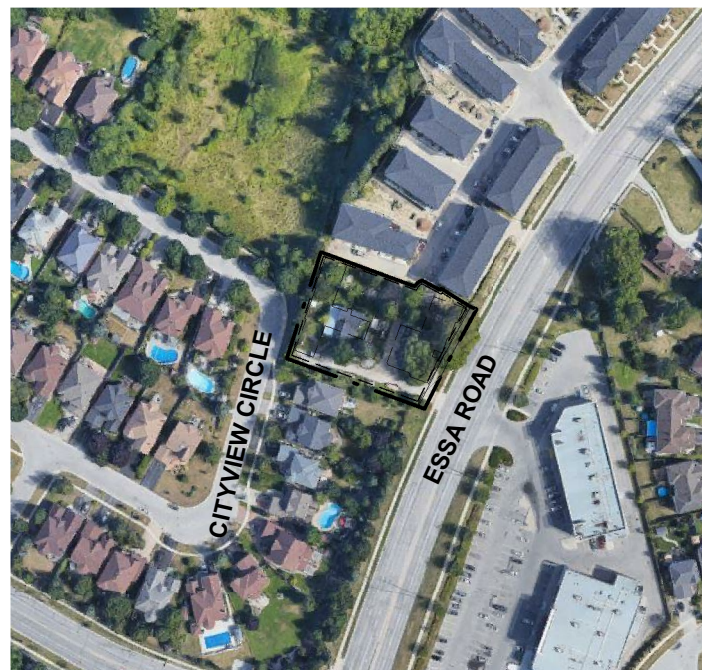
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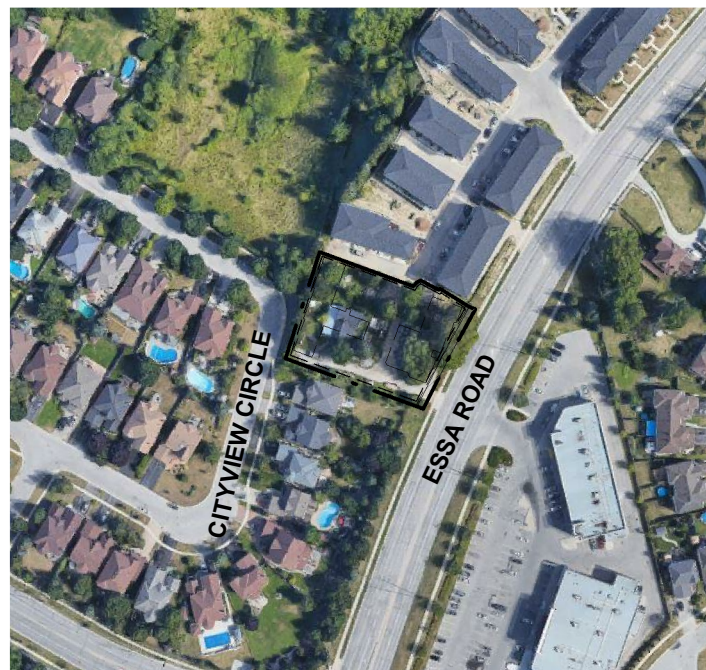
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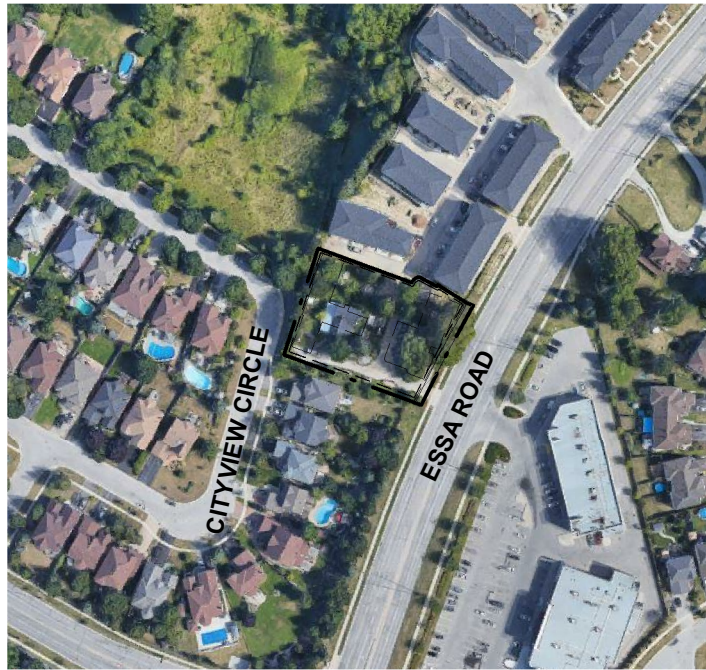


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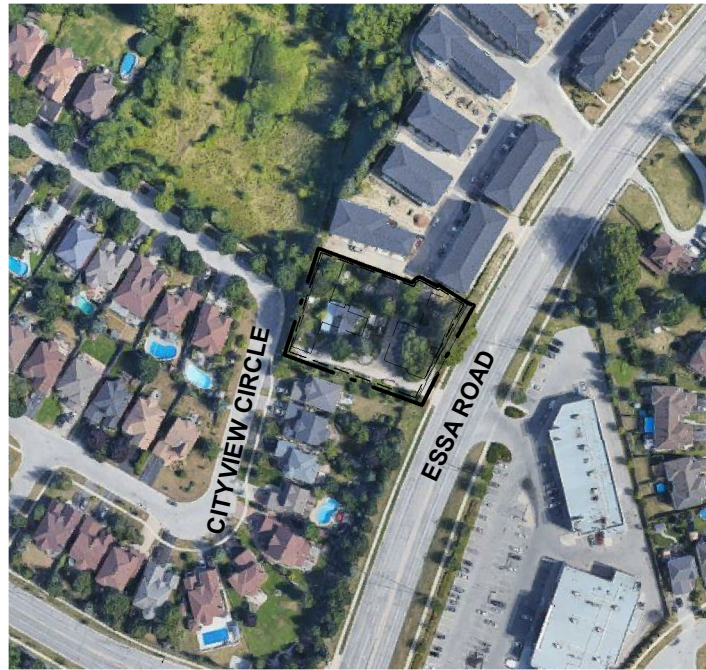


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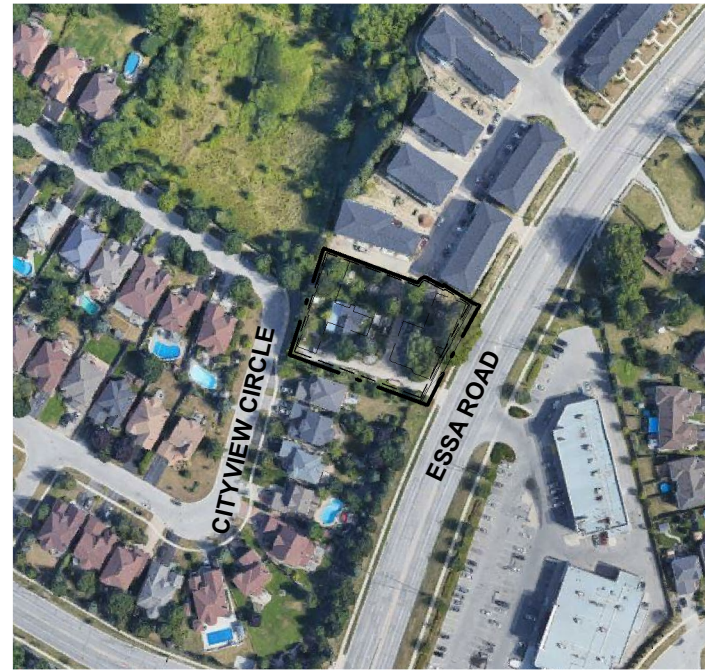
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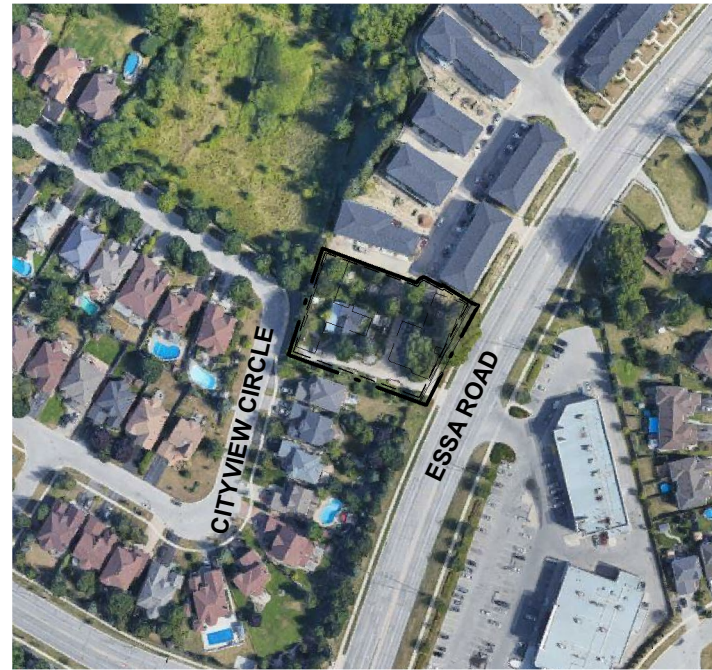
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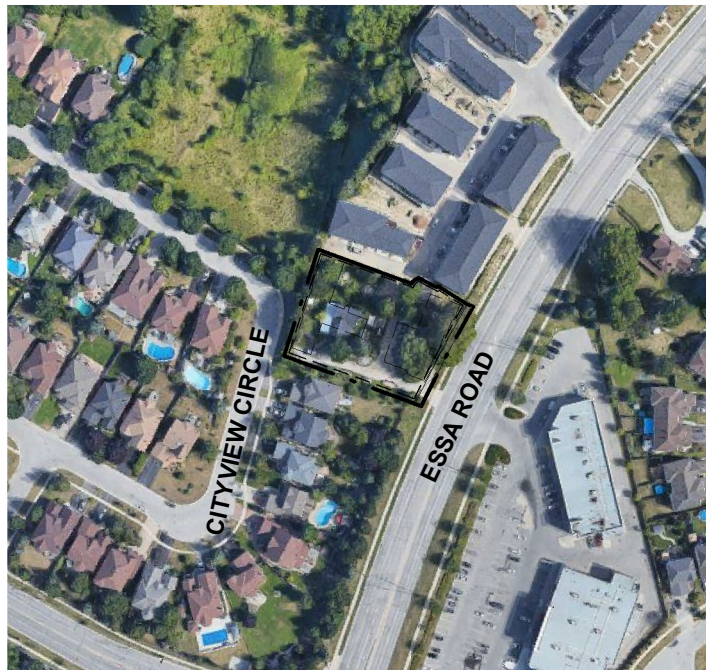
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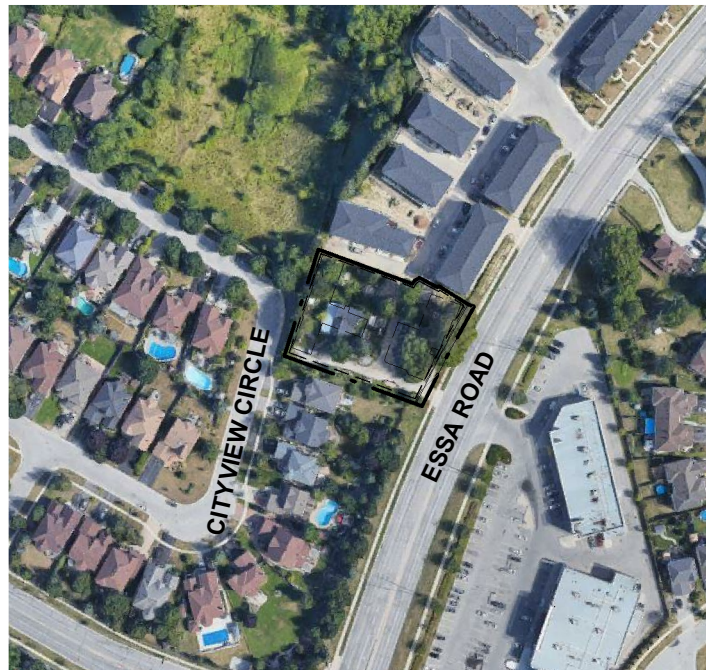
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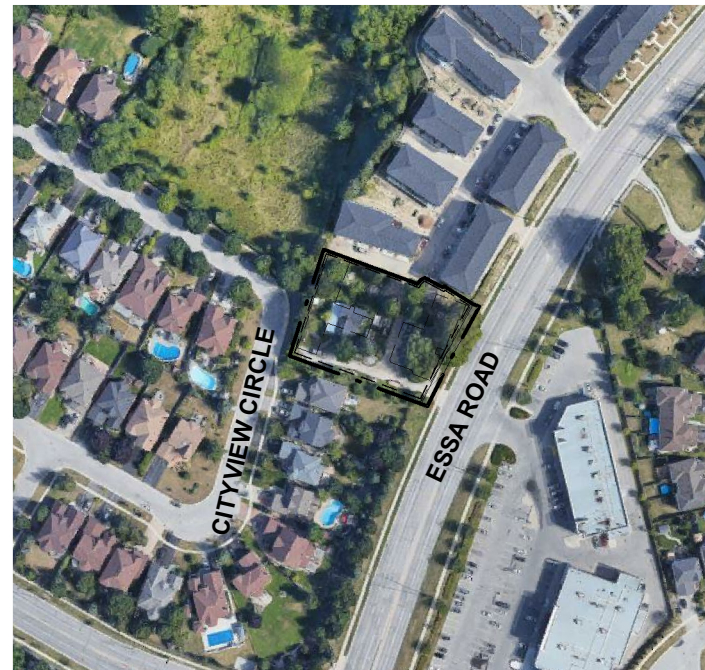
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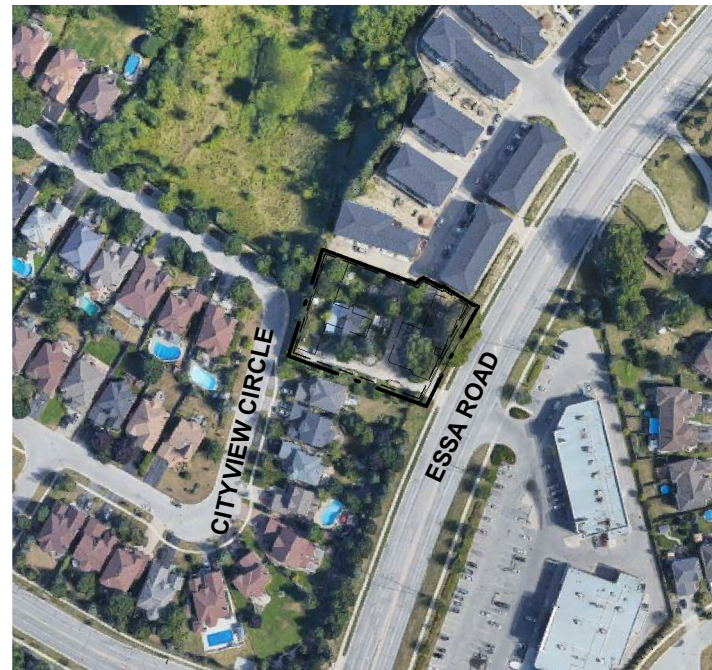
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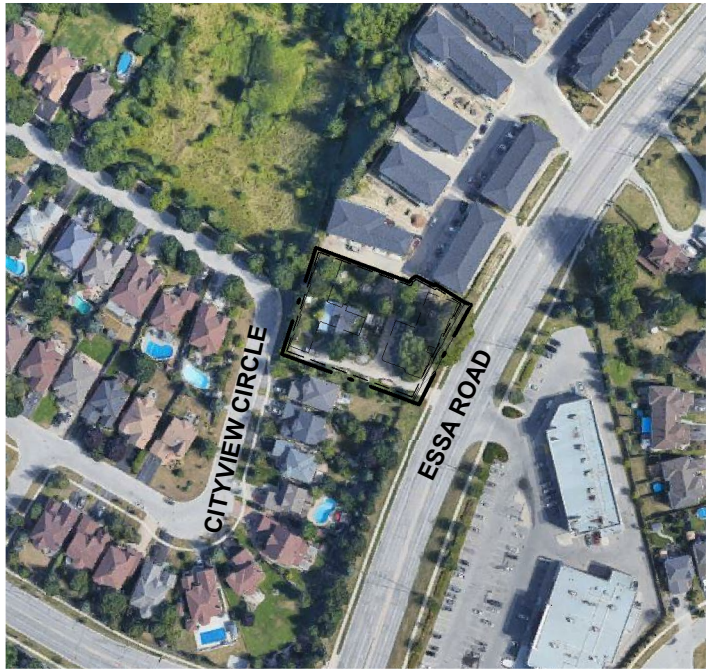


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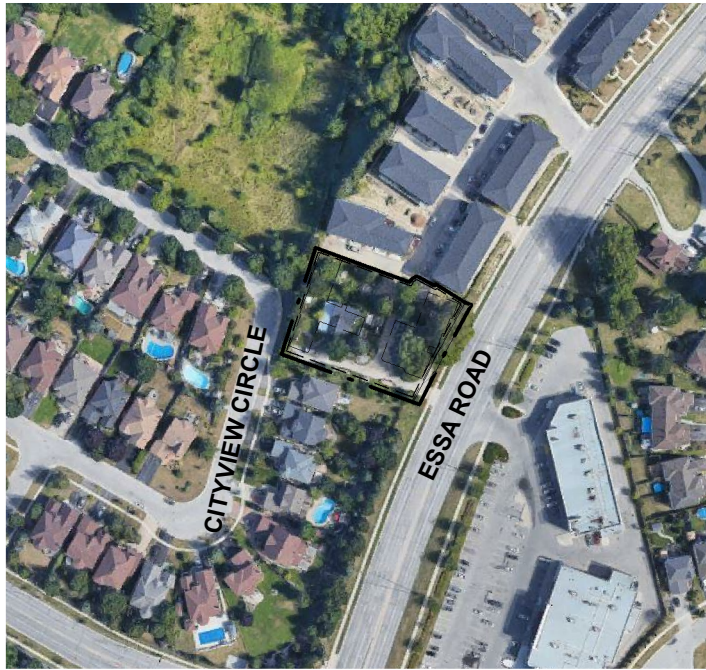


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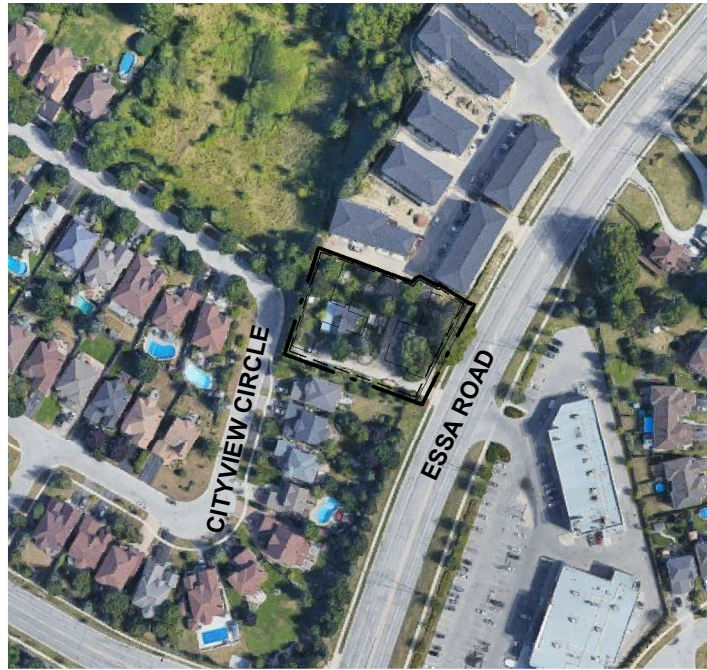
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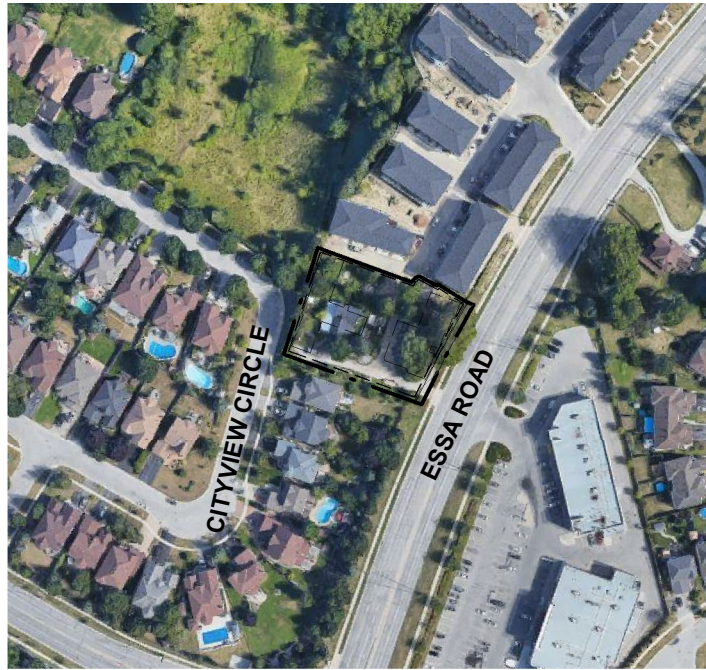
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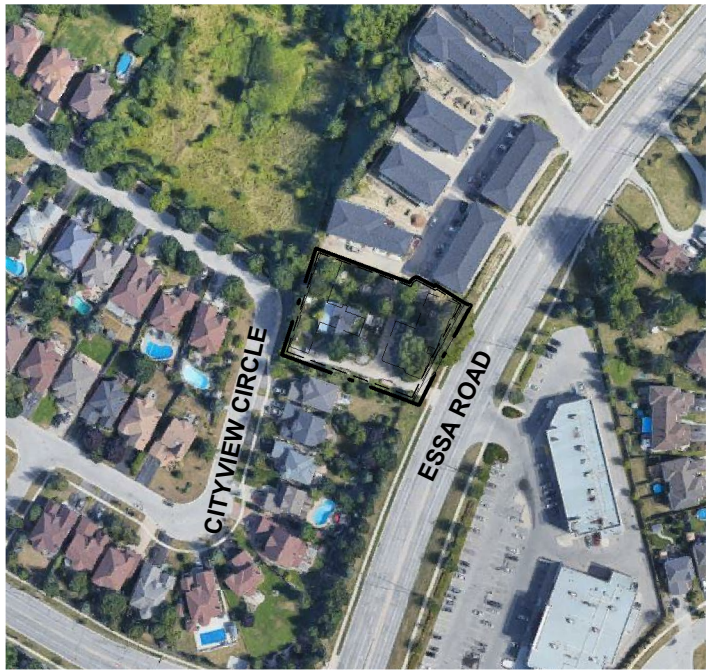
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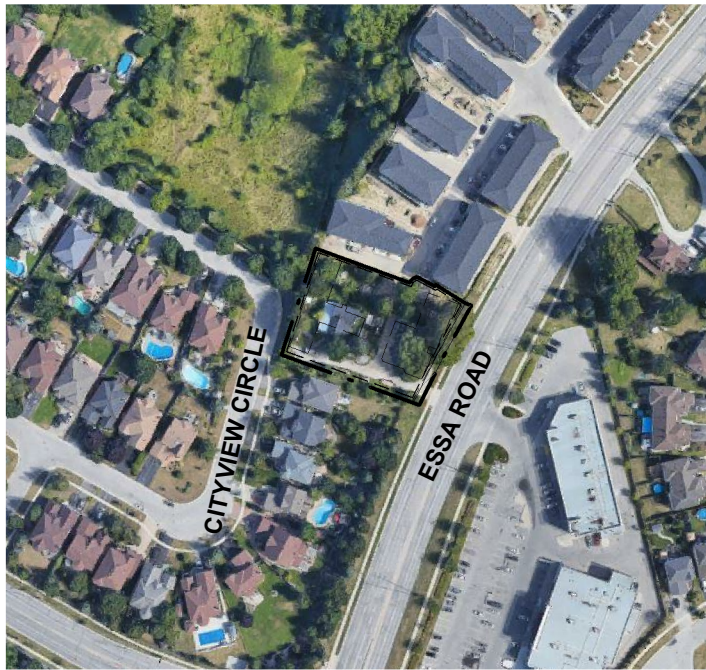
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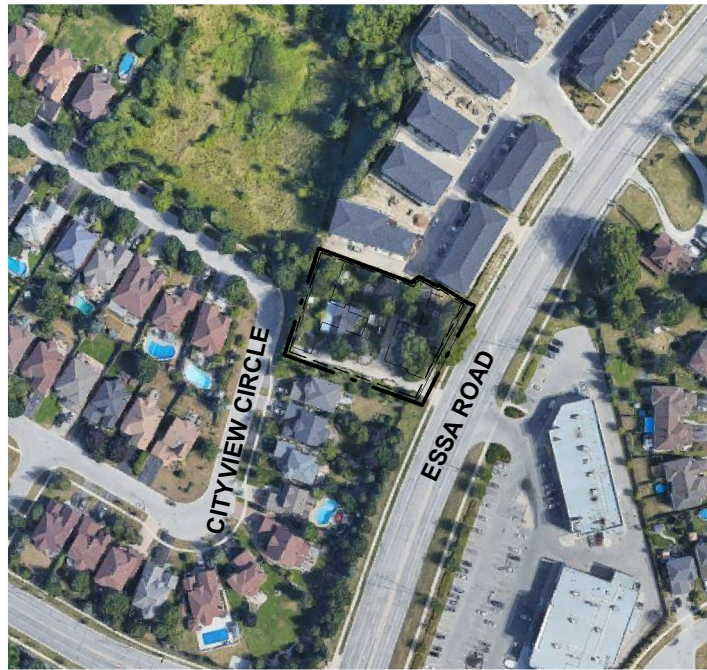
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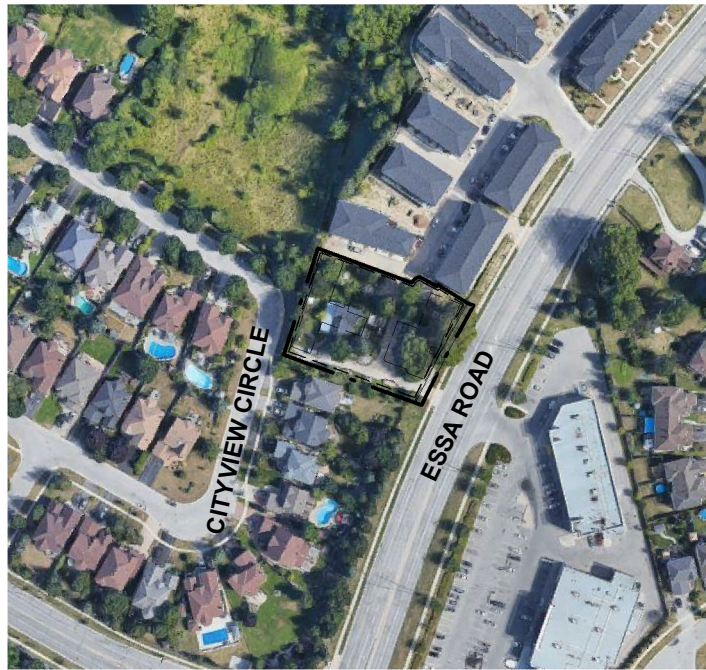
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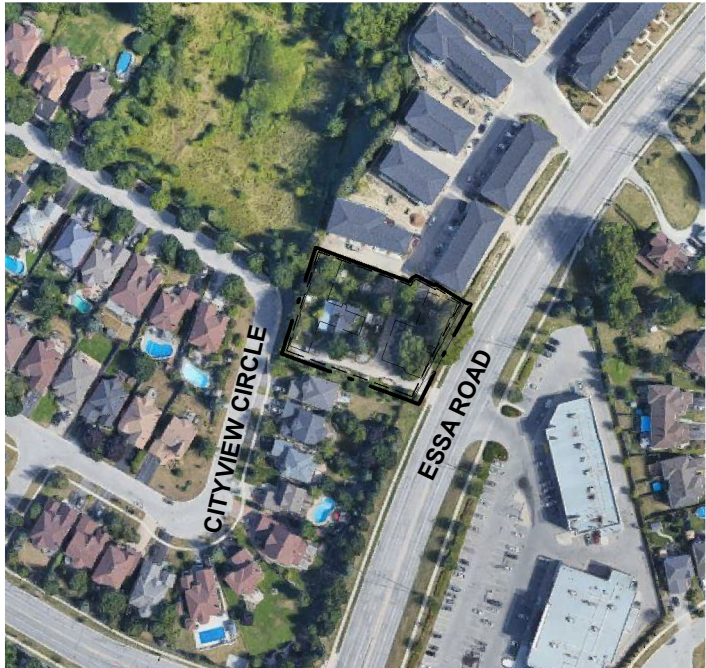


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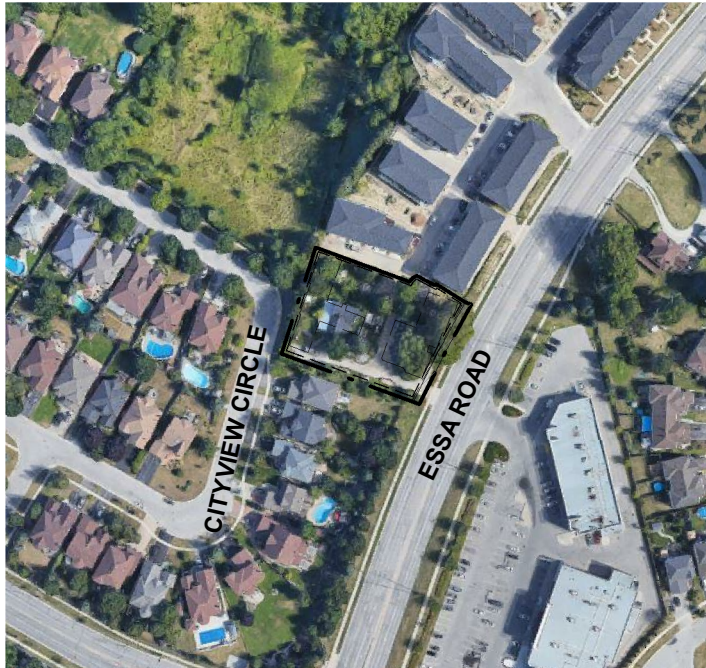


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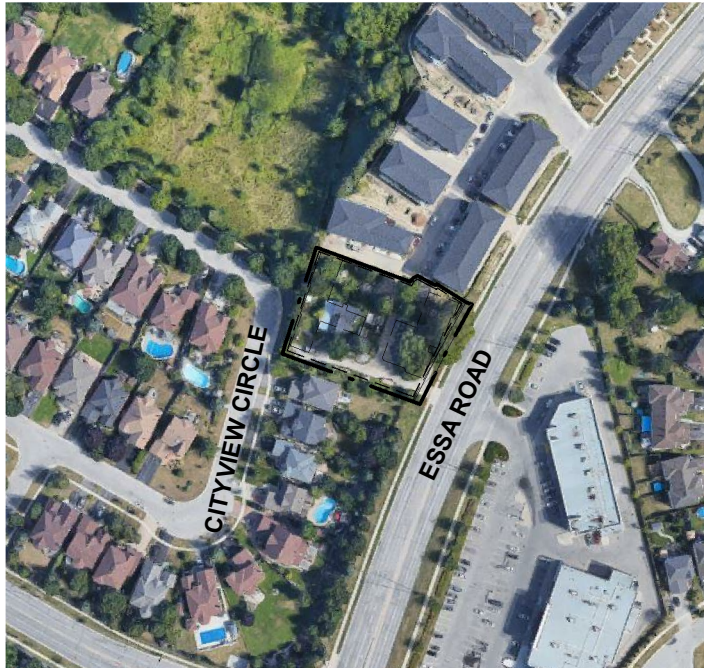
ISSUED FOR ZONING APPLICATION



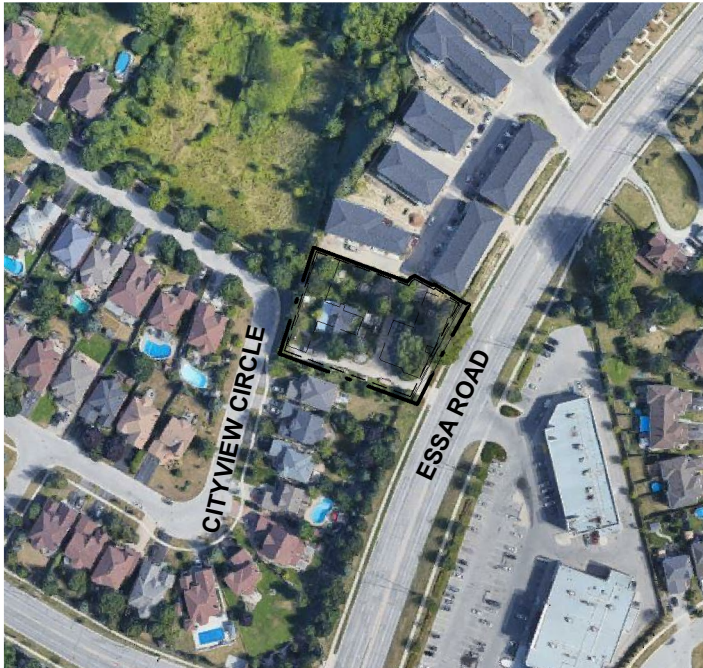
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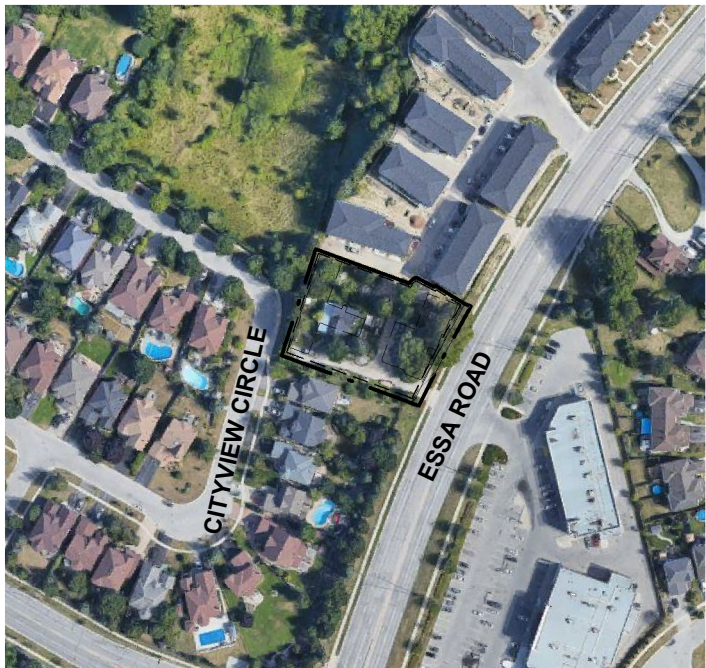
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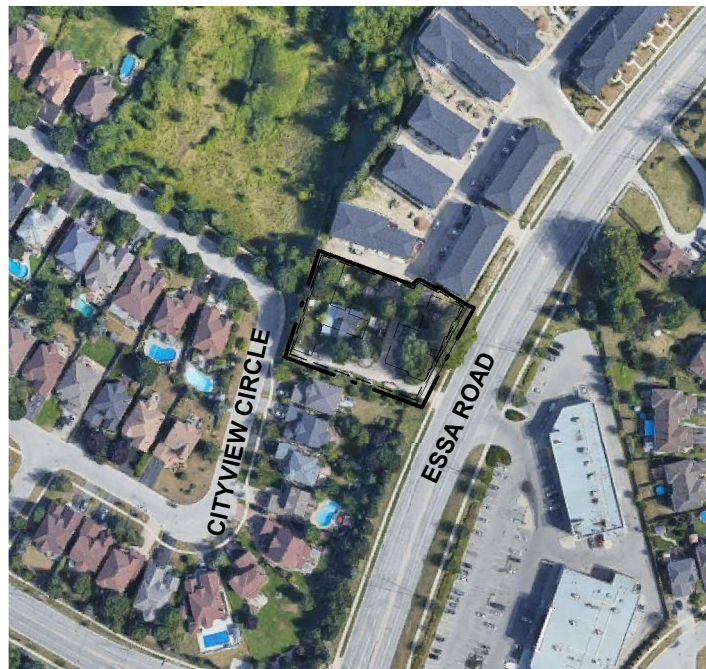


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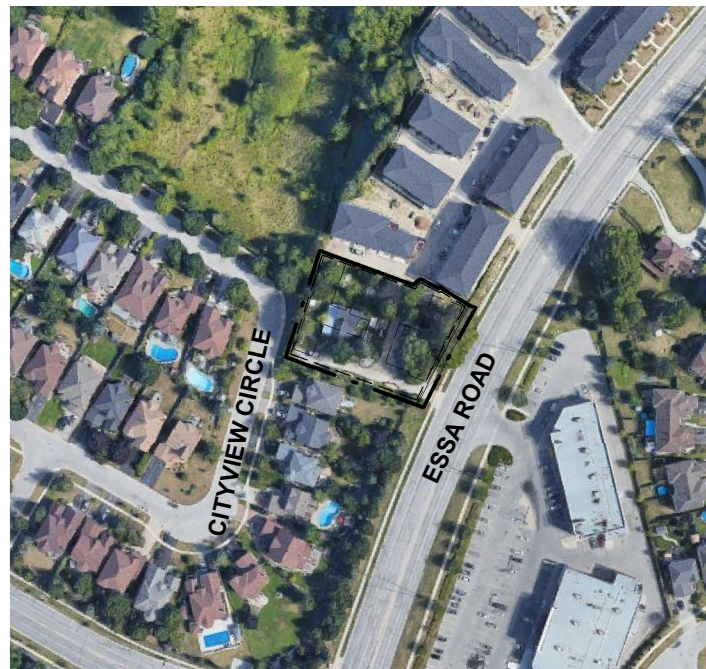


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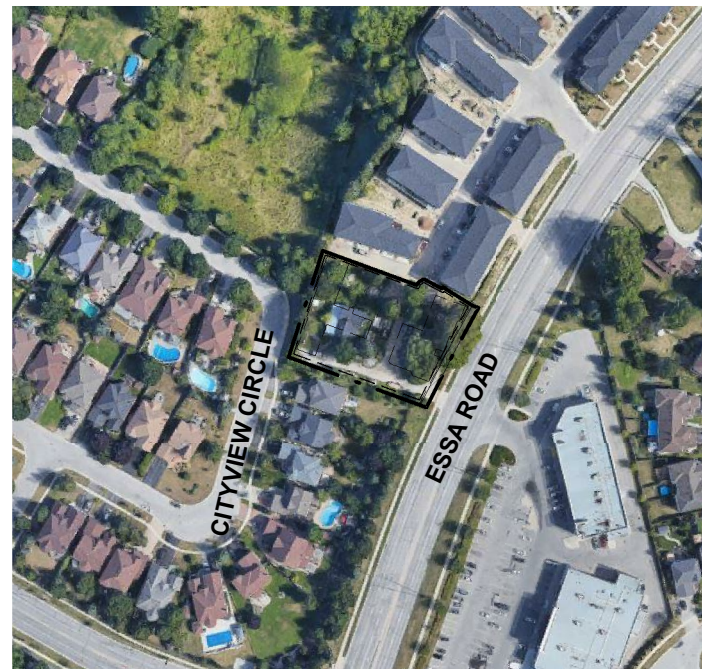
ISSUED FOR ZONING APPLICATION



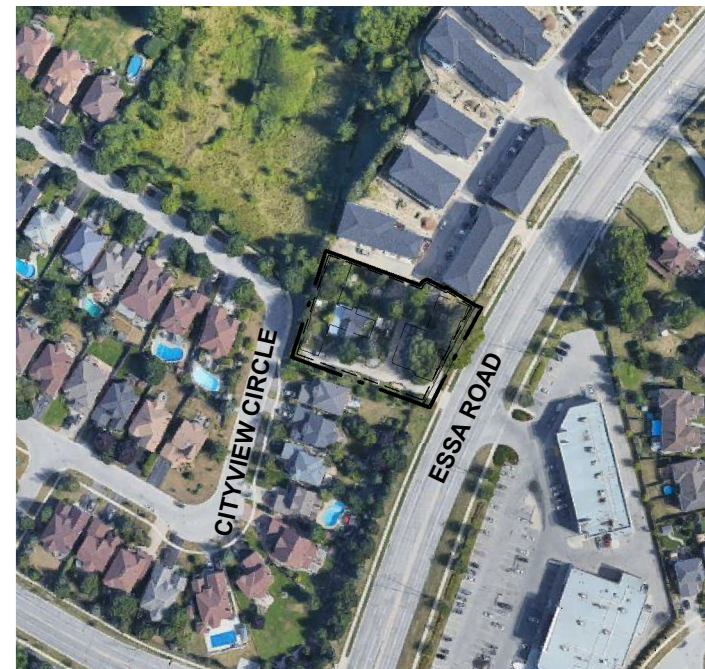
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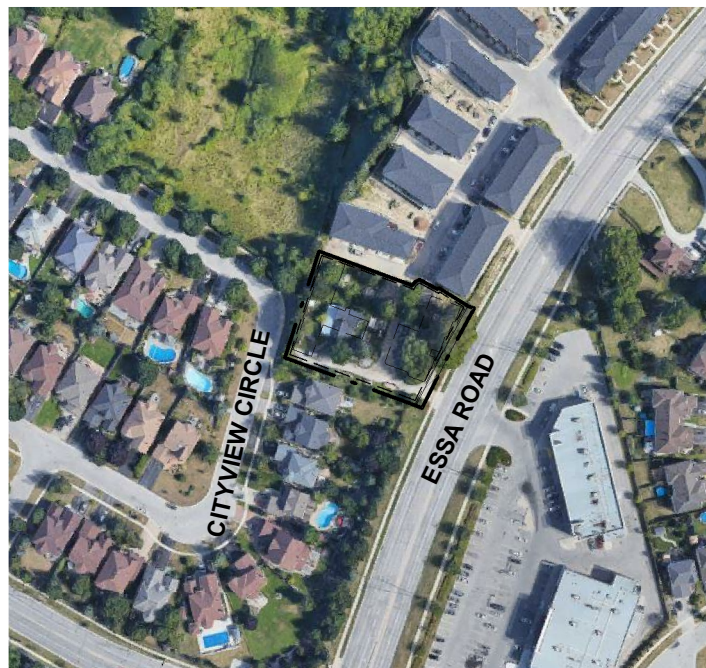
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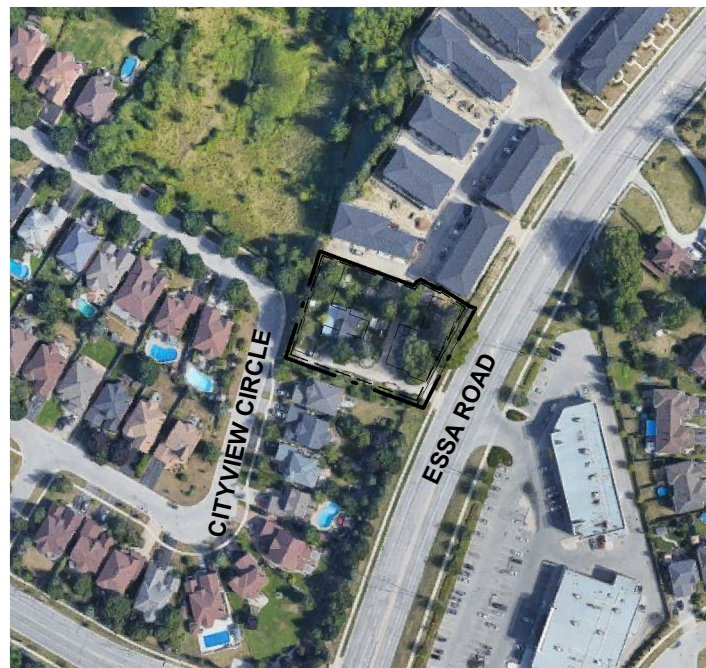
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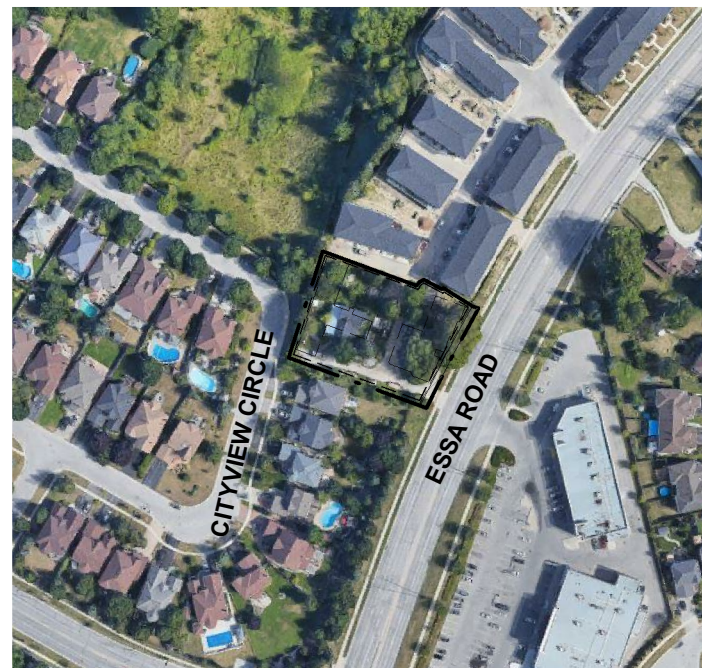
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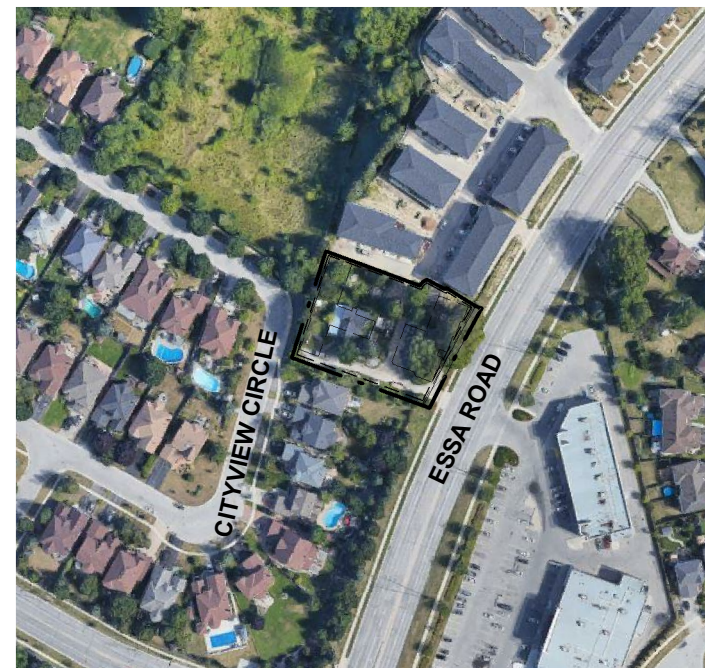
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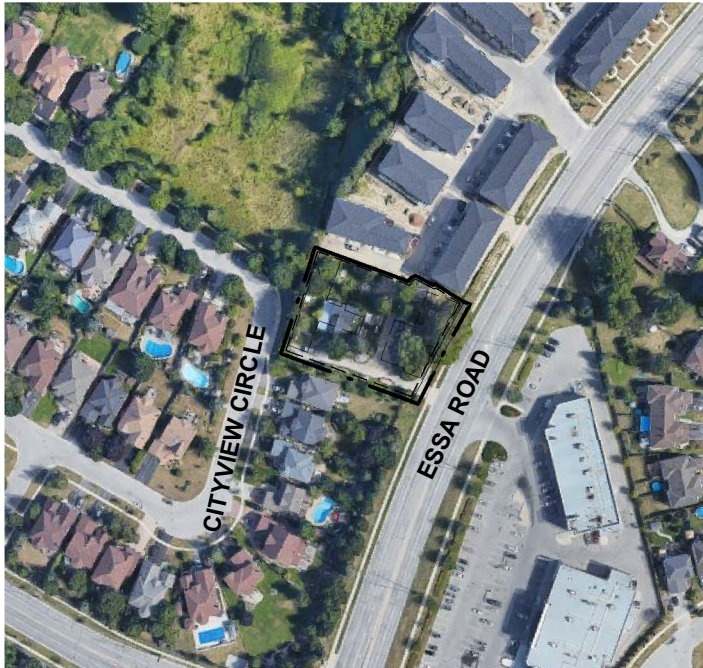


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8 DEC 21 - 15.00 PM
1 : 3000

ISSUED FOR ZONING APPLICATION



1 DEC 21 - 16.42 PM
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ISSUED FOR ZONING APPLICATION

APPENDIX 3
NEIGHBOURHOOD MEETING CORRESPONDENCE

Project: 405 Essa Road, City of Barrie
Proposed Zoning By-law Amendment

Meeting: Neighbourhood Meeting

Meeting

Date: June 22nd, 2021 @ 5pm

Public Attendees	81 (Approx.)	City Attendees:	Michelle Banfield Tiffany Thompson Councillor Harris Councillor Harvey	Developer / Consultant Attendees	Vanessa Simpson Darren Vella Sean Mason
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Discussion Topics/Summary: Following a presentation by Vanessa Simpson (Innovative Planning Solutions), attendees raised the following points below:

A. Traffic

- A repeated comment was concerns about increased traffic on Essa Road and Veteran's/Ferndale Intersection and resultant impacts due to the new residential buildings.
- Concerns about queuing times at the entrance to this site. Separation Distance from intersection at Essa/Veteran's/Ferndale.
- Concerns/inquiries about the need for a new/additional traffic signal at Stroud/City View.

B. Parking & Access

- Concerns were expressed about an appropriate visitor parking standard and reduced parking for the proposed dwelling units.
- Concerns were expressed regarding the potential for overflow parking onto City View Circle.
- Concerns regarding the pedestrians potentially using the site to access City View Circle. Through traffic from Essa onto City View (even though not currently shown / proposed).
- Concerns were heard about snow removal areas.

C. Building Height, Views, Placement & Amenity

- Concerns were raised about the proposed 8 storey building heights shading effects on adjacent properties. A couple of residents noted that they enjoy the morning sun.
- Concerns were heard about the elevation grade difference between City View Circle and Essa Road and the potential for the building to seem larger than 8 storeys when viewed from City View Circle.
- Concerns were raised about the limited at grade amenity area provided. Residents noted that it was difficult to tell from the Concept Plan what area was dedicated to green space/amenity.

E. Required Reports and Studies

- Staff heard from residents that the studies provided should be of a high quality and suggested that some of the studies, including a shadow study, be peer reviewed.
- Residents raised concerns about the veracity of the provided renderings. Residents suggested that any provided renderings should capture accurately the adjacent properties/surroundings.
- Residents were asking about noise study requirements.

E. Miscellaneous Questions/Comments

1. Residents were concerned with construction (dust, noise and workers parking on Cityview Circle).
2. A concern was raised regarding the location of any waste disposal area and any associated odours emanating from the location.
3. Concerns were heard from residents at 369 Essa regarding amenity space and connectivity to 405 Essa Road.
4. Desire that high-quality architectural style/materials/finishes be used.
5. Ability of Fire Department to deal with the proposed tall buildings.
6. Residents discussed and had concerns with what types of uses would be permitted within the proposed commercial/mixed use units at grade.
7. Why is built form being shown on City View circle?
8. Why are City View Circle townhouses shown with parking in the parking garage and not off of City View?

APPENDIX 4
ZONING BY-LAW AMENDMENT TEXT & SCHEDULE

THE CITY OF BARRIE
BY-LAW NUMBER 2021-###

A By-law of the City of Barrie to amend Comprehensive Zoning By-Law No. 2009-141, by rezoning lands described as Part of Lot 5, Concession 13, Part 1, Plan 51R-11606 in the City of Barrie, County of Simcoe, known municipally as 405 Essa Road from the Residential Multiple Family Second Density - Special Provision with a Holding Provision (RM2, SP-562, H-139) to the Mixed Use Corridor with Special Provisions (MU2 (SP-___)).

WHEREAS the Council of The Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of The Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 405 Essa Road;

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE
HEREBY ENACTS AS FOLLOWS:**

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lot 5, Concession 13, Part 1, Plan 51R-11606, known municipally as 405 Essa Road in the City of Barrie, County of Simcoe, from the Residential Multiple Family Second Density - Special Provision with a Holding Provision (RM2, SP-562, H-139) to the Mixed Use Corridor with Special Provisions (MU2 (SP-___)), as shown in Schedule "A" attached hereto, and Schedule "A" attached hereto forms part of By-Law 2000-02 as amended;
2. **THAT** the following additions shall be to the Mixed Use Corridor with Special Provisions (MU2 (SP-___)):
 - i. A minimum front yard setback of 0.0 metres shall be permitted.
 - ii. A minimum rear yard setback, to the abutting EP Zone, of 1.9 metres shall be permitted.
 - iii. A minimum drive aisle width (section 4.6.2.5) of 6.0 metres for 90 degree angle parking, shall be permitted.
 - iv. That the underground structure (section 4.6.5.2) shall have a minimum setback of 0.2 metres to the front lot line along Essa Road and to the south property line.
 - v. A minimum landscape buffer (section 5.4.4.0) shall be 1.2 metres along the north and 1.1 metres along the south property line.

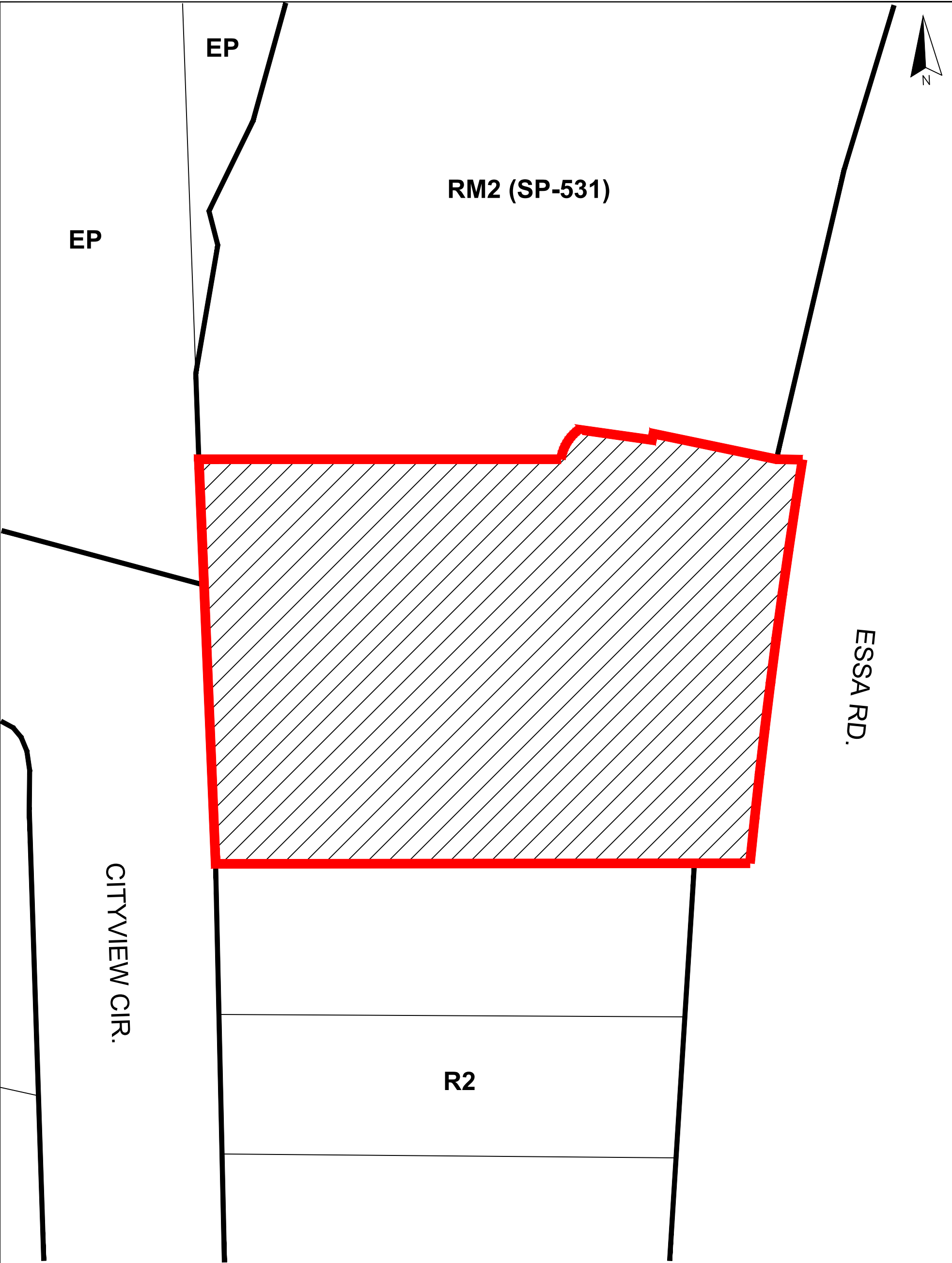
3. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
4. **THAT** the Owner/Applicant be required to provide community benefits per Section 37 of the Planning Act and City of Barrie Official Plan Section 6.8 Height and Density Bonus to the satisfaction of the Director of Development Services.
5. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2021.

The Corporation of the City of Barrie


Mayor

Clerk



LEGEND

 Subject Lands
• Area: 2,763.5m²

 Lands to be rezoned from 'Residential Multiple Family Second Density - Special Provision with a Holding Provision (RM2, SP-562, H139)' zone to 'Mixed Use Corridor with Special Provision (MU2(SP-___))' zone

SCHEDULE "A"
ZONING BY-LAW AMENDMENT

Part of Lot 5, Concession 13,
Part 1, Plan 51R-11606,
in the City of Barrie



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

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:	August 16, 2021	Drawn By:	A.S.
File:	17-715	Checked:	V.S. / D.V.



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