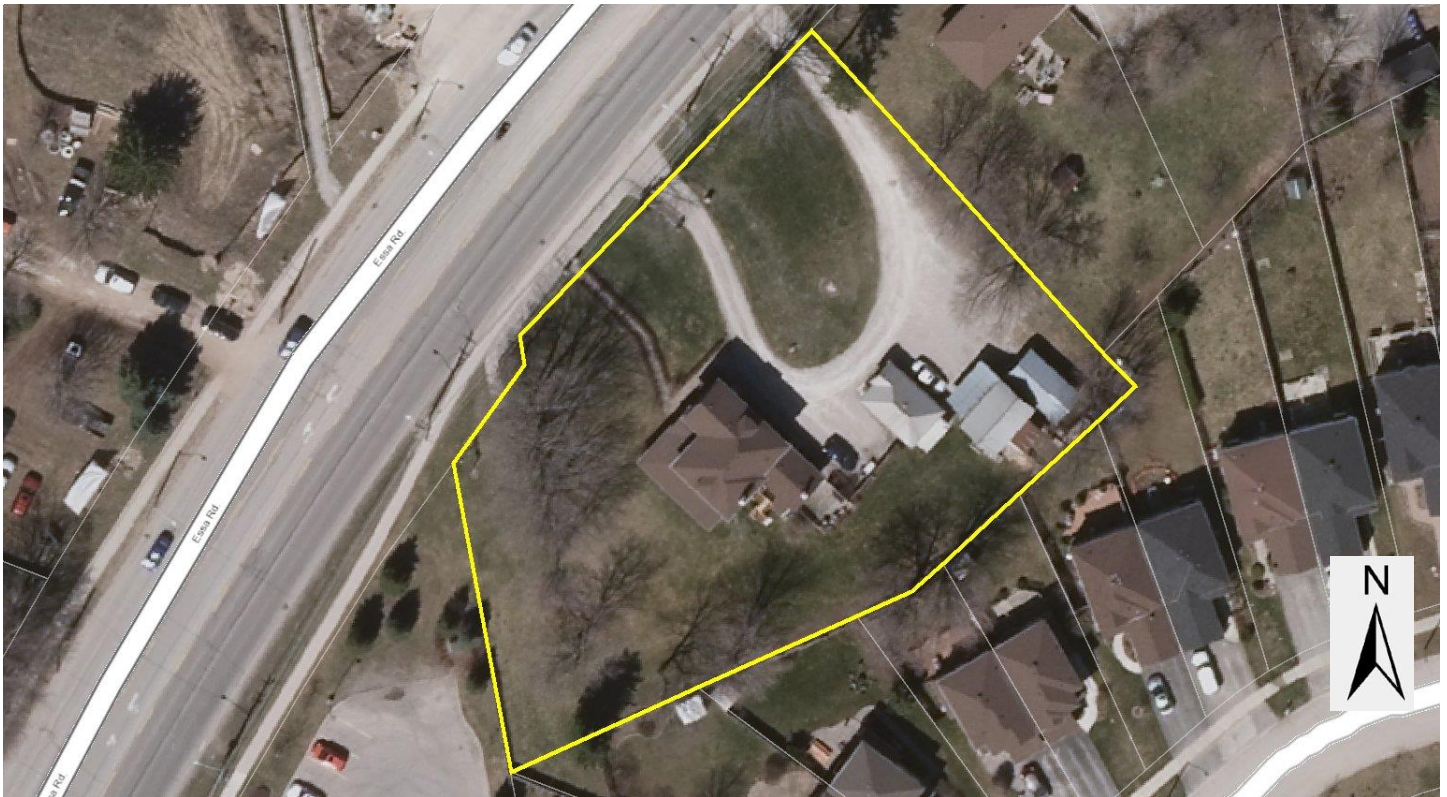




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PLANNING JUSTIFICATION REPORT

390 Essa Road

City of Barrie

Part 1, Plan of Part of Parklot 19, Registered Plan 67

**CITY OF BARRIE
COUNTY OF SIMCOE**

APPLICATION FOR

**OFFICIAL PLAN AMENDMENT
ZONING BY-LAW AMENDMENT**

PREPARED BY

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September 2018

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1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by Soho James Incorporated to complete the following Planning Justification Report relative to applications for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) on lands known municipally as 390 Essa Road in the City of Barrie. The subject property encompasses an area of 0.35 hectares (0.87 acres), possessing 65.1 metres (213.58 feet) of frontage on Essa Road. The intent of these applications is to amend the City of Barrie Official Plan and Zoning By-law 2009-141 to permit the construction of seventy-four (74) residential apartment units in one six-storey structure. Figure 1 provides a key map of the subject properties.

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

- Provincial Policy Statement (2014)
- Places to Grow (2017)
- City of Barrie Official Plan (2017 Consolidation)
- City of Barrie Zoning By-law 2009-141 (2016 Consolidation)

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are identified as Part 1, Plan of Part of Parklot 19, Registered Plan 67 and known municipally as 390 Essa Road in the Holly Planning Area of the City of Barrie. The lands possess a total area of 0.35 hectares (0.87 acres) with 65.1 metres (213.58 feet) of frontage along the southeastern side of Essa Road. Essa Road is an Arterial Road as identified on Schedule "D" of the Official Plan. Municipal infrastructure, including water and sanitary services are available along Essa Road, as is shown in Figure 4.

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LEGEND

 Subject Lands

Figure 1

LOCATION OF SUBJECT LANDS

Source: maps.simcoe.ca

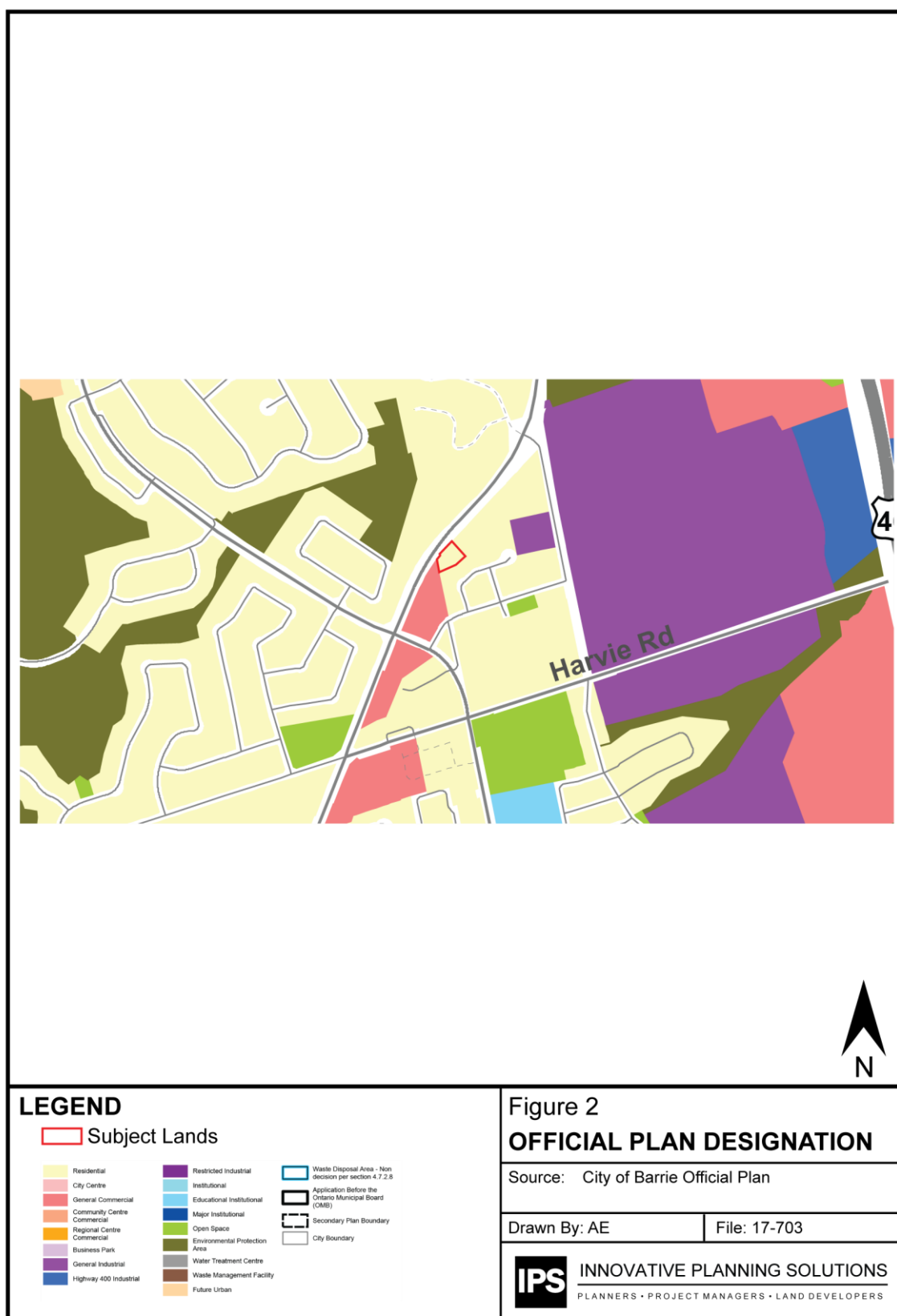
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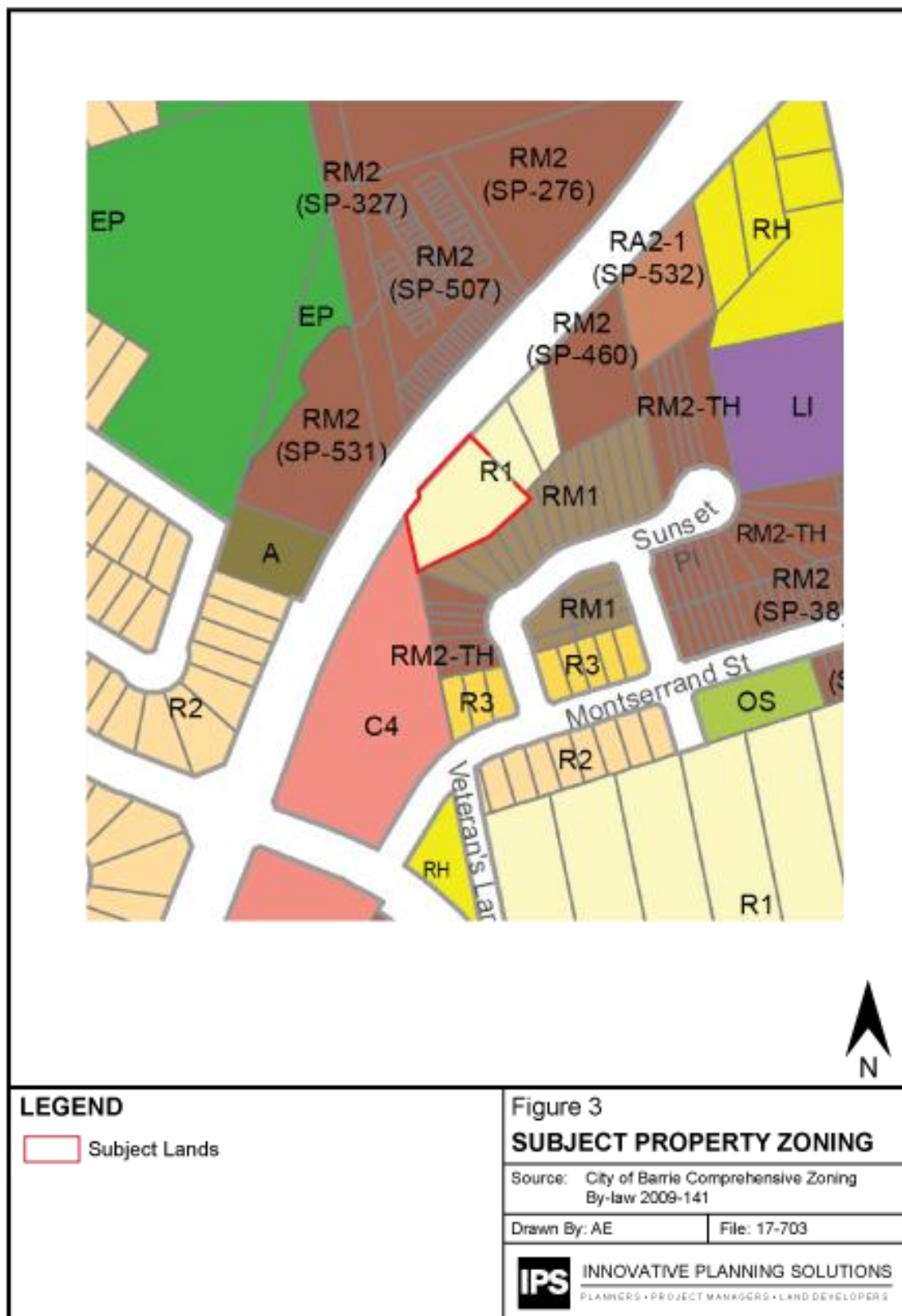
The lands are currently designated Residential by the City of Barrie Official Plan (Figure 2). They are zoned Residential Single Detached One (R1) in the Comprehensive Zoning By-law 2009-141 (Figure 3). In order for the proposed development to proceed, an Official Plan and Zoning By-law Amendment is required to permit residential apartment uses at the density proposed.

Figure 5 depicts aerial photography of the subject property and surrounding land uses. The surrounding land uses are as follows:

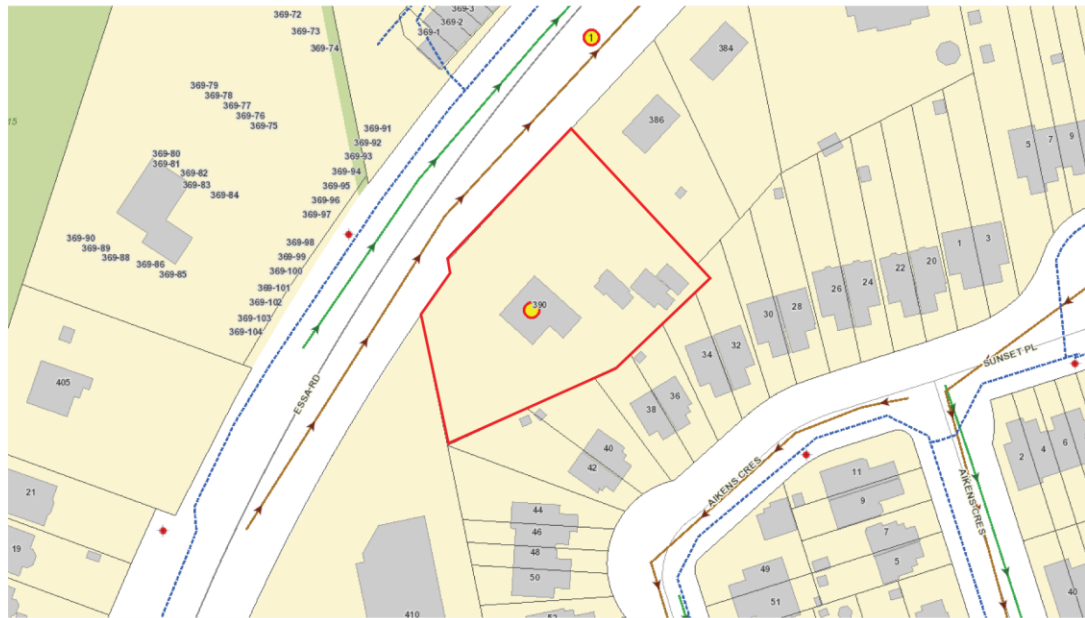
- North:** Across the street fronting Essa Road are several recently constructed residential townhouse and proposed stacked townhouse dwellings.
- South:** Directly abutting the subject lands to the south is an established single detached neighbourhood. To the southwest are lands designated for commercial use fronting Essa Road. A commercial plaza occupies the neighbouring lands, including uses such as a pharmacy, fast food restaurant establishments, and health care services.
- East:** Directly abutting the property to the east are residential dwellings, including a four-storey walk up apartment and an approved but not yet constructed six storey walk up condominium. Further east are lands used for light industrial purposes, in particular CTV and Bell broadcasting towers.
- West:** Primarily occupied by an existing residential neighbourhood, characterized by mainly single detached residential dwellings.

The subject property contains a single detached dwelling unit and attached garage which has been used for commercial purposes for an extended period of time. The subject lands are generally flat in nature. All buildings are structures will be demolished upon approval of this project. Images of the subject properties as seen from Essa Road are shown in Figures 6 and 7.

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LEGEND

- Subject Lands
- Water Services
- Storm Services
- Sanitary Services

Figure 4

MUNICIPAL INFRASTRUCTURE

Source: Discover Barrie Interactive Maps

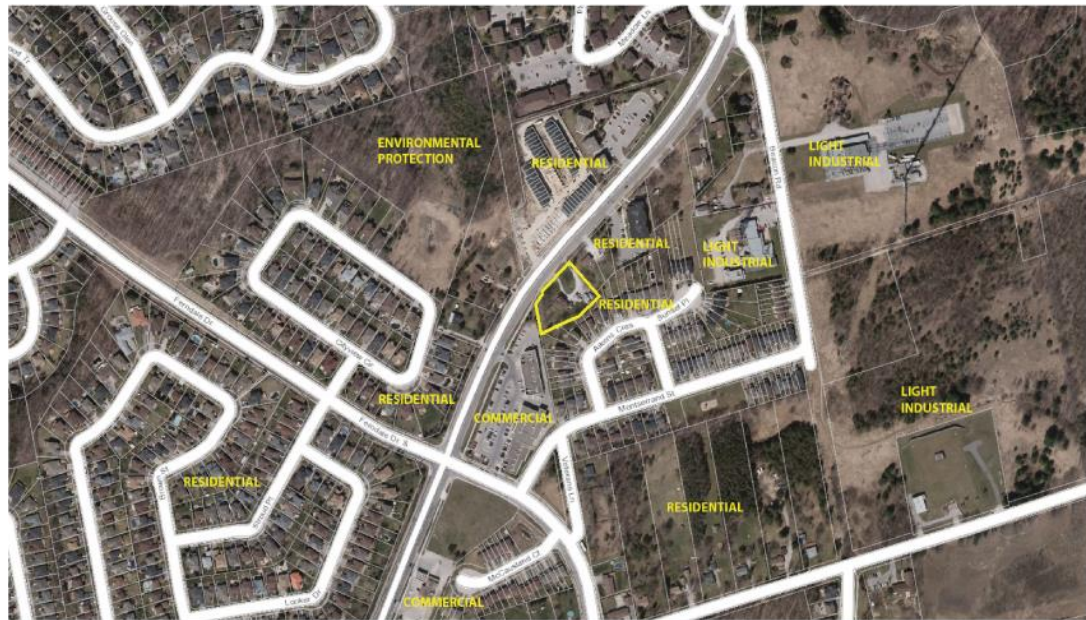
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LEGEND

 Subject Lands

**Figure 5
AERIAL PHOTO OF SURROUNDING
LAND USES**

Source: Simcoe County Interactive Maps

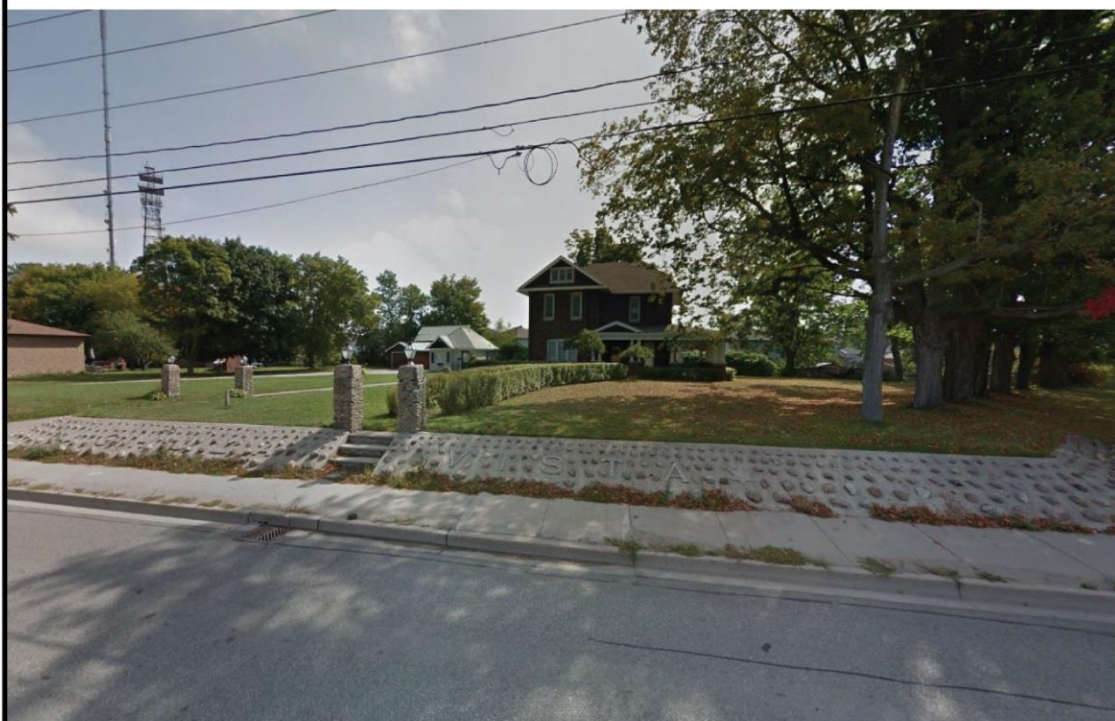
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LEGEND

 Subject Lands

Figure 6

VIEW FROM ESSA ROAD

Source: Google Maps

Drawn By: AE

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The subject lands are in close proximity to several local bus routes which provide convenient access to Downtown Barrie, Local and Provincial Transit opportunities, and other major local destinations. The City of Barrie bus routes 2 and 8 stop in close proximity to the subject land along Essa Road, Veterans Drive and Ferndale Drive South. Route 8 provides the most direct access to the Downtown Barrie Transit Terminal, which provides connections to other local routes as well as Provincial transit services. This route services major areas in both the north and south end of the City. Route 2 provides local service to the south end of the City, connecting Park Place to the Downtown Barrie Transit Terminal through residential areas. Stops are within walking distance from the proposed development.

2.1 CONNECTIVITY TO SURROUNDING AREA

The proposed development is situated in an ideal location that will connect residents to the surrounding area. The site is centrally located in a walkable and diverse neighbourhood that is oriented around a mix of housing types, shops, public facilities, and services. Future residents can make use of a connected transit network that puts jobs, services, and other amenities within a short commute. Community amenities such as grocery stores, a pharmacy, a community centre, schools, parks, and retail amenities are within walking distance of the proposed development. A diversity of employment opportunities exist within close proximity of the site. Figure 8 illustrates areas of the City that are within 10 minutes walking distance of the subject site. The density of the proposed development will contribute to active and public transportation use within the City of Barrie, and the Essa Road corridor as a walkable neighbourhood.

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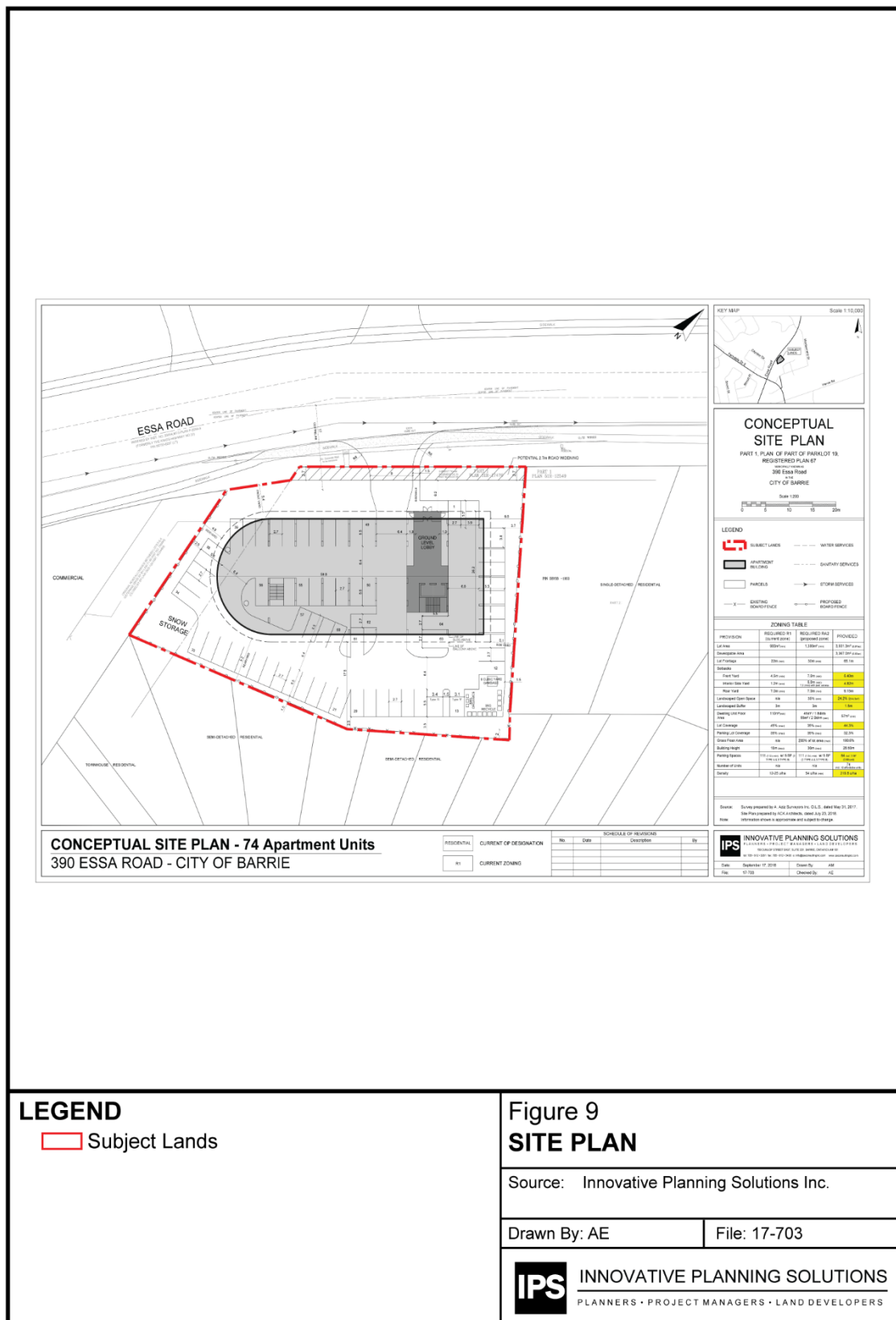
3.0 DESCRIPTION OF DEVELOPMENT

The proposed development includes 74 residential units in the form of a six-storey apartment building. A total of 11 units are proposed as affordable housing rentals. According to a 2017 CMHC Rental Housing Report, the Barrie CMA has the smallest rental universe of the 16 CMAs in Ontario. The development will help to offset the increasing demand for affordable housing units within the City. The Site Plan is shown in Figure 8 and can be found in Appendix 1. The structure will have a building footprint of approximately 1,107.90 square metres (11,928 square feet), built to a height of approximately 28.50 metres (80 feet) over five (5) livable storeys.

The property will have automobile access through one entranceway along Essa Road that passes through a 6.4 metre laneway under the structure. The driveway access has been designed to respect existing access points on the north side of Essa Road. A total of 64 parking spaces with two (2) barrier free are provided on site, at a rate of 0.87 per dwelling unit. Parking spaces will be rented out separately from the individual units. A 1.5 metre internal sidewalk connects the lobby entrance to the municipal sidewalk along Essa Road.

The proposed development will be fully serviced by municipal water and sanitary sewage. Services are available along Essa Road, as seen in Figure 4. A density of approximately 220 units per hectare is proposed.

The exterior has been designed using high quality building materials that provide a unique aesthetic finish and an appealing façade. Front façade



renders of the building as seen from Essa Road have been prepared by ACK Architects and are included in Figure 10. An urban design brief has been included as part of this submission which better identifies how the proposed building conforms to the urban design direction set forth by the City of Barrie within intensification areas.

3.1 OFFICIAL PLAN AMENDMENT APPLICATION

This parcel is currently designated Residential in the City of Barrie Official Plan (Figure 2), and is located along an Intensification Corridor, as shown in Schedule I of the Official Plan. This application intends to maintain the existing designation, however new Defined Policies shall apply to the lands. The proposed Defined Policy aims to permit a maximum density of 220 units per hectare. This special policy is being sought in accordance with Section 4.2.2.3 (c) on Locational Criteria which states:

High density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved.

The proposed Official Plan Amendment seeks to permit a density of 220 units per hectare based on the justification provided within this report.

The text of the defined policy and the draft Official Plan Amendment is attached in Appendix 2. An excerpt of the text is below:

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Figure 10
FAÇADE RENDER

Source: ACK Architects Ltd.

Drawn By: AE

File: 17-703



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“Lands shown on Schedule C located on the south side of Essa Road, north of Veterans Drive in the Holly Planning Area and known municipally as 390 Essa Road shall be permitted a maximum density of 220 units per net hectare”

3.2 ZONING BY-LAW AMENDMENT APPLICATION

The subject properties are currently zoned Residential One (R1) by Comprehensive 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 Residential Apartment Second Density Special Provision (RA2 (SP-XXX)). A copy of the proposed ZBA can be reviewed in Appendix 3.

The proposed special provisions being requested under this application are highlighted in Table 1 below:

Table 1: Zoning Table
Source: Comprehensive Zoning By-law 2009-141

Table 1: Residential Apartment Two (RA2) Zoning		
PROVISION	RA2	PROVIDED
LOT AREA (min)	1,300 m ²	3,501.3 m ²
LOT FRONTAGE (min)	30 m	65.1 m
FRONT YARD SETBACK (min)	7.0 m	5.40 m
SIDE YARD SETBACK – EAST (min)	5.0 m	5.10 m
SIDE YARD SETBACK – WEST (min)	5.0 m	4.82 m
REAR YARD SETBACK (min)	7.0 m	9.15 m
LANDSCAPING (min.)	35 %	24.2 %
LOT COVERAGE (max.)	35 %	44.3 %
GROSS FLOOR AREA (max)	200 %	190.6 %
DENSITY (max)	-	219.8 units per hectare
PARKING (min.)	111 (1.5/u)	64 spaces (0.87/u)
BUILDING HEIGHT (max.)	30 m	28.50 m
BARRIER-FREE PARKING (min.)	2 spaces	2 spaces
PARKING AISLE WIDTH (min.)	6.4 m	6.4 m
PARKING AREA BUFFER	3.0 m	1.5 m

***NOTE:** represents deficiency

The Residential Apartment Two Special Provision (RA2 (SP-X)) zone recognizes the deficiencies noted within Table 1. The special provisions requested are justified below and are not anticipated to cause significant adverse impacts on the existing neighbourhood or the future residents of this proposed development. Below is a detailed summary of the six (6) special provisions requested, and applicable planning rationale:

- Minimum front yard setback of 5.40 metres
Comment: *The City of Barrie Intensification Design Guidelines provides direction for the desired built form along Intensification Corridors such as Essa Road. The interpretation of these guidelines indicates a desire to reduce setback requirements along Intensification Corridors. It should be noted that the under appeal Mixed-Use Corridor (MU2) zone intended for lands fronting Intensification Corridors proposes maximum front yard setbacks of 3 metres for this type of development. The requested provision better respects the intent of the Intensification Corridor by bringing the building closer to the street.*
- Maximum density of 220 dwelling units per hectare
Comment: *According to Schedule I of the Official Plan, the target density for Secondary Intensification Corridors is 50 units per hectare. This density calculation should be applied over the entire corridor and used on a site specific basis only as a tool in determining the functionality of the site. The proposed application represents an efficient use of the subject lands. The increased density requested by this provision would recognize a population increase that can be supported by existing amenities including a grocery store, other retail establishments, transit, and multiple public parks, within the local neighbourhood. The increased density will assist in addressing an affordable housing crisis within the City of Barrie and provide much needed opportunities to accommodate this demand.*
- Landscaped Open Space of 24.2 %
Comment: *Landscaped open space is intended to provide separation between land uses and to ensure a site is not entirely devoid of*

greenspace The proposed applications have a deficiency of 10.8 % of landscaped open space from the zoning by-law. Sufficient landscape areas will be located along Essa Road to ensure a pleasing streetscape is created. To the rear of the site based on the inconsistent lot line the landscaped area is less in some areas and more in others. In general, the landscape areas provide to sufficient area for green space on the parcel.

- Lot Coverage of 44.3 %

Comment: The requested increase to the maximum lot coverage represents a deficiency of 9.3 % from the Zoning By-law. This deviation from the standard in the zoning by-law is considered minor and nature and is not anticipated to result in any negative impact to existing or future residents. Ample amenity space is provided in the forms of common spaces and balcony amenities, which offsets the increased lot coverage. In addition, the site is situated in an ideal location for increased density along Essa Road.

- Parking area buffer of 1.5 metres:

Comment: Parking area buffers are intended to provide separation between the parking area and surrounding land uses. The proposed application has a deficiency of 1.5 metres of buffer space from the zoning by-law. The narrowest parking area buffer is along the south side of the property abutting residential land uses. A fence is to be constructed along the rear property line which will provide separation between abutting properties. There will also remain sufficient area for plantings. As such, the 1.5 metre deficiency will be mitigated.

- Minimum parking spaces of 0.87 spaces per unit

Comment: The requested reduction to the required parking from 1.5 spaces per unit to 0.87 spaces per unit recognizes the availability of public and active transportation options within close proximity to the proposed development. The spaces will be rented out separate from the individual units. Given the opportunity for alternative modes of transport coupled with availability of affordable units, the development provides for a transit-supportive environment that mitigates potential negative impact on the function of the site in regards to parking. There is sufficient parking for those who will require a parking space and proximity to

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alternative modes of transport for those who do not. This location should be considered an optimal location for the City to consider such a proposal and determine its long terms impacts.

It should be noted that, while not currently in effect as a result of an appeal to the LPAT, the City of Barrie is in the process of introducing Mixed-Use Zones within the Zoning By-law. Subject to the outcome of the Board Hearing, there will be two zones implemented: a Mixed Use Node (MU1) and Mixed Use Corridor (MU2) Zone. While subject to change, the initial approval of these By-laws by Council indicated the intent of lands fronting Intensification Corridors. Table 2 displays the provisions adopted by Council on March 30th, 2015 (File #15-G-055) and currently under appeal, compared to what is provided by this development. As can be seen, a majority of the provisions requested by the proposed Residential Apartment Second Density (RA2) comply to the intended Mixed-Use Corridor (MU2) Zone. Specifically, the setback requirements in the proposed zones are less than those required in the Residential Apartment zone.

Table 2 - Mixed Use Corridor (MU2) Zoning Table (Under Appeal)			
PROVISION		MU2	PROVIDED
LOT AREA		-	3,501.3 m ²
LOT FRONTAGE		-	65.1 m
FRONT YARD SETBACK	Min	1 m for 75% of frontage	5.40 m
	Max	-	-
SIDE YARD SETBACK	Min	-	4.82 m
	Min. Abutting Street or Laneway	3 m	N/A
	Max.	3 m	4.82 m
REAR YARD SETBACK	Abutting Street or Laneway	1.5 m	-
	Abutting Residential, OS, or EP	7 m	9.15 m
FRONT FAÇADE STEP-BACK		45 degree angular plane at height above 80% equivalent of ROW using 3 m minimum step- back	-

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SIDE FAÇADE STEP-BACK		If adjacent to OS zone, 5.5 m at height above 80% equivalent of ROW	-
REAR FAÇADE STEP-BACK		45 degree angular plane above 7.5 m using minimum 3 m step-back	-
LOT COVERAGE		-	44.3 %
GROSS FLOOR AREA		-	190.6 %
STREET LEVEL FLOOR HEIGHT		4.5 m	-
BUILDING HEIGHT	Min	7.5 m	28.50 m
	Max	16.5 m	28.50 m
MINIMUM COVERAGE FOR COMMERCIAL USES		50% if commercial or institutional	-
PARKING		1 per dwelling unit	64 incl. 2 BF (0.87 per unit)

Table 2: Mixed Use Corridor (MU2) Zoning Table
Source: City of Barrie File #15-G-055

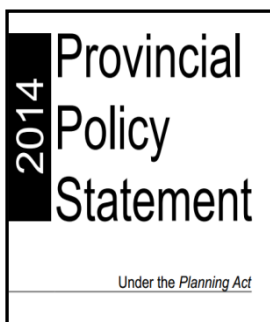
3.3 TECHNICAL REPORTS

A preconsultation meeting was held with the City of Barrie in which planning and other departmental comments were received, and a list of required reports conveyed. In addition to this Planning Justification Report, the following have been prepared and submitted under separate cover in support of this application:

- Functional Servicing Report
 - Prepared by Pinestone Engineering Ltd.
- Stormwater Management Report
 - Prepared by Pinestone Engineering Ltd.
- Tree Inventory and Preservation Plan
 - Prepared by Landmark Environmental Group Ltd.
- Urban Design Report
 - Prepared by Innovative Planning Solutions
- Geotechnical Report
 - Prepared by Peto MacCallum Ltd.

4.0 PLANNING POLICY AND ANALYSIS

This section will outline the applicable planning and development policies relevant to the proposed Official Plan and Zoning By-Law Amendment applications. Each section will outline the applicable policies and contain planning rationale on conformity and development principles.



4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) contains policies that fall under three main sections with the ultimate goal of fostering an effective and efficient land use planning system that contributes to:

1. Building Strong Healthy Communities
2. The Wise Use and Management of Resources
3. Protecting Public Health and Safety

The PPS has been reviewed relative to this application. The first section of the PPS outlines a vision for growth in that development is situated within established settlement areas and makes use of existing services, where possible. Particular emphasis is placed on the following sections of the PPS:

Section 1.1	Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns
Section 1.1.3	Settlement Areas
Section 1.4	Housing
Section 1.6	Infrastructure

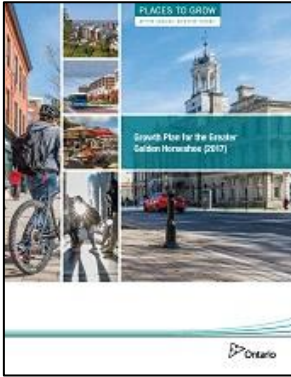
Section 1.4.3 of the PPS states that municipal planning authorities shall provide for a mix of housing types and densities to meet the needs of current and future residents. Section 1.4.3(a) states that municipalities will achieve this by:

Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.

The City of Barrie has identified the target of 10% of all new units constructed in the City. This is in line with Section 1.4.3(a) of the PPS. The proposed development exceeds this target by adding new affordable rental units where they are needed. This will allow for the development to meet the needs of current and future residents of the City of Barrie.

The PPS (2014) states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long-term, while accommodating a range and mix of residential opportunities. These lands are located within an existing neighbourhood and are currently underutilized provided their location along an intensification corridor. This proposal would create seventy-four (74) new residential apartment dwelling units in close proximity to community amenities (schools, parks, transit, places of worship) and commercial services. The proposed development would make efficient use of existing infrastructure while providing an increased and mixed housing stock, representing a development pattern that is cost effective and desirable. An increased population also has the potential of increasing use of existing underutilized services such as transit, and encourages the patronizing of the existing local commercial establishments, particularly those located along Essa Road.

This development proposal is consistent to the intent and policies of the PPS. A more detailed analysis of the PPS is contained within Appendix 4 of this report.



4.2 PLACES TO GROW – GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe has been prepared and approved under the Places to Grow Act. The Government of Ontario recognizes that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life for all Ontarians, planning must occur in a rational and strategic way.

The Growth Plan has been reviewed relative to this application with particular 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 6.3	Managing Growth

The Growth Plan offers several guiding principles to realize the Province's vision for the Greater Golden Horseshoe. The principles that form the foundation of the Growth Plan includes the creation of complete communities that promote active living and support the viability of transit opportunities within municipalities. The Plan prioritizes intensification and higher density forms of development moving forward, which also provide a mix of diverse housing opportunities to the population and eliminates some demand for outward growth.

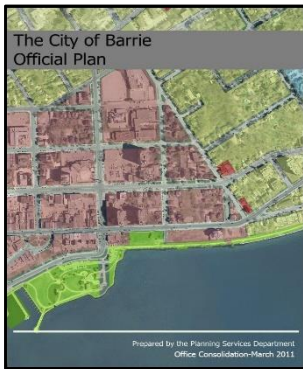
The Growth Plan dictates where and how growth is to occur moving forward. The majority of growth is intended to occur in settlement areas within the built

boundary, that have existing municipal water and wastewater, and can support a complete community. Within settlement areas, growth is to be focused within the delineated built area, strategic growth areas identified by the municipality, in proximity to transit, and in areas with existing public service facilities. The intention of this locational criteria is to create complete communities that can offer residents a range of transportation opportunities, provide public service facilities, and ensure access to parks, open spaces, and local food options.

This development proposal follows the principles and policies outlined in the Growth Plan by providing new and appropriate housing opportunities, while maintaining the character of previous projects that have been approved along this intensification corridor. This development will utilize municipal services, is within an existing built-up area, is in close proximity to parklands, schools, commercial establishments, and transit, and is located along a corridor identified for intensification.

Section 2.2.2 of the Growth Plan specifies that a minimum percentage of new development is to be contained within the existing delineated built boundary through intensification. This development proposal contributes to the City of Barrie's intensification targets set forth by the Province through the Growth Plan.

The application conforms to the direction provided in the Growth Plan for the Greater Golden Horseshoe. A detailed review of all applicable policies within the Growth Plan can be seen under Appendix 4.



4.3 CITY OF BARRIE OFFICIAL PLAN

The subject properties are designated Residential in the City of Barrie Official Plan Schedule A as shown in Figure 2. Appendix I of the Official Plan indicates that the subject lands are located along a Secondary Intensification Corridor.

Policies that govern growth management within the City of Barrie are outlined in Section 3.1 of the Official Plan. Section 3.1.2.3 provides direction for intensification and density of development, indicating that at least 40% of residential development is to be directed to the existing built up area. The proposed development is within the built up area, as identified on Schedule I of the Official Plan.

Section 3.3.2.1 of the Official Plan provides general housing policies for the City of Barrie. The policies as they relate to the subject development are as follows:

- a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.*
- c) The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites, conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing*

and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features.

g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The policies of Section 3.3.2.1 are satisfied by the applications; the objective is to provide housing units at densities of an appropriate scale for intensification areas. This will result in broadening the unit typology in this corridor to incorporate additional rental units to meet the short falls within the City. The lands benefit from convenient access to public transit, commercial, institutional and open space amenities, all of which are encouraged in the Official Plan.

Section 3.3.2.2 (d) of the Official Plan states:

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 proposed development facilitates increased affordable rental stock which will contribute to the City meeting its goals for affordable housing. This is in accordance with the intent of the Official Plan. The requested variances to the

Zoning By-law would provide standards to allow for the development of this more affordable housing type.

Section 4.2 of the Official Plan provides policy direction for lands designated as Residential. The Residential designation is intended to create complete communities providing a sense of neighbourhood, and maximizing access to community facilities and services. This designation is also intended to develop residential areas that support transit, while ensuring compatibility of dwelling types at different densities, and minimizing conflict between land uses. The subject lands are in close proximity to existing community facilities (schools, parks, places of worship, transit) and various commercial uses along Essa Road and surrounding area.

Section 4.2.2.2 (e) of the Official Plan on Residential Densities states that high density residential development shall consist of developments which are in excess of 54 units per net hectare. The proposed development is considered high density given the proposed density of 220 units per hectare.

Section 4.2.2.3 of the Official Plan provides locational criteria for residential development throughout the City of Barrie. Section 4.2.2.3(b) states medium and high density residential development is encouraged to locate within the intensification nodes and corridors identified in Schedule I, and shall be encouraged to locate in areas that are:

- i. Adjacent to arterial and collector roads;*
- ii. In close proximity to public transit and facilities such as schools, parks, accessible commercial development; and*
- iii. Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.*

The following analysis is provided when considering Section 4.2.2.3(b) above:

- i. The subject lands are located along Essa Road, an Arterial Road which is also identified as an Intensification Corridor.
- ii. The subject lands are located in close proximity to two local bus routes (Route 2 and Route 8). A commercial plaza is located adjacent to the subject lands to the southwest, which includes several restaurant establishments, a drug store, and a variety of other services. Schools, parks, and other community amenities are also located in close proximity to the subject lands.
- iii. Municipal servicing for the subject lands is adequate and appropriate for the proposed development, including watermains, sanitary services, roads, and other municipal infrastructure.

The subject lands are considered an appropriate location for heightened density for the above stated reasons.

Official Plan policy 4.2.2.6 (c) states that:

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.

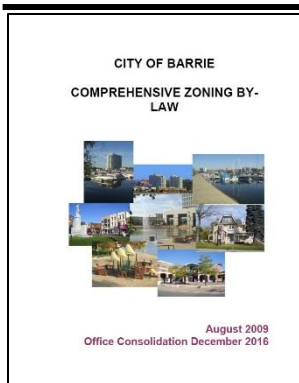
Section 4.2.2.6 (g) states that to achieve the goals of this Section of the Plan, the following target densities shall be applied to Intensification Corridors identified on Schedule I of this Plan:

iii) Intensification Corridor – 50 units per hectare

As indicated previously, the subject lands intend to develop at a density appropriate for this location, which is in excess of the 50 units per hectare target.

Recent statistics from the City of Barrie put rental vacancy rates at 1.3%. A healthy housing market has a rental vacancy of 5% or greater. The proposed development provides a much-needed restock of rental units, which will help to mitigate the rental housing problem that the City of Barrie is currently experiencing. The increased density proposed by the development will help the City to reach the goals set forth in its Affordable Housing Strategy by providing additional affordable housing units and a greater diversity of rental choices than what currently exists. Given the above, the level of density is considered appropriate.

For the above stated reasons, the proposed development conforms to the City of Barrie Official Plan. The proposed application achieves a residential density of 220 units per hectare, above what would be supported by the noted policy. However, this density is to be calculated across the entire intensification corridor. It is understood that certain intensification forms will take on a lesser density, some other properties will remain in their existing condition. Other factors include the location of commercial amenities and parks. In order for the City to achieve 50 units per hectare across the entire corridor, higher density projects will be required. It should also be noted that this only represents a density target, not a maximum cap. In understanding the appropriateness of a development scenario, its overall functionality should be the main focus. Given the location of the subject lot in close proximity to a major commercial centre to the south, as well as the proximity to transit and other community services, a higher density of development can be supported in this location. A full review of the applicable City of Barrie Official Plan policies is included in Appendix 5.



4.4 CITY OF BARRIE COMPREHENSIVE ZONING BY-LAW 2009-141

The subject lands are currently zoned Residential One (R1) in the City of Barrie Comprehensive Zoning By-law 2009-141. The proposed development requires a Zoning By-law Amendment to rezone the entire lands to Residential Apartment Second Density Exception (RA2 (SP-XXX)).

It should also be noted that, while not currently in effect as a result of an appeal to the Local Planning Appeal Tribunal (LPAT), the City of Barrie is in the process of introducing Mixed-Use Zones within the Zoning By-law. Table 2 displays the provisions adopted by Council on March 30th, 2015 (File #15-G-055) and currently under appeal, compared to what is provided by this development. As can be seen, a majority of the provisions requested by the proposed Residential Multiple Two Special Provision (RM2 (SP-XXX)) Zone, comply to the intended Mixed-Use Corridor (MU2) Zone. Specifically, provisions for parking requirements, height allowance, gross floor area, and lot coverage would not be required under this Zoning.

Table 2 - Mixed Use Corridor (MU2) Zoning Table (Under Appeal)			
PROVISION		MU2	PROVIDED
LOT AREA		-	3,501.3 m ²
LOT FRONTAGE		-	65.1 m
FRONT YARD SETBACK	Min	1 m for 75% of frontage	5.40 m
	Max	-	-
SIDE YARD SETBACK	Min	-	4.82 m
	Min. Abutting Street or Laneway	3 m	N/A
	Max.	3 m	4.82 m
REAR YARD SETBACK	Abutting Street or Laneway	1.5 m	-

PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS

	Abutting Residential, OS, or EP	7 m	9.15 m
FRONT FAÇADE STEP-BACK		45 degree angular plane at height above 80% equivalent of ROW using 3 m minimum step-back	-
SIDE FAÇADE STEP-BACK		If adjacent to OS zone, 5.5 m at height above 80% equivalent of ROW	-
REAR FAÇADE STEP-BACK		45 degree angular plane above 7.5 m using minimum 3 m step-back	-
LOT COVERAGE		-	44.3 %
GROSS FLOOR AREA		-	190.6 %
STREET LEVEL FLOOR HEIGHT		4.5 m	-
BUILDING HEIGHT	Min	7.5 m	28.50 m
	Max	16.5 m	28.50 m
MINIMUM COVERAGE FOR COMMERCIAL USES		50% if commercial or institutional	-
PARKING		1 per dwelling unit	64 incl. 2 BF (0.87 per unit)

Table 2: Mixed Use Corridor (MU2) Zoning Table

Source: City of Barrie File #15-G-055

5.0 AFFORDABLE HOUSING REPORT

Section 3.3.2.2 of the City of Barrie's Official Plan provides policy direction for achieving affordable housing targets throughout the City. It is the goal of the Official Plan to achieve the minimum target of 10 percent of all new housing units per annum to be affordable. In the context of the proposed rental development, the policy sets forth the following criteria:

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.*

The PPS (2014) defines low and moderate income households as:

b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

Based on data from the Affordable Housing Monitoring Report prepared by the City of Barrie, the median total household income for the City is \$79,984. Thirty percent of \$79,984 equates to \$23,995, which based on the definitions above can be used towards accommodation costs with the unit remaining affordable. Monthly this equates to approximately \$2,000 towards accommodation. Average rental prices in the City of Barrie are summarized in the Table 3.

Average Market Rents in Barrie					
Apartments (Rent per Month)	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom	30% of annual gross house-hold income
	\$766	\$1,035	\$1,205	\$1,415	\$1,999

Table 3: Average Market Rents in Barrie
Source: CMHC Rental Housing Market Report 2017

According to Section 3.3.2.2 of the Official Plan, the determining criteria in defining affordability for in the context of this development is if the unit is at or below the average market rent. The proposed development will possess a combination of affordable rental units and regular market rents. This development proposes affordable rental accommodation at 15%.

Affordable Housing in the City of Barrie encompasses a range of housing types allowing all residents to find suitable living space without spending a disproportionate percentage of their income. The nature of the proposed development is geared towards providing more affordable housing than lower density housing units, such as single or semi-detached dwellings. Apartment units are generally one of the more affordable dwelling types within the City of Barrie. Section 3.3.2.2 (b) of the Official Plan states that:

Low, medium and high density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.

The proposed development facilitates greater availability to affordable housing units that are in proximity to jobs, services, community facilities, and public transit. This is in line with the intent of the Official Plan.

Based on the above, the proposed development will exceed the Affordable Housing policies within the City of Barrie Official Plan.

6.0 CONCLUSION

The proposed Official Plan Amendment and Zoning By-law Amendment applications intend to permit construction of seventy-four (74) new residential dwellings units in one apartment building at a height of six storeys.

The justification for approval of these applications 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.

PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS

It is my professional planning opinion that the Official Plan and Zoning By-law Amendment applications conform to the applicable policies and represent good planning.

Respectfully submitted,

Innovative Planning Solutions

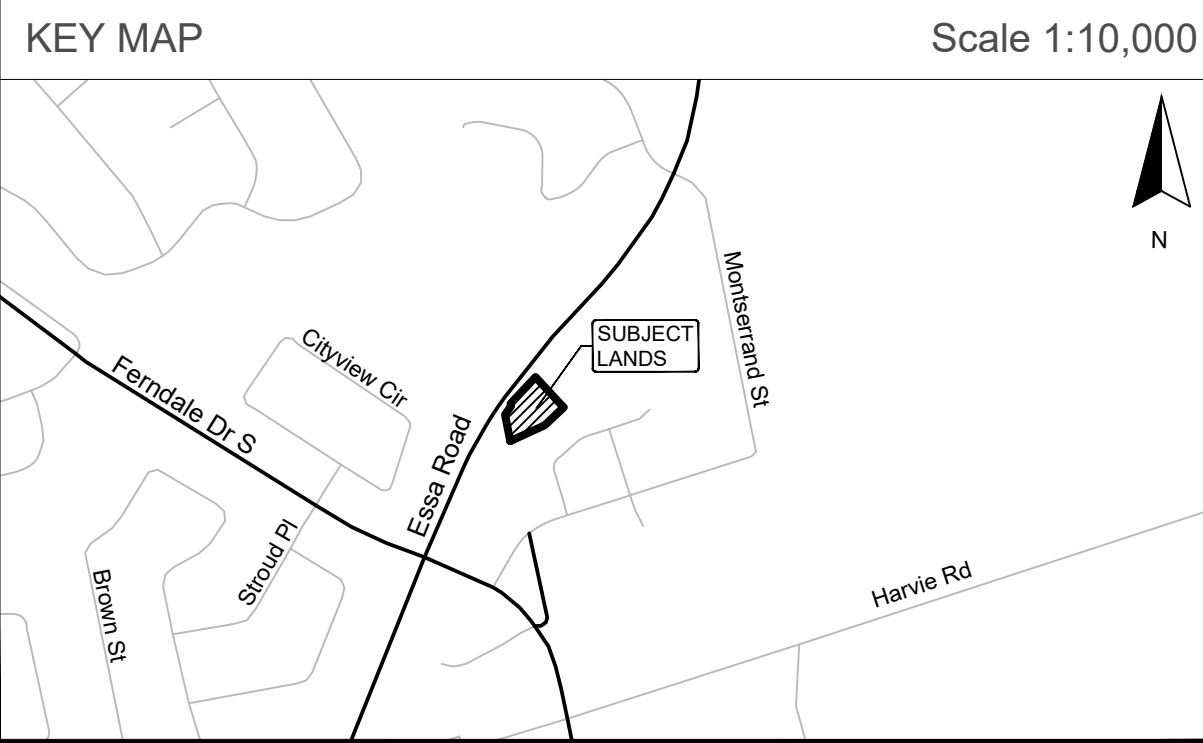
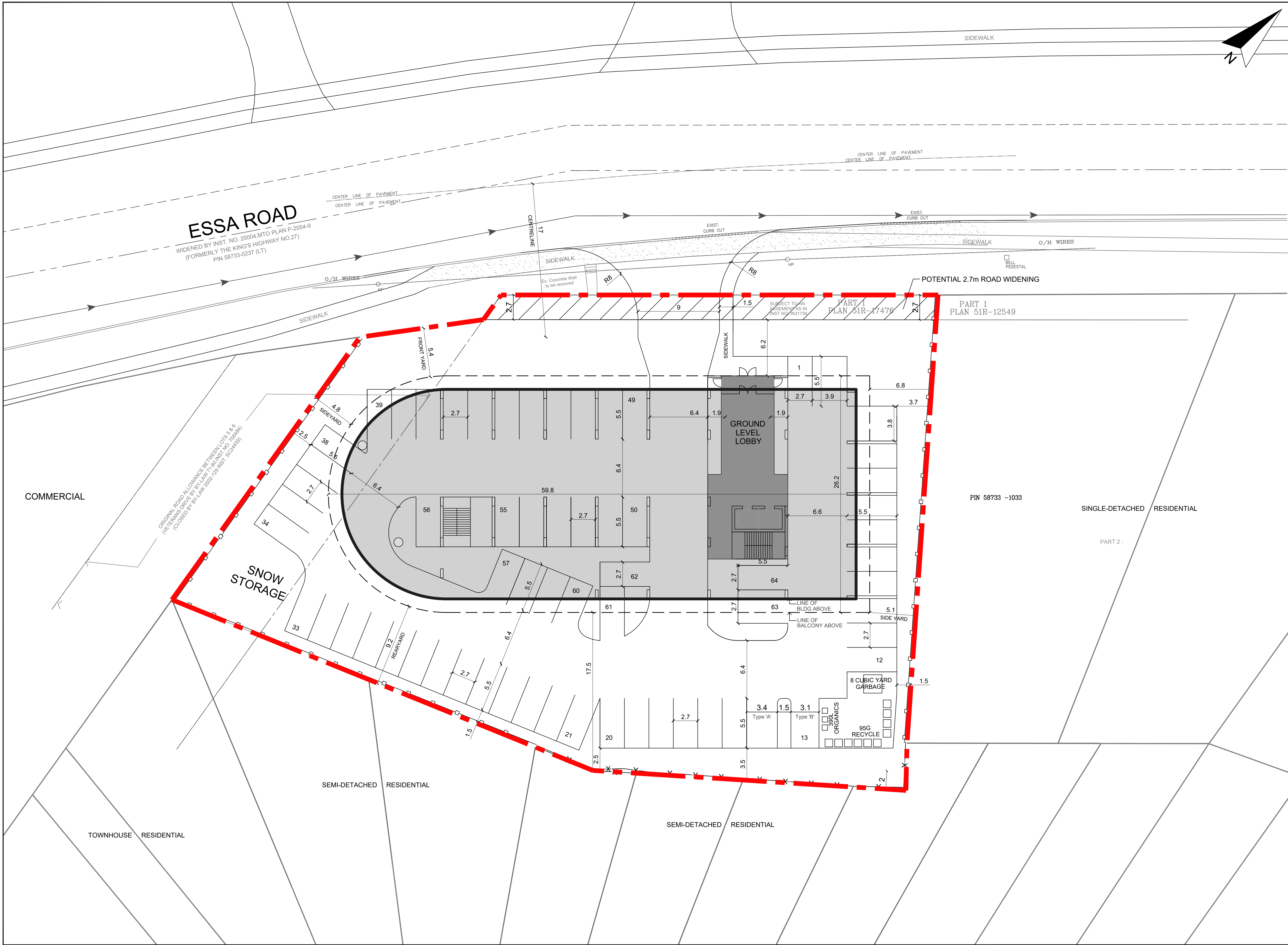
A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'Andrew Edwards'.

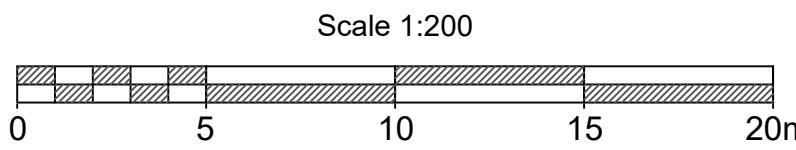
Andrew Edwards, BES
Planner

APPENDIX 1 (SITE PLAN)



CONCEPTUAL SITE PLAN

PART 1, PLAN OF PART OF PARKLOT 19,
REGISTERED PLAN 67
MUNICIPALLY KNOWN AS
390 Essa Road
IN THE
CITY OF BARRIE



LEGEND			
	SUBJECT LANDS		WATER SERVICES
	APARTMENT BUILDING		SANITARY SERVICES
	PARCELS		STORM SERVICES
	EXISTING BOARD FENCE		PROPOSED BOARD FENCE

ZONING TABLE			
PROVISION	REQUIRED R1 (current zone)	REQUIRED RA2 (proposed zone)	PROVIDED
Lot Area	900m²(min)	1,300m² (min)	3,501.3m² (0.87ac)
Developable Area			3,367.0m² (0.83ac)
Lot Frontage	22m (min)	30m (min)	65.1m
Setbacks			
Front Yard	4.5m (min)	7.0m (min)	5.40m
Interior Side Yard	1.2m (min)	5.0m (min) 7.0 (min) with ped. access	4.82m
Rear Yard	7.0m (min)	7.0m (min)	9.15m
Landscaped Open Space	n/a	35% (min)	24.2% (814.5m²)
Landscaped Buffer	3m	3m	1.5m
Dwelling Unit Floor Area	110m²(min)	45m² / 1 Bdrm 55m² / 2 Bdrm (min)	57m² (min)
Lot Coverage	45% (max)	35% (max)	44.3%
Parking Lot Coverage	35% (max)	35% (max)	32.3%
Gross Floor Area	n/a	200% of lot area (max)	190.6%
Building Height	10m (max)	30m (max)	28.50m
Parking Spaces	111 (1.5/u min) w/ 5 BF (2 TYPE A & 3 TYPE B)	111 (1.5/u min) w/ 5 BF (2 TYPE A & 3 TYPE B)	64 incl. 2 BF (0.88unit)
Number of Units	n/a	n/a	74 incl. 10 affordable units
Density	12-25 u/ha	54 u/ha (min)	219.8 u/ha

Source: Survey prepared by A. Aziz Surveyors Inc. O.L.S., dated May 31, 2017.
Site Plan prepared by ACK Architects, dated July 23, 2018.
Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN - 74 Apartment Units

390 ESSA ROAD - CITY OF BARRIE

RESIDENTIAL	CURRENT OP DESIGNATION
R1	CURRENT ZONING

SCHEDULE OF REVISIONS			
No.	Date	Description	By



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Date:	September 17, 2018	Drawn By:	AM
File:	17-703	Checked By:	AE

APPENDIX 2 (DRAFT OFFICIAL PLAN AMEDMENT TEXT AND SCHEDULE)

AMENDMENT No._____ TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE

The attached explanatory text and Schedule “A” constituting Amendment No.____ to the Official Plan for the City of Barrie, was prepared and adopted by the Council of the Corporation of the City of Barrie by By-law No. 2019-_____ in accordance with the provisions of Section 17 and 22 of the Planning Act, R.S.O. 1990 c.P. 13 as amended.

MAYOR,

CORPORATE
SEAL OF CITY

CLERK,

THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the City of Barrie consists of three parts:

PART A – THE PREAMBLE

Consists of the purpose, location and basis for the Amendment and does not constitute part of the actual Amendment.

PART B – THE AMENDMENT

Consisting of the following text and Schedule “A” constitute Amendment No.____ to the Official Plan of the City of Barrie.

PART C – THE APPENDICES

Consists of the background information and planning considerations associated with this Amendment. This section does not constitute part of the actual amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of the Official Plan Amendment is to alter Schedule C of the City of Barrie Official Plan. The amendment intends to redesignate lands known as Part 1, Plan of Part of Parklot 19, Registered Plan 67, in the City of Barrie, and known municipally as 390 Essa Road to a Defined Policy Area.

2.0 LOCATION

The lands affected by this Amendment are known as Part 1, Plan of Part of Parklot 19, Registered Plan 67, in the City of Barrie. The lands consist of an area of 0.35 hectares (0.87 acres) with a frontage of approximately 65.1 metres on Essa Road. The municipal address is 390 Essa Road.

3.0 BASIS

The purpose of this Official Plan Amendment is to permit a six (6) storey, 74-unit residential apartment building on the subject lands. The proposed Official Plan Amendment is required to permit a maximum density of 220 units per hectare based on the evaluation of this development against the City of Barrie Official Plan and all Provincial Planning Instruments.

The Official Plan Amendment application will alter Schedule C of the City of Barrie Official Plan in order to classify 390 Essa Drive as a Defined Policy Area. The Defined Policy Area classification will, on a site-specific basis, permit a maximum density of 220 units per hectare on the subject lands.

Please refer to Schedule 'A' of this Amendment for identification of the subject lands.

Surrounding land uses include:

North: Across the street fronting Essa Road are several recently constructed residential townhouse and future stacked townhouse dwellings. Also in this area are lands designated for environmental protection purposes.

South: Directly abutting the subject lands to the southwest are lands designated for commercial use fronting Essa Road. A commercial plaza occupies the neighbouring lands, including uses such as a pharmacy, fast food restaurant establishments, and health care services. Additionally, there is an established residential neighbourhood, characterized by primarily semi-detached dwellings.

East: Directly abutting the property to the east are residential dwellings, including a four-storey walk up apartment. Further east are lands used for light industrial purposes, in particular CTV and Bell broadcasting towers.

West: West of the subject lands is primarily occupied by an existing residential neighbourhood, characterized by mainly single detached residential dwellings.

There are various policies in the applicable planning documents including the Places to Grow Plan, the Provincial Policy Statement, and the City of Barrie Official Plan which offer support for the approval of this Official Plan Amendment.

The main focus of the above noted policy documents are to ensure that development is directed towards appropriate areas within the City of Barrie and meeting the objectives of creating a complete community. The proposed development is located along a primary intensification corridor within the City of Barrie and helps to intensify the area by developing high density residential units on lands where municipal servicing is available. The size, location, and configuration of the land makes the property suited for the proposed residential development.

The subject lands are located along Essa Road, an Arterial Road which is also identified as an Intensification Corridor. The subject lands are located in close proximity to two local bus routes (Route 2 and Route 8). A commercial plaza is located adjacent to the subject lands to the southwest, which includes several restaurant establishments, a drug store, and a variety of other services. Schools, parks, and other community amenities are located in close proximity to the subject lands. Municipal servicing for the subject lands is adequate and appropriate for the proposed development, including watermains, sanitary services, roads, and other municipal infrastructure. For the above noted reasons the subject lands are considered an appropriate location for heightened density for the above stated reasons.

The proposed Official Plan Amendment will permit the construction of a 74-unit apartment building. The proposed development meets the goals, objectives and policies of the Official Plan. The development is supported by off site commercial, institutional, and transit services that are all within walking distance.

A Zoning By-law Amendment is also required in order to rezone the lands appropriately and to ensure conformity with the Official Plan. The subject lands are currently zoned Residential One (R1) by Comprehensive Zoning By-law 2009-141. In order to permit the proposed development, a Zoning By-law

Amendment is required to rezone the subject lands to Residential Apartment Second Density with Special Provisions (RA2 (SP-XXX)).

In addition, a planning justification report has been prepared to further illustrate that the proposed Amendment is in keeping with the goals and objectives of the various planning policy documents including the Growth Plan, the Provincial Policy Statement, and the City of Barrie Official Plan.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

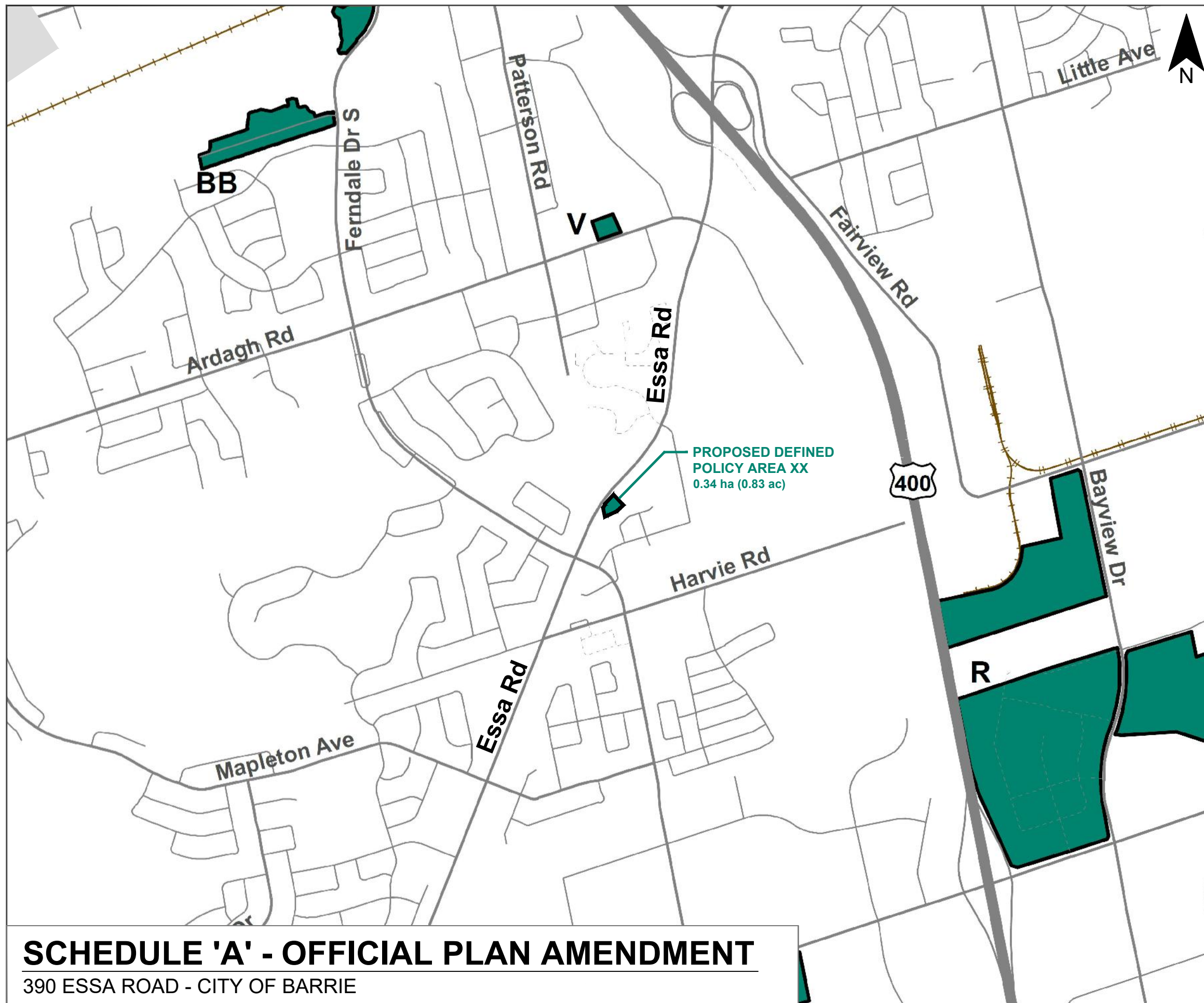
1. Lands shown on Schedule C known as Part 1, Plan of Part of Parklot 19, Registered Plan 67, in the City of Barrie in the Holly Planning Area and known municipally as 390 Essa Road shall be permitted a maximum density of 220 units per net hectare notwithstanding the provisions of Subsection 4.2.2.2 of this Plan.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

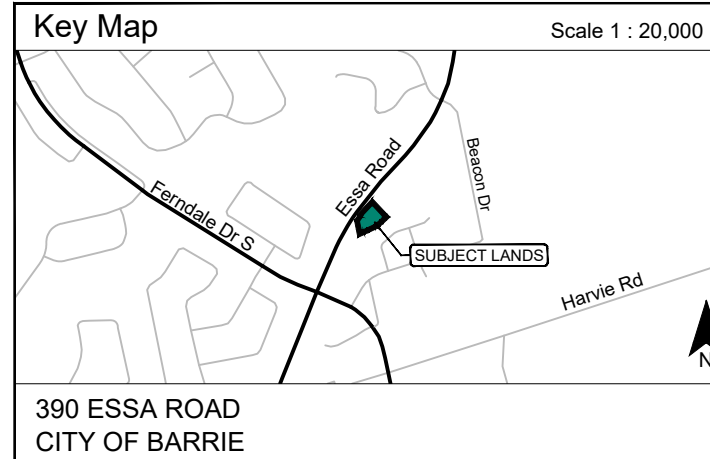
3.0 INTERPRETATION

The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.



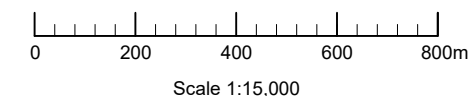
SCHEDULE 'A' - OFFICIAL PLAN AMENDMENT

390 ESSA ROAD - CITY OF BARRIE



SCHEDULE 'A' to OFFICIAL PLAN AMENDMENT

390 ESSA ROAD
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
2018



LEGEND

XX DEFINED POLICY AREA

Drawing: 17-703_OPA Sketch.dwg	Date: September 18, 2018
	Drawn By: AM

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APPENDIX 3 (DRAFT ZBA TEXT AND SCHEDULE)

THE CITY OF BARRIE ZONING BY-LAW NUMBER 2009-141

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Part 1, Plan of Part of Parklot 19, Registered Plan 67, City of Barrie, and County of Simcoe, municipally known as 390 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone.”

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 390 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:

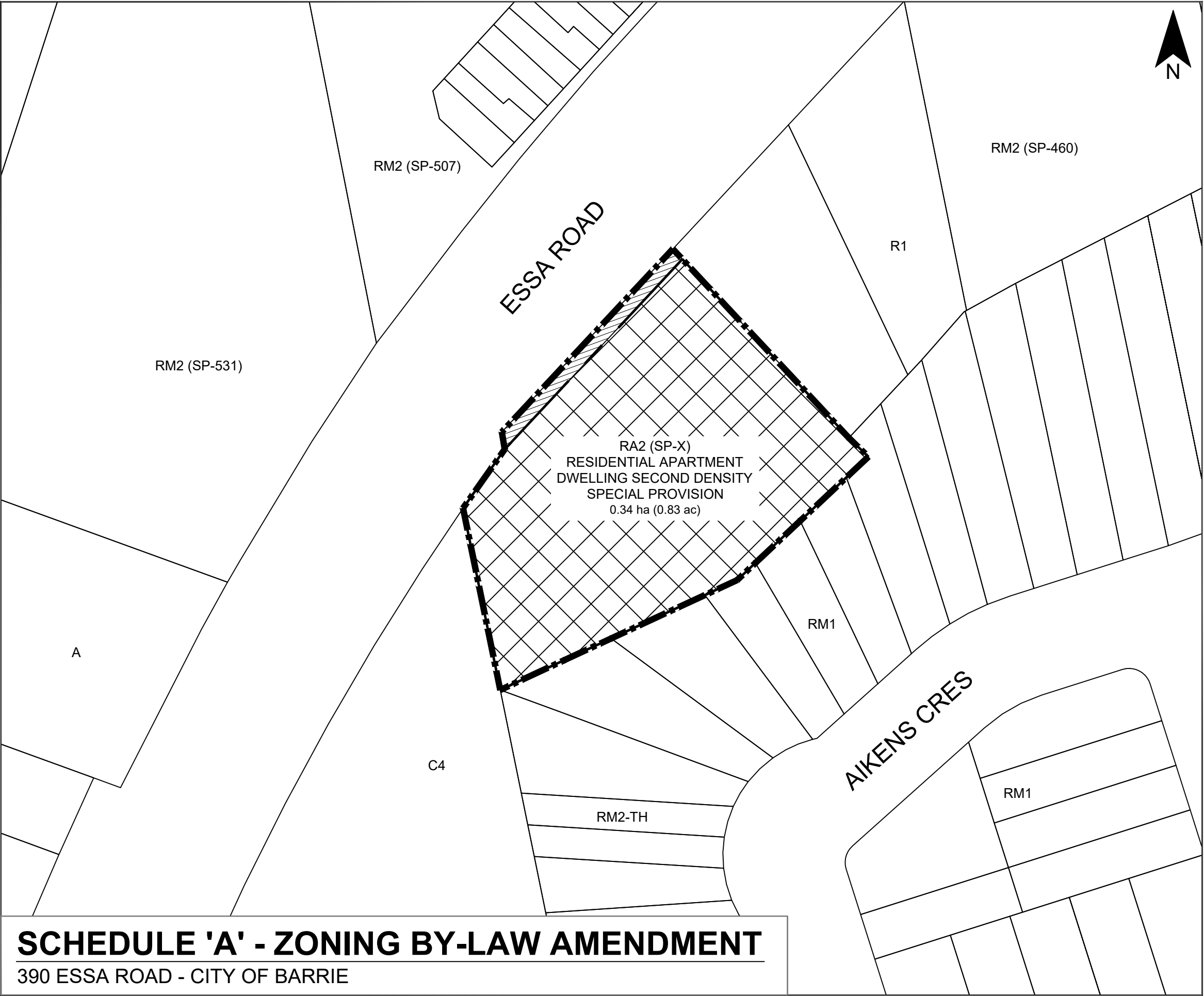
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part 1, Plan of Part of Parklot 19, Registered Plan 67, City of Barrie, and County of Simcoe, municipally known as 390 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following additions shall be made to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone:
 - a. A minimum front yard setback of 5.40m shall be permitted;
 - b. A minimum side yard setback of 4.82m shall be permitted;
 - c. A minimum landscaped area of 24.2% shall be permitted;
 - d. A maximum of 44.3% lot coverage shall be permitted;
 - e. A minimum of 64 parking spaces shall be permitted;
 - f. A minimum parking area buffer of 1.5m shall be permitted.
3. **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 _____ 2018.

THE CORPORATION OF THE CITY OF BARRIE

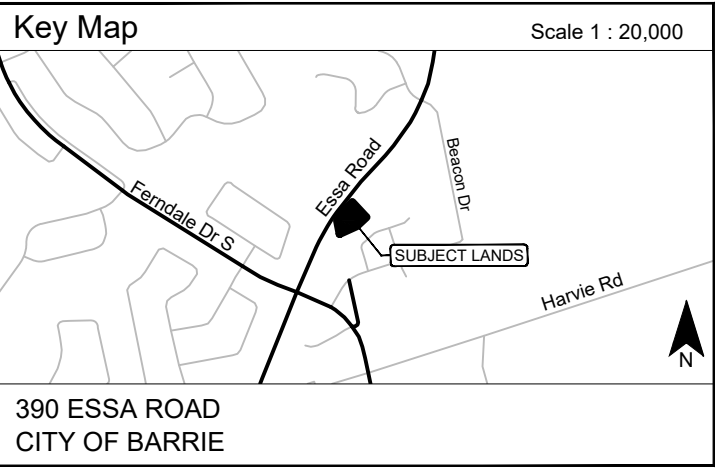
Mayor

Clerk



SCHEDULE 'A' - ZONING BY-LAW AMENDMENT

390 ESSA ROAD - CITY OF BARRIE



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

390 ESSA ROAD
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
2018

0 10 20 30 40m
Scale 1:750

LEGEND

- TOTAL LANDS
0.35 ha (0.87 ac)
- LANDS TO BE REZONED FROM
RESIDENTIAL ONE (R1) TO RESIDENTIAL
APARTMENT DWELLING SECOND DENSITY
SPECIAL PROVISION (RA2 (SP-X))
0.34 ha (0.83 ac)
- 2.0 m ROAD WIDENING

Drawing: 17-703_ZBA Sketch.dwg	Date: May 30, 2018
	Drawn By: AM

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APPENDIX 4 (PROVINCIAL POLICY ANALYSIS TABLE)

APPENDIX 4

390 ESSA ROAD

REVIEW OF THE ONTARIO PLANNING ACT, PROVINCIAL POLICY STATEMENT (2014) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017) - PLACES TO GROW

The following is an in-depth review of the Ontario Planning Act, Provincial Policy Statement (2014) ("PPS") and Places to Grow (2017) ("PtG") to support the Planning Act Applications for 390 Essa Road, City of Barrie.

Ontario Planning Act

Provincial Interest

Policy	Comments
2.0 In carrying out responsibilities under this Act, regard shall be had to, among other matters, matters of provincial interest such as:	
a) The protection of ecological systems, including natural areas, features and functions	A Tree Preservation Plan/Arborist Report has been completed in conjunction with the proposed development and has concluded that the development will protect and preserve the treed features on the site where possible.
b) The protection of the agricultural resources of the Province	Not Applicable
c) The conservation and management of natural resources and the mineral resource base	Not Applicable
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	Not Applicable
e) The supply, efficient use and conservation of energy and water	The Functional Servicing Reports demonstrates that the proposed development employs conservation techniques which help support the

	sustainability of the project, such as the use of LIDs.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The Functional Servicing Report outlines how the project will be serviced efficiently and in an environmentally sound manner.
g) The minimization of waste	Not Applicable
h) The orderly development of safe and healthy communities	Not Applicable
h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	The proposed apartment development will be compliant with the AODA.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Not Applicable
j) The adequate provision of a full range of housing, including affordable housing	The apartment development will add to the range of housing options available in the City of Barrie. Adding to the size, form, and range of housing forms along Essa Road, the development will provide a more affordable housing option than other forms of residential units.
k) The adequate provision of employment opportunities	Not Applicable
l) The protection of the financial and economic well-being of the Province and its municipalities	The subject lands are well suited to accommodate the proposed intensification development, which will make efficient use of the existing infrastructure and transit services which in turn will not require additional capital monies to be expended to provide new or increase existing services.
m) The co-ordination of planning activities of public bodies	Not Applicable
n) The resolution of planning conflicts involving public and private interests	Not Applicable
o) The protection of public health and safety	The proposed apartment project is designed to protect and conserve

	natural features and functions, while the traffic generated will not pose traffic concerns for the existing transportation network.
p) The appropriate location of growth and development	The subject lands are located within the delineated boundary for the City, wherein residential intensification is encouraged, as well as located along an Intensification Corridor identified within the Official Plan.
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	Transit routes are immediately available in the area. Both private and public sidewalks will encourage and provide pedestrian movements to/from the site to Essa Road in an efficient and safe manner to encourage their use.
r) The promotion of built form that, i) is well-designed; ii) encourages a sense of place; and iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant	The apartment development will be well-designed and provide for a safe environment with the presence of windows and balconies over-looking most of the site, providing for "eyes on the street".
s) The mitigation of greenhouse emissions and adaptation to a changing climate	The FSR notes that the latest environmentally best practices, including the use of LID's, will be employed for the servicing of the development. The addition of appropriate landscaping, and tree preservation (to the extent possible) will assist in the sustainability of the project.

Provincial Policy Statement (2014)

1.0 Building Strong Healthy Communities

Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

a) Efficient development and land use patterns.	The proposed density of 220 units/hectare provides for an efficient use of the subject lands. An apartment dwelling provides a built form that is appropriate for an area which is characterized by medium-density land uses.
b) Appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.	The proposed apartment contributes a type of housing unit which adds to the range and mix of the City's residential unit types, and housing stock in this area of the City.
c) Avoid development/land use patterns which may cause environmental/public health and safety concerns	As shown by the background reports (PJR, FSR) submitted with this Application, the proposed development does not cause concerns related to environmental/public health.
d) Avoid development/land use patterns that would prevent efficient expansion of settlement areas	The subject lands represent an intensification opportunity within the delineated built-up area that does not prevent future settlement expansion.
e) Promote cost-effective development patterns and standards to minimize and consumption and servicing costs	As an intensification project the proposed development will make efficient use of existing infrastructure.
f) Improve accessibility by removing land use barriers	The proposed development will be accessible and not create any land use barriers.
g) Ensure necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are/or will be available to meet needs	The necessary infrastructure is existing within the area with sufficient capacity to accommodate the proposed development.
h) Promote development and land use patterns that conserve biodiversity and consider impacts of a changing climate	The development will utilize LID technology, and protect and enhance the existing watercourse on-site.

1.1.3 Settlement Areas

It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green

spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 Settlement areas shall be focus of growth and development	The subject lands are located within the City of Barrie settlement area which is a designated Urban Growth Centre.
1.1.3.2 a) Land use patterns shall be based upon densities and land uses to support: efficient use of land; appropriate for, and efficient use of infrastructure and public service facilities; minimize negative impacts to air quality and climate change; promote energy efficiency; support active transportation; transit supportive; and freight supportive	The proposed density of 220 units/hectare allows for the efficient use of land and existing infrastructure. The lands are located in an area with commercial, recreational, and institutional facilities within walking distance, and are located on Essa Road, which is well-served by transit.
1.1.3.2. b) Range of uses and opportunities for intensification and redevelopment	The proposed site provides an intensification opportunity for apartment-style development.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment	390 Essa is an intensification site in accordance with the policies of Section 4.2.2.6 (d) of the Barrie Official Plan.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form	The requested amendments to the RA2 zone will provide appropriate standards to allow for this intensification opportunity.
1.1.3.5 Planning authorities shall establish minimum targets for intensification and redevelopment within built up area	A minimum of 40% of the City's annual residential growth is to be located within the delineated built up area. This proposed development will assist the City is meeting this requirement.
1.1.3.6 New development in designated growth areas should occur adjacent to existing built up area and have compact form, mix of uses and densities to allow for efficient use of land, infrastructure and public service facilities	The proposed development is within the delineated built up area, provides a compact, efficient built form at a density of 220 units/hectare that provides for the efficient use of the subject lands, existing infrastructure and public service facilities.

1.2.6 Land Use Compatibility

1.2.6

Major facilities and sensitive land uses should be planned to appropriate design, buffering and/or separation from each other to prevent or mitigate adverse effects

1.4 Housing

1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area by:	The proposed apartment provides a type of housing unit which adds to the range and mix of the City's residential unit types.
1.4.3 a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households	Apartment dwellings make efficient use of existing land and infrastructure and therefore are able to provide a less expensive unit type that is more affordable than other unit types.
1.4.3 b) Permitting and facilitating (i) all forms of housing required to meet social, health and well-being requirements of current and future residents, including special needs requirements; and (ii) all forms of residential intensification, including second units, and redevelopment	The proposed unit types will add to the unit types available within the City in an intensification project.
1.4.3 c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs	The location of the subject lands is serviced by existing infrastructure with public service facilities accessible via transit that serves the area.
1.4.3 d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed	The proposed development is within the delineated built up area, provides a compact, efficient built form at a density of 220 units/hectare that provides for the efficient use of the subject lands, existing infrastructure and public service facilities. The area is well served by existing transit routes and supports the use of active transportation to commercial, institutional and recreational opportunities in the immediate area.

1.4.3 e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety	The requested amendments to the RA2 zone associated with this Application will provide appropriate standards to permit allow for this intensification opportunity.
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1.6 Infrastructure and Public Service Facilities

1.6.2 Planning authorities shall promote green infrastructure to complement infrastructure	As demonstrated by the Functional Servicing Report, the infrastructure to service the development will utilize LIDs.
1.6.3 Before consideration is given to developing new infrastructure and public service facilities: (i) the use of existing infrastructure and public service facilities should be optimized; and (ii) opportunities for adaptive re-use should be considered, wherever feasible	The development will utilize existing infrastructure that will assist with its optimization.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:	
1.6.6.1 a) Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage systems and municipal water systems	The proposed development will utilize existing infrastructure that will assist with its optimization.
1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.	As noted in the Functional Servicing Report, the development will utilize existing municipal services.

<p>1.6.6.7 Planning for stormwater management shall: (i) minimize, or where possible, prevent increases in contaminant loads; (ii) minimize changes in water balance and erosion; (iii) not increase risks to human health and safety and property damage; (iv) maximize the extent and function of vegetative and pervious surfaces; and (v) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development</p>	<p>The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed apartment development.</p>
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1.6.7 Transportation Systems

<p>1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation</p>	<p>The subject lands are well situated in close proximity to commercial, institutional and recreational opportunities that are easily accessed by active transportation methods. The lands are also well served by two transit routes which lie in close proximity.</p>
<p>1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process</p>	<p>See above.</p>

1.7 Long-Term Economic Prosperity

<p>1.7.1 Long-term economic prosperity should be supported by:</p>	
<p>1.7.1. c) Maintaining, and where possible, enhancing the vitality and viability of downtowns and main streets</p>	<p>The additional population which will inhabit this development is expected to have a positive impact on the viability of downtown and main streets, as well as the establishments along Essa Road.</p>
<p>1.7.1 d) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character,</p>	<p>The proposed apartment will be well-designed, and the site planned so as to preserve the existing trees to the extent possible within an urban environment.</p>

including built heritage resources and cultural heritage landscapes	
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1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed development.
1.8.1 a) Promote compact form and a structure of nodes and corridors	The apartment development provides for a compact form of development in keeping with the intensification policies (4.2.2.6 d)) of the City.
1.8.1 b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas	The subject lands are well situated in close proximity to commercial, institutional and recreational opportunities that are easily accessed by active transportation methods. The lands are also well served by two transit routes which lie in close proximity.
1.8.1 e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion	The subject lands are in close proximity to employers located along Essa Road, as well as in proximity to transit links to other employment areas within the City.

Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017)

2.2.1 Managing Growth	
2.2.1.2 Forecasted growth to the horizon of this plan will be allocated based on the following:	
2.2.1.2 a) The vast majority of growth will be directed to settlement areas that (i) have a delineated built boundary; (ii) have existing or planned municipal water and wastewater systems; and (iii) can support the achievement of complete communities	Barrie is a settlement area with a delineated built boundary. Municipal water and sewer systems are existing. The proposed development will add to the mix of housing types and support Barrie's intensification growth.
2.2.1.2 c) Within settlement areas, growth will be focused in: (i) delineated built up areas; (ii) strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and (iv) areas with existing or planned public service facilities	The subject lands are within Barrie's delineated built up area, are in close proximity to existing transit routes; and can be readily serviced by existing infrastructure.
2.2.1.2 d) Development will be directed to settlement areas, except where the policies of this plan permit otherwise	Lands are within Barrie settlement area.
2.2.1.2 e) Development will be generally directed away from hazardous lands	No hazard lands are present on the subject lands.
2.2.1.4 Applying the policies of this plan will support the achievement of complete communities that:	
2.2.1.4. a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities	Proposed apartment units will add to the housing diversity within the City. The subject lands are in close proximity to stores and services located along Essa Road and adjacent streets.

2.2.1.4 c) Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes	More than 10% of the units will be affordable rental housing units.
2.2.1.4 g) Integrate green infrastructure and low impact development	As demonstrated by the FSR, LIDs are proposed as part of the servicing strategy for the subject lands.

2.2.2 Delineated Built Up Areas

2.2.2.1 By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area	N/A
2.2.2.2 By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50% of all residential development occurring annually within each upper-tier or single-tier municipality will be within the delineated built up area	N/A
2.2.2.3 Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply	The proposed development will assist in reaching this target (currently 40%).

3.2.7 Stormwater Management

3.2.7.2 a) – d) Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of	The FSR submitted in conjunction with this Application has addressed all of these matters.
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<p>condominium or site plan will be supported by a stormwater management plan or equivalent, that: (i) is informed by a subwatershed plan or equivalent; (ii) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; (iii) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and (iv) aligns with the stormwater master plan for the settlement area, where applicable</p>	
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APPENDIX 5 (CITY OF BARRIE OFFICIAL PLAN POLICY ANALYSIS TABLE)

APPENDIX 5

DETAILED REVIEW OF THE CITY OF BARRIE OFFICIAL PLAN POLICIES

The following is an in-depth review of the Barrie Official Plan to support the Planning Act Applications for 390 Essa Road.

City of Barrie Official Plan

3.0 General Policies

Policy	Comments
3.1.1 a) To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools and recreation opportunities	The proposed apartment development assists with the provision of a mix of dwelling types along Essa Road.
3.1.2.3 b) By 2015, and for each year thereafter, at least 40% of residential unit development shall be directed to the area within the built-up area as identified on Schedule I – Intensification Areas of the Plan	The proposed apartment development will assist in reaching this target within the delineated built up area.
3.1.2.3 c) The City's Growth Management Strategy identifies that the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre.	The proposed apartment development will assist in reaching this population target outside of the Urban Growth Centre.
3.3.1 a) To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents.	The proposed apartment dwelling, at a density of 220 units/hectare provides much needed rental units, mix and sizes along Essa Road, that will meet the needs of current and future residents of the City.

3.3.1 b) To ensure that the quality and variety of the housing stock is maintained and improved.	The proposed apartment will provide additional rental housing in a quality design to the current inventory of the City.
3.3.1 c) To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.	The proposed apartment dwelling will be a dense well-designed development making efficient use of land, facilities and existing infrastructure at this intensification opportunity. Its location is proximate to commercial, institutional, and recreational opportunities. The density of the development will support the existing transit in the area as well as active transportation.
3.3.1. d) To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.	Apartment units add to the diversity and range of available housing options within the City and support the continuation of building a complete community.
3.3.1 e) To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.	Apartment dwellings are an uncommon form of housing in this area of the City. The City possesses a severe shortage of this housing type. It is intended that this building which includes affordable housing units will meet the social, health and well being of Barrie citizens.
3.3.1 f) To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.	Infrastructure and public services, including recreation, are existing and available to service this development. Parks, schools, a community centre, and transportation services are all proximate to the subject lands.
3.3.2.1 a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.	Apartment dwellings are an uncommon form of housing and will provide a less expensive housing option for residents. This zoning applications consistent with the direction provided within the approved MU1 and MU2 Zones.
3.3.2.1 c)	This development represents an underutilized form of housing on lands

<p>The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of the Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization.</p>	<p>that are an ideal candidate for redevelopment. The subject site is an exceptional opportunity for intensification and the introduction of higher densities. The Planning Justification Report advises how the proposed intensification project addresses the planned character and density targets of the City, and outlines the need for certain zoning standards to be revised to allow for the development to move forward.</p>
<p>3.3.2.1 g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.</p>	<p>The proposed density supports the goal of creating a complete community and making efficient use of transit, infrastructure and active transportation initiatives along Essa Road.</p>
<p>3.3.2.2 a) It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria: 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% of gross annual household income for low and moderate income households; or (2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area. In the case of rental housing, the least expensive of (1) a unit for which the rent does not exceed 30% of gross annual household income for low and moderate-income households; or (2) a unit for which the</p>	<p>This apartment will offer both affordable and market rent opportunities for residents. This application will exceed the 10% requirement within the Official Plan as it pertains to this site.</p>

rent is at or below the average market rent of a unit in the regional market area.	
3.3.2.2 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.	The subject lands are in close proximity to the Veterans and Essa commercial plaza, as well as to the Mapleton and Essa commercial plaza. Recreational and service facilities are also proximate, including the Holly Community Centre. Existing transit routes are located along Essa Road.
3.3.2.2 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 requested variances to the Zoning By-law would provide standards to allow for the development of this more affordable housing type.
3.7.2.1 a) A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted.	The proposed development contributes to a compact urban form and supports the use of existing transit service, and would promote active transportation due to its location in proximity to commercial, and recreational services along Essa Road and transit links.
3.7.2.1 c) In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials	This will be addressed as part of the site plan control application.

4.2 Residential

4.2.1 b) To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.	The introduction of this apartment will assist the City in advancing a complete community, by offering an underutilized housing form along Essa Road, that is proximate to the services and facilitates used by the population on a day-to-day basis.
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4.2.1 c) To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.	The proposed development contributes to the area's existing density to further support the existing transit available in the area (Essa Road; Veterans Drive; Ferndale Drive South) and supports active transportation initiatives.
4.2.1 e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.	The subject lands are well suited for intensification and are designated "Residential" and therefore would not jeopardize the expansion of non-residential uses.
4.2.1 f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.	The subject lands are designated "Residential" and are within an area which is characterized by existing low and medium density uses and therefore would not create conflicts with other uses.
4.2.1 g) To plan for new development in the medium and high-density categories which encourage mixed use and high quality urban design for medium and high-density development within the Intensification Areas while continuing to support the integrity of stable neighbourhoods.	Essa Road is identified as an Intensification Corridor. The proposed development meets the policies for intensification in Section 4.2.2.6 (b) and will not harm the integrity of the neighbourhood as the area is characterized by medium/high-density uses.
4.2.2.1 a) Where lands are designated Residential an Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes.	The subject lands are designated residential and propose an apartment dwelling.
4.2.2.2 a) For medium and high density residential development, net residential hectare shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area but excluding local residential streets, Open Space and Environmental Protection Areas.	The net residential density of 220 units/hectare do not include municipal roads or Environmental Protection or Open Space areas.

4.2.2.2 e) High density residential development shall consist of developments which are in excess of 54 units per net hectare.	The proposed apartment development is interpreted by this policy as a high-density development.
4.2.2.3 a) In areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high-density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to the Plan. In areas where a secondary plan is not in effect, the locational criteria outlined in the remainder of this section shall apply.	As there is no Secondary Plan pertaining to these lands, the proposed development has been reviewed in conjunction with Schedule I and the intensification policies within the Official Plan.
4.2.2.3 b) Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are: i) adjacent to arterial and collector roads; ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.	The subject lands are located along Essa Road, identified as an Intensification Corridor; they are located i) along an Arterial Road; ii) are proximate to facilities such as schools, parks and commercial developments; and iii) services and infrastructure are existing and are available to service the proposed development.
4.2.2.4 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.	The proposed development provides 64 parking spaces, at a rate of 0.87 spaces per dwelling unit, including two (2) barrier free spaces. This ratio of 0.87 stalls/unit is less than the current requirement of 1.5. The Planning Justification Report provides the rationale why the proposed ratio is appropriate for this development.
4.2.2.4 b) Densities will 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	The development is proposed in a high-density form. The existing single detached low density dwellings to the east and south will be well protected from the subject lands through appropriate landscaping and other buffering techniques. These lands are also

minimize the impact to the lower density uses.	identified for intensification which will occur over the life of the Official Plan.
4.2.2.4 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).	A Noise Study was not identified as a requirement for submission.
4.2.2.5 b) Uses in the Residential designation require the provision of full municipal sewer and water services.	The development will be serviced by municipal services.
4.2.2.6 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.	The proposed intensification is considered a compact dense development.
4.2.2.6 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.	The proposed development is located along an identified Intensification Corridor and thus conforms to this policy.
4.2.2.6 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.	The proposed apartment will be well-designed and at 220 units/hectare will be at a density that makes efficient use of land, facilities and existing infrastructure at this intensification opportunity on Essa Road. Its location proximate to commercial, institutional and recreational opportunities support the existing transit in the area and active transportation, which will contribute to improving air quality and energy efficiency.
4.2.2.6 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:	
<ul style="list-style-type: none"> (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 	<ul style="list-style-type: none"> (i) The scale and character of this development meets the parameters established for development along an intensification corridor. (ii) Infrastructure, transportation facilities and community facilities are all present in the surrounding area; (iii) Transit routes are located on Essa Road and surrounding streets, and are available for the use of the residents of this project; (iv) This development is taking place in accordance with the Official Plan and where intensification has been planned; (v) The apartment will be of high quality design and construction this is discussed in detail within the Urban Design Report; (vi) There are no heritage resources located on the subject lands
4.2.2.6 d) 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.	N/A; the proposed development is located along an identified Intensification Corridor.

5.0 Servicing

5.1.1 b) To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.	The proposed development will be serviced by municipal services.
5.1.1 e) To ensure that servicing of development shall employ best management practices to ensure sensitivity to the natural environment and efficiency of City services and operations	The submitted FSR and SWM outline how the natural environment will be protected and enhanced and how the project will be efficiently serviced.
5.1.1 j) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre.	There is available capacity for this development as outlined in the accompanying FSR.
5.3.2.2 a) An application for major development shall be accompanied by a stormwater management plan that demonstrates:	
<ul style="list-style-type: none"> i) An integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales; ii) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and iii) Through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized 	The accompanying FSR addresses how these criteria are addressed through the proposed development.
5.3.2.2 b) Stormwater runoff volume and pollutant loadings from major development and	

existing settlement areas shall be reduced by:	
<ul style="list-style-type: none"> i) Encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls; ii) Encouraging the implementation of innovative stormwater management measures; iii) Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds; iv) Supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and v) Support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls 	The accompanying FSR addresses how these criteria are addressed through the proposed development.
5.3.2 e) Stormwater management facilities for development proposals shall not be located on lands designated Environmental protection or Open Space unless in accordance with provincial policy.	The subject lands are not designated Environmental Protection or Open Space in whole or in part.
5.3.2.3 a) New development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of	This has been confirmed through the FSR/SWMR which has been submitted in conjunction with this Application.

the Regional storm or the 1:100 year storm.	
<p>5.3.2.3. b) Stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and flood water by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the MOE Planning and Design Manual and the policies of the Conservation Authorities. (This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.</p>	<p>These matters have been discussed and addressed through the accompanying FSR/SWMR.</p>
<p>5.4.1 d) To develop the Intensification Areas identified on Schedule I – Intensification Areas of this Plan at densities that are transit supportive and provide linkages to major transportation hubs and routes such as the major transit stations.</p>	<p>The proposed density of 220 units/hectare will support the existing transit routes along Essa Road and adjacent streets.</p>
<p>5.4.2.1 c) Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered.</p>	<p>A single access is proposed to service the development, which will reduce the overall number of access points (from the existing individual property) from 2 to 1.</p>
<p>5.4.2.1 f) Any development in any land use designation located within the Ministry of Transportation Highway 400 permit control area will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies</p>	<p>N/A</p>

and/or storm water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry Guidelines.	
5.4.2.3 b) High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.	There are existing transit routes along Essa Road and adjacent streets, including routes 2 and 8.
5.4.2.3. c) New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.	The proposed development provides a walkway from the units directly to Essa Road where transit routes are located.
5.4.2.4. b) Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.	See above.

6.5 Urban Design Guidelines

6.5.2.2 a) i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.	The design and massing of the building is consistent with the Intensification urban design guidelines of the City which permit 5 storey residential apartment buildings along intensification corridors. The property will be a transition from the medium density commercial plaza and apartment dwelling to the east. The development † directly across Essa Road will range from 3 to 4 stories in height.
6.5.2.2 ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.	Will be confirmed at Site Plan stage.
iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to	Will be confirmed at Site Plan stage.

the front. Where exposed walls exist, screening through landscaping should be encouraged.	
v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.	Walkways are designed to lead pedestrians from Essa Road to the lobby.
vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.	The walkways on-site will be connected to the public sidewalks on Essa Road, which are connected to the various commercial, recreational and service facilities in proximity to the subject lands.
6.5.2.2. b) i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.	As noted above, the 2 existing entrances will be reduced to a single access to the new development.
ii) Adequate disability parking spaces will be provided where required.	Two barrier free parking spaces are included.
iv) Major parking, loading and delivery areas, as well as garbage enclosures, should be confined to the rear of the buildings.	Garbage enclosures are located at the rear of the buildings/site.
6.5.2.2. c) i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.	Will be confirmed at Site Plan stage.
iii) No Environmental Protection Area should be included in the minimum landscaping standard.	N/A
iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.	Will be confirmed at Site Plan stage.
6.5.2.2. d) i) Redevelopment proposals, including infill and intensification, or change of use should address opportunities to re-	N/A

naturalize piped channelized watercourses in the design.	
ii) All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.	N/A
iv) Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.	The tree inventory/arborist report submitted in conjunction with this Application addresses this criterion.
v) Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an EIS that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development.	N/A
vi) The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the EP Area designation of this Plan.	N/A
6.5.2.2 e) i) Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.	Will be confirmed at Site Plan stage.
6.5.2.2 g) i) Energy efficiency shall be encouraged through community, site and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that	Will be confirmed at Site Plan stage.

uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.	
iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.	The proposed development is designed in a compact form, at a density that efficiently utilizes existing infrastructure, and is accessible to commercial, employment and other facilities within the surrounding area.



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