

ESSA ROAD TOWNHOUSES

PLANNING JUSTIFICATION REPORT

829 Essa Road, City of Barrie
Part of Lot 3, Concession 11
IPS NO. 18-803

April 2019



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829 Essa Road
Part of Lot 3, Concession 11

**CITY OF BARRIE,
COUNTY OF SIMCOE**

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

2591451 ONTARIO INC.

APRIL 2019

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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by 2591451 Ontario Inc. to complete a Planning Justification Report relative to an application for Zoning By-Law Amendment (ZBA) on lands legally described as Lot 21, Registered Plan 1009 and known municipally as 829 Essa Road. The subject lands are located at the north-west quadrant of the Essa Road and Athabaska Road intersection. The subject lands possess an area of 0.01 hectares (0.03 acres), and a lot frontage of 25.38 metres along Essa Road. Figure 1 below provides an aerial of the subject lands.

The intent of this application is to amend the City of Barrie Zoning By-law 2009-141 to permit multiple residential uses on the entirety of the subject lands, which will permit the construction of ten (10) street townhouse units. The proposed Zoning By-law Amendment aims to rezone the lands from the existing Residential Single Detached ('R1') zone to the Mixed-Use Corridor with Special Provisions Zone (MU2 SP-XXX).

This Report will review the applicable policies found within the documents noted below to demonstrate how the proposed townhouse development would serve to implement the existing planning policies pertaining to the lands that are consistent with good planning principles:

- Provincial Policy Statement (2014)
- Places to Grow- Growth Plan for the Greater Golden Horseshoe (2017)
- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie Comprehensive Zoning By-Law 2009-141 (2017 Consolidation)



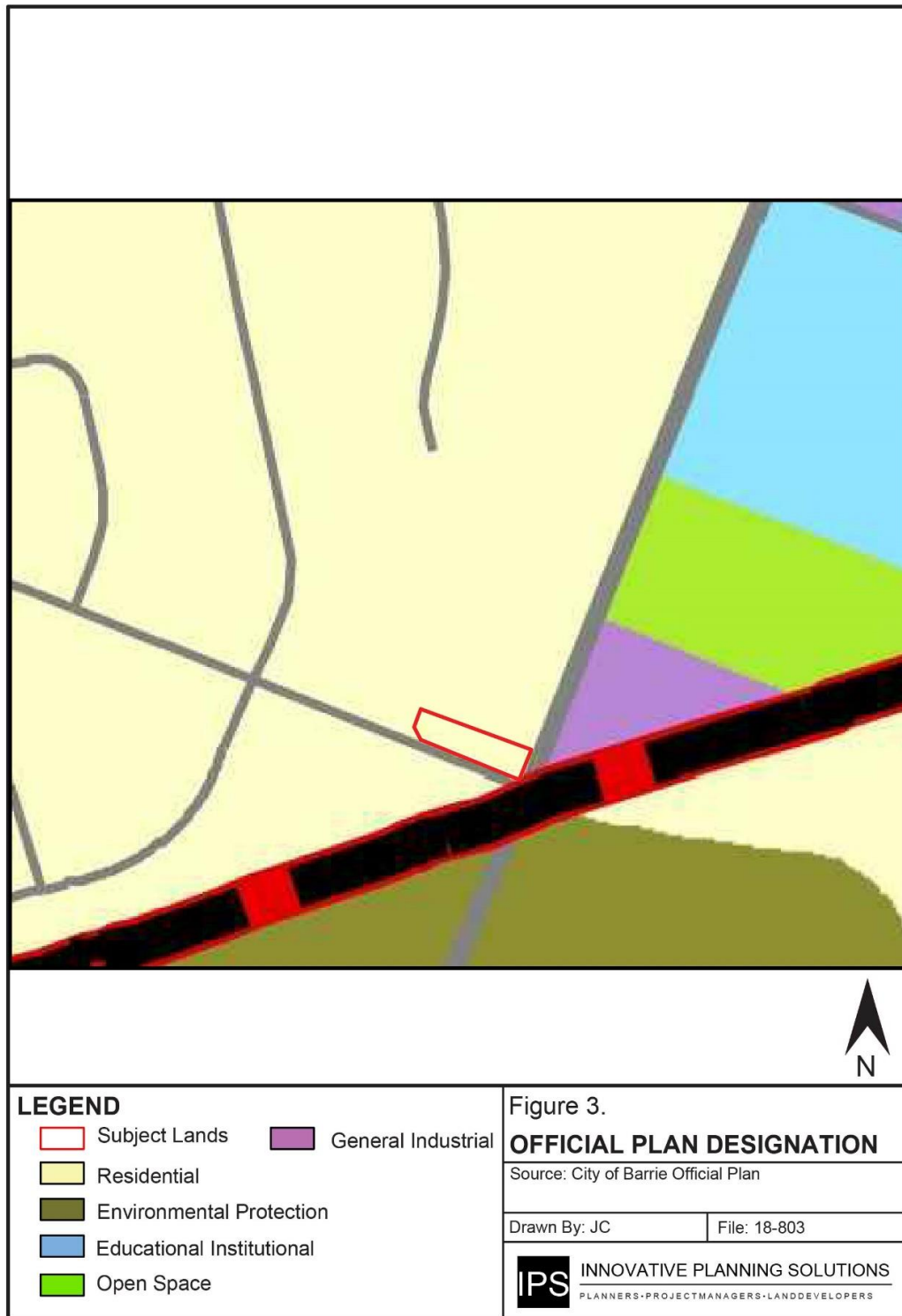


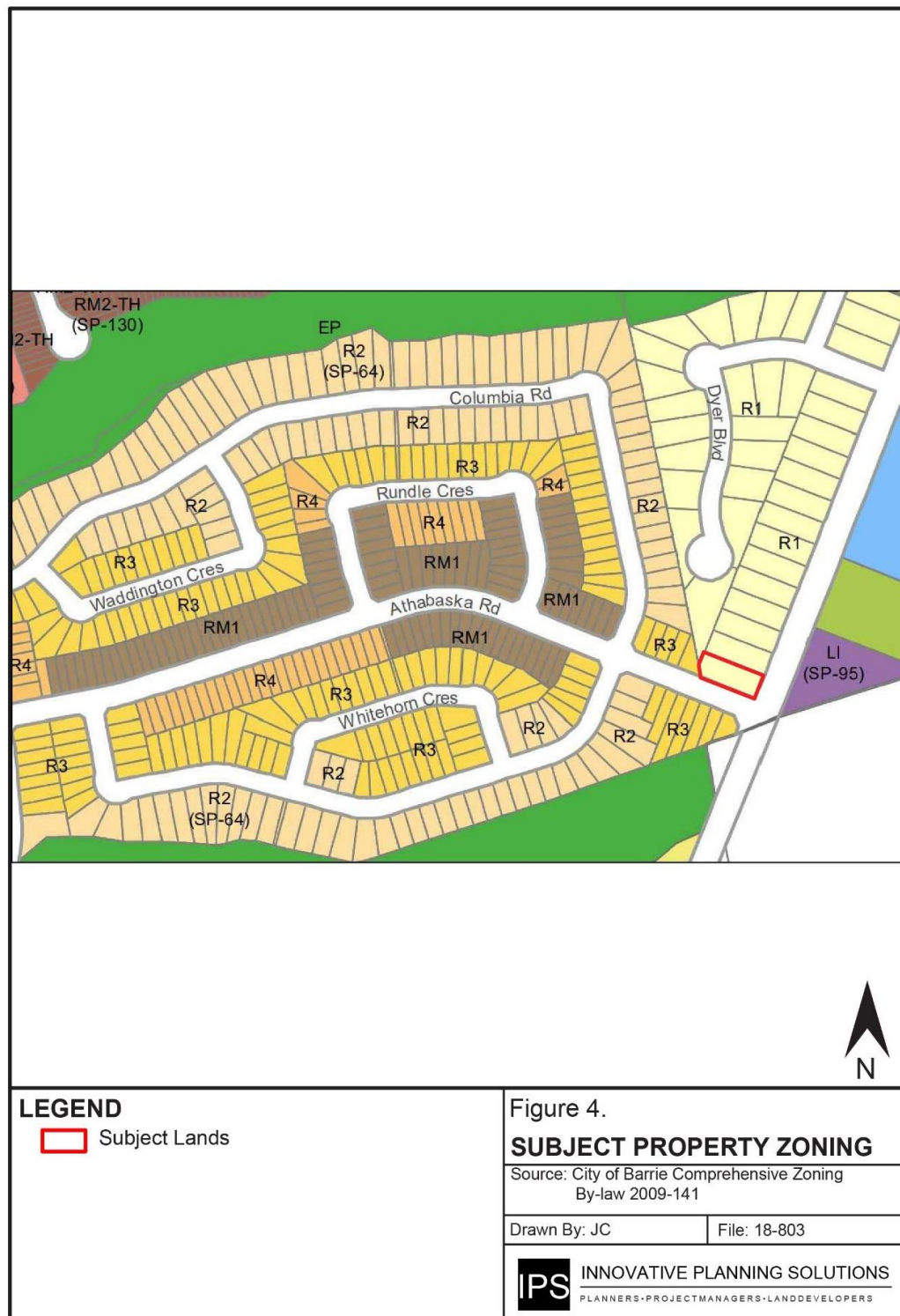
2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

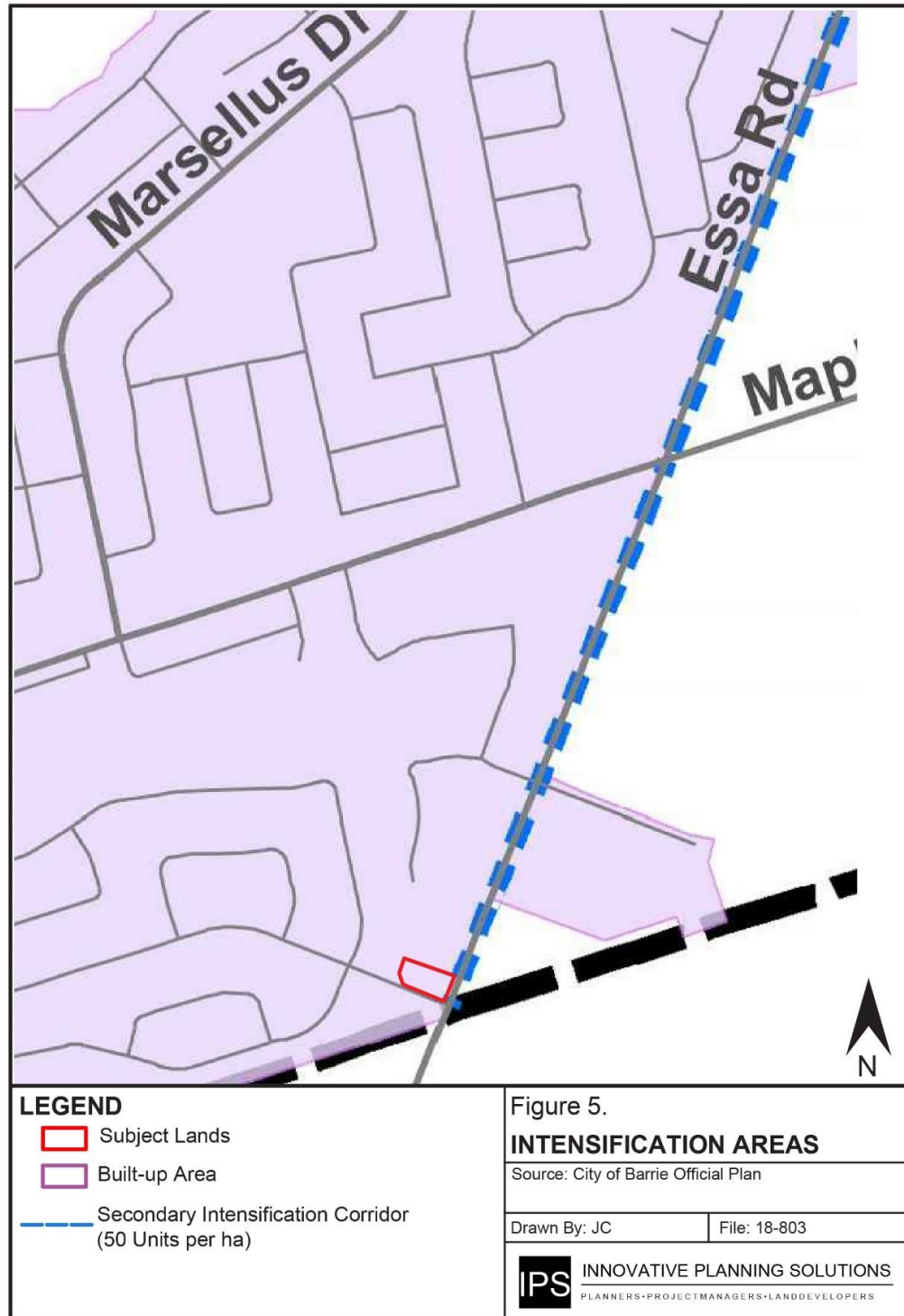
The land has a total area of approximately 0.01 hectares (0.03 acres) with 49.77 metres (163.3 feet) of frontage along Athabaska Road (Figure 2) and 25.38 metres (83.3 feet) of frontage along Essa Road. There is a variety of vegetation located on the subject lands, with grass, shrubs and mature trees. The site contains one (1) residential single detached dwelling with one (1) accessory structure, a shed. The existing structure is to be removed prior to the commencement of construction of the proposed development.

There is existing municipal infrastructure adjacent to the property including: sanitary, watermain, storm sewers, transit stop (Athabaska Road) and a municipal hydrant. The subject lands are proximate to multiple bus routes that travel along Athabaska Road, including route 8A RVH/Yonge and 8B Park Place. These routes have connections to neighbouring subdivisions, Downtown Barrie and Georgian College.

The subject lands are currently designated Residential on Schedule 'A' of the City of Barrie's Official Plan (Figure 3). This application intends to maintain the existing Residential designation. The lands are zoned Residential Single Detached ('R1') in Comprehensive Zoning By-law 2009-141 (Figure 4). Furthermore, according to Schedule I of the Official Plan, this site is positioned along Essa Road which is classified as a Secondary Intensification Corridor (Figure 5). Densities of 50 units per hectare are targeted along secondary intensification corridors.







The surrounding land uses are as follows and shown in Figure 6:

- North:** North of the subject lands is a residential subdivision mainly made up of single-detached housing units. To the north also exists two institutional uses (private schools) Further north at Mapleview Drive West, there is commercial development, including a variety of retail stores and eateries.
- South:** Directly south are existing single detached dwellings within the Residential (R3) Zone. Further south is a woodland and Environmental Protection area. Further south along Essa Road is the Emmanuel Baptist Church and an approved subdivision that is currently under construction (Bear Creek) located within the Salem Secondary Plan area.
- East:** Lands directly to the east of the subject property are occupied by a self-storage facility and residential uses. The light industrial use is intended to be redeveloped under the Intensification policies of the Official Plan for being located along an Intensification corridor.
- West:** West of the subject property is an existing residential subdivision primarily characterized by single and multiple housing units. Further to the West contains an elementary school and Loughheed Park.

According to Schedule I of the Official Plan, this site is positioned along the Essa Road Secondary Intensification Corridor (Figure 5).

3.0 DESCRIPTION OF DEVELOPMENT

The following section will provide a detailed description of the development concept and provide background for the Zoning By-law Amendment application required to permit the proposed development.

3.1 DESCRIPTION OF DEVELOPMENT

The site and interior plan drawings have been prepared by PML Architects. The proposed development contains a total of ten (10) street townhouse units designed to make efficient use of the subject lands. The Site Plan is shown in Figure 7 and can be found in Appendix 1. Each townhouse unit will be three (3) stories in height, including an individual garage and driveway to accommodate vehicle parking. Access to all units will be via Athabaska Road and will be serviced with municipal water and sewer. The units will possess widths ranging from 4.88 to 5.48 metres. As identified through the preconsultation process, a 10.0 metre by 5.0 metre daylighting triangle dedication will be implemented at the intersection of Essa Road and Athabaska Road. Each unit is proposed to have rear yard amenity space as well as a second storey deck. Some of the units have the potential for third storey decking. The density of the development is approximately 84 units per hectare, which meets the 50 units per hectare target intensified for a Secondary Intensification Corridor. This density is consistent with other townhouse developments along this intensification corridor.





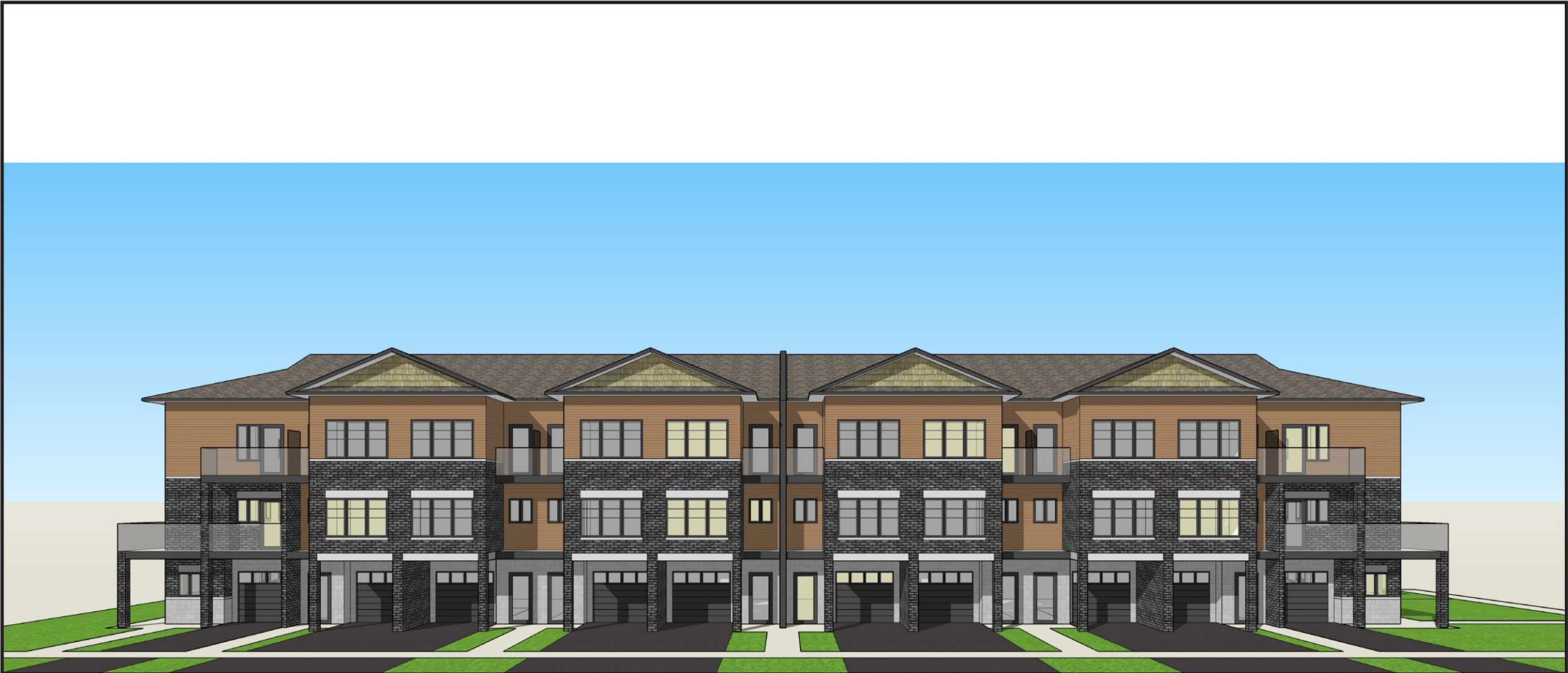


Figure 8.
DESIGN CONCEPT
Source: Innovative Planning Solutions Inc.

Drawn By: AE	File: 18-803
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3.2 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned Residential Single Detached ('R1') by Comprehensive Zoning By-law 2009-141, as seen in Figure 4. To accommodate the proposed development, a Zoning By-law Amendment is required to rezone the subject lands to the Mixed-Use Corridor (MU2) zone.

The proposed development would be permitted under the MU2 zone with minor site-specific special provisions. The site is located along Essa Road which is considered a Secondary Intensification Corridor by the Official Plan, therefore increasing the density within the area is considered appropriate. Table 1 provides a list of required zoning requirements for the MU2 zone and a list of what the proposed development has provided. The proposed special provisions are highlighted within Table 1. These special provisions are considered minor as they are not anticipated to cause adverse impacts in the surrounding area and future development. Below is a detailed summary of the two (2) special provisions requested, and applicable planning rationale:

- Minimum Rear Yard Setback of 5.0 metres

Comment: *A rear yard setback of 5.0 metres represents a deficiency of 2.0 metres from the zoning standard. However, even with a reduced rear yard set back, the 5.0 metre private individual rear yard space would provide residents with sufficient amount of functional and useful outdoor space. There have also been other townhouse developments along Essa Road that have been approved for a reduced rear yard setback. The setback of 7.0 metres is a requirement in a Mixed-Use Corridor Zone, however, they provide this setback requirement for buildings up to eight (8) storeys. Since this development is only three (3) storeys, the impact this setback would have onto the adjacent property would be insignificant. It is also important to note that lands located within the Salem Secondary Plan to the south are permitted rear yard setbacks on 5 metres.*

- Minimum Street Level Floor Height of 3.0 m

Comment: *A street level floor height of 3.0 metres is proposed across the site for the street townhouse units. This represents a 1.5 metre deficiency from the 4.5 metre minimum standard of the zone. Given the proposed development would be solely used for residential purposes on the ground floor, there is no need for the minimum height to be 4.5 metre which is a typical height requirement for ground floor commercial developments.*

Given the location of the subject land, a higher density of development can be supported along Essa Road. Since the subject land is located along the secondary intensification corridor, the City of Barrie encourages development to introduce medium to high density buildings in order to meet intensification targets. A copy of the proposed Zoning By-law Amendment Schedule can be found in Appendix 4.

Table 1: Zoning Table

Source: City of Barrie Comprehensive Zoning By-law 2009-141

Table 1: MU2 Zoning By-law Requirements			
PROVISION		MU2 Required	Provided
LOT AREA (min.)		-	118.95 m ²
LOT FRONTAGE (min.)		-	4.88 m
FRONT YARD SETBACK	Min.	1m for 75% of frontage	4.5 m
	Max.	5m for 25% of frontage	4.5 m
SIDE YARD SETBACK	Min.	-	3.0 m
	Min. Abutting Street or Laneway	3m	3.0 m
	Max.	3m	3.0 m
REAR YARD SETBACK	Abutting Street or Laneway	1.5m	
	Abutting Residential, OS, or EP Zone	7m	5.0m
FRONT FAÇADE STEP-BACK (min.)		45-degree angular plane at height above 80% equivalent of ROW using 3m minimum step-backs	n/a
SIDE FAÇADE STEP-BACK (min.)		If adjacent to an OS zone, 5.5, at height above 80% equivalent of right-of-way	n/a
REAR FAÇADE STEP-BACK (min.)		45-degree angular plane above 7.5m using minimum 3m step-backs	n/a
LOT COVERAGE (max % of lot area)		-	65.3%
GROSS FLOOR AREA		-	141.4%
STREET LEVEL FLOOR HEIGHT (min.)		4.5m	3.0m
BUILDING HEIGHT	Min.	7.5m	> 7.5 m
	Max.	16.5m	< 16 m
MINIMUM COVERAGE FOR COMMERCIAL USES (% of first storey GFA)		-	-
PARKING		1 space per dwelling unit	1 space + 1 tandem space
DENSITY		84 units per hectare	

***Note:** Highlighted cell indicates deficiency

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 & Preliminary Stormwater Management Report
 - Prepared by Pinestone Engineering Ltd.
- Geotechnical Report
 - Prepared by Central Earth Engineering
- Tree Inventory and Preservation Plan Report
 - Prepared by Landmark Environmental Group
- Environmental Noise Feasibility Study
 - Prepared by HGC Engineering

4.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable planning and development policies guiding the development of the subject lands. Each section will outline applicable policies and contain planning rationale on conformity and development principles. The Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the City of Barrie Official Plan are being analyzed below in relation to the proposed site plan of the subject lands.

4.1 THE PLANNING ACT – PROVINCIAL INTEREST



The Planning Act (The Act) is provincial legislation that lays out ground rules to describe how land uses are controlled, and by whom. The purpose of The Act is to promote sustainable economic development while preserving the environment and creating healthy communities, within a provincial policy framework.

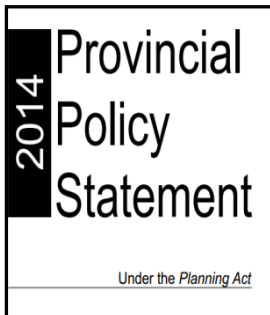
Section 2 of The Act specifies that land use planning activities should be aligned with the Province's interest. The interests include: the supply, efficient use and conservation of energy and water, the adequate

provision and efficient use of transportation, sewage and water services and waste management systems, the adequate provision of a diverse range of housing within affordable neighbourhoods, the promotion of development that is sustainable in terms of supporting public transit and being pedestrian oriented, as well as selecting appropriate locations for growth and development. The proposed development aligns with the Province's interest in land use planning providing that the design:

- Increases density along the secondary intensification corridor which would utilize existing water, wastewater, and waste infrastructure/services;
- Provides a medium to high density development that diversifies the neighbourhood and provides more affordable housing options; and
- Delivers a more functional use on site and integrates well with the surrounding land uses by increasing the number of people in an area that will have access to established pedestrian networks and public transit services.

According to the Planning Act, the proposed development aligns with the Province's Interest in land use planning.

4.2 PROVINCIAL POLICY STATEMENT



The Provincial Policy Statement (PPS) is a vital part of Ontario's policy-led planning system. It provides direction on how land use planning and development can be used to support the provincial interest of enhancing the quality of life for all residents of Ontario. The PPS provides a policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment. An analysis of the PPS has been undertaken in order to demonstrate how the proposed development supports the Province's good planning principles and how it can lead to efficient, effective and environmentally oriented land use development. Emphasis is placed on the following sections of the PPS:

Section 1.1.1	<i>Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns</i>
Section 1.1.3	<i>Settlement Areas</i>

Section 1.4.3 *Housing*

Section 1.1.1 of the PPS provides various strategies on how to manage and direct land use to achieve efficient and resilient development. This section emphasizes different ways healthy, liveable and safe communities can be sustained such as:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

The proposed development would provide a new form of housing that does not currently exist in the surrounding area. Semi or link dwelling units do exist along Athabaska Road; however, street townhouses would provide a compatible and logical built form in character with the existing community and future intensification along Essa Road.

Section 1.1.3 of the PPS outlines required land use patterns in settlement areas to ensure communities are using land and resources sensibly. The policies for this section promote efficient development patterns that protect resources, promote green spaces and ensure effective use of services and infrastructure. The policies that apply are shown below:

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- 1) efficiently use land and resources;*
- 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4) support active transportation;*
- 5) are transit-supportive, where transit is planned, exists or may be developed;*

The subject site reflects the policies above through the proposed use of the land. Currently the land is occupied by a single detached dwelling. The proposed street townhouse units are an efficient use of the land, support active transportation and will be constructed to promote energy efficiency. Section 1.4.3 of the PPS states that municipal planning authorities shall provide a mix of housing types and densities that meet the needs of current and future population of the area. Section 1.4.3 (d) states that municipalities will achieve this by:

- 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 would align with Section 1.4.3 by providing housing in the form of townhouses. This type of housing would help contribute to the intensification of the area and would help accommodate the projected increase in population that is expected within the City of Barrie. This would eventually make efficient uses of underutilized land, infrastructure and service facilities in the area.

For the above stated reasons, the subject application is consistent with the direction of the PPS.

4.3 PLACES TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE



The Growth Plan for the Greater Golden Horseshoe (GGH) has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management and environmental protection particular to the GGH. As the Region continues to grow, the Plan provides policy direction to address the challenges of growth. The City of Barrie is recognized as a Primary Settlement Area within the Growth Plan for the GGH.

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

Section 1.2.1	<i>Guiding Principles</i>
Section 2.2.1	<i>Managing Growth</i>
Section 2.2.2	<i>Delineated Built-up Areas</i>
Section 6.3	<i>Simcoe Sub Area - Managing Growth</i>

The Growth Plan provides guiding principles that contribute to the creation of complete communities. The goal of the growth plan is to promote healthy, active living, use of public transit as well as prioritizing intensification and providing a mix of diverse housing opportunities to eliminate the demand for outward growth. Through the following sections, the proposed development aligns with the guidelines provided by the Growth Plan and it contributes towards achieving the goal of creating complete communities.

Section 2.2.1 of the Growth Plan provides the following policies that manage growth and ensure that properties that are being built in areas where there is existing development in the vicinity. The proposed properties must help improve social equity and overall quality of life. Guidelines to new development to manage growth include:

Forecasted growth to the horizon of this Plan will be allocated based on the following:

- 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;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. 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 lands are located within the Built-up Area as identified on Schedule I of the Official Plan. The proposed site follows the guidelines provided by the Growth Plan. The Growth Plan focuses growth in settlement areas. This site is located in a settlement area where there is existing municipal water and wastewater systems.

Due to its compact design, it supports the goal of creating a complete community by providing a diverse housing mix and promoting the use of public transit that exists adjacent to the subject property.

Section 2.2.2 of the Growth Plan focuses on growth in delineated built-up areas and gives guidelines on how residential areas should be structured to ensure the development of complete communities. This can be achieved by:

All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

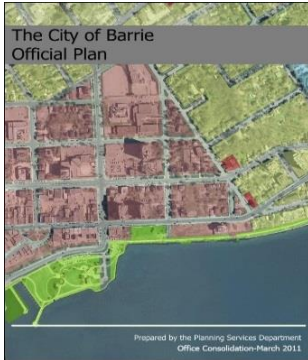
- a. encourage intensification generally to achieve the desired urban structure;*
- b. identify the appropriate type and scale of development and transition of built form to adjacent areas;*
- c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.*

The Growth Plan emphasises the importance of intensification through the guidelines above. The following analysis is provided when considering Section 2.2.2 with respect to the ten (10) unit townhouse development:

- a. The proposed development is an intensification project that will increase densities along an identified Secondary Intensification Corridor. The form of development proposed reflects the desired urban structure of both Provincial and Municipal legislation;*
- b. The proposed development is compatible with adjacent land uses. Given the subject land's location along Essa Road, the scale of the proposed development is considered appropriate for a Secondary Intensification Corridor;*
- c. The subject lands are located along a Secondary Intensification Corridor, a corridor earmarked as a strategic area for growth within the City of Barrie; and,*
- d. The zoning requested for the subject lands (Mixed-Use Corridor [MU2]) is reflective of the desired urban structure of this stretch of Essa Road. The rezoning will ensure that development on the subject lands supports the establishment of a complete community.*

The application conforms to the direction provided in the Growth Plan for the Greater Golden Horseshoe.

4.4 CITY OF BARRIE OFFICIAL PLAN



The City of Barrie Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development," defined as development that does not jeopardize opportunities for future generations.

The Official Plan envisions new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification is to represent an essential component of the City's Growth Management Strategy so as to minimize infrastructure requirements and to utilize existing services including transit and open space. To ensure that increased densities are accommodated appropriately, the Official Plan places an emphasis on urban design.

An analysis of City of Barrie Official Plan has been conducted in conjunction with the subject land application in order to ensure development is constructed within the City's plan for "sustainable development", defined as development that does not jeopardize opportunities for future generations.

Section 3.3 of the Official Plan outlines the general policies for housing to ensure that a variety of housing is provided as well as the quality and housing stock is maintained and improved. The City of Barrie intends to encourage all forms of housing that ensure the development of complete communities. The policies that apply to the proposed development include:

Section 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.*
- b. *The City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs 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.*

Section 3.3.2.2 *In accordance with Provincial Policy, the following policies shall apply for the provision of affordable housing throughout the City:*

- a. *It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
- b. *Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.*
- c. *Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads*

Section 3.3.2.2 of the City of Barrie 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. The subject lands are located in an area which consists predominantly of low density single detached residential dwellings. While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the proposed built form provides a housing type that is generally more affordable than lower density forms of housing such as single detached dwellings. Based on the limited size of the development, no affordable housing units are proposed as part of this application.

The use of the subject lands as proposed will support the creation of a complete community through the proposed type, tenure and form of development. The density proposed is supportive of transit and cycling, with area amenities such as commercial, institutional, recreational and service facilities all within walking distance of the subject lands.

The City of Barrie's policy objective is to ensure new development provides a variety of housing units that are innovative and reflect good planning principles. This will lead to development in built-up areas to have low-density to high-density buildings that will range in costs and be affordable for all citizens of different income levels. The City of Barrie also states that residential intensification includes the conversion of existing housing into multiple unit forms. The proposed development is following with the City's policy by converting a single-detached dwelling into ten (10) townhouse units, a generally more appropriate housing form given the future of Essa Road and its relationship to the stable neighbourhood entering Athabaska Road.

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

Section 4.2.1 of the Official Plan provides policy direction to designate areas as residential and provides goals for the development of these neighbourhoods. The subject lands are designated Residential. The City of Barrie intends to have complete communities that create a sense of place for Barrie residents and provide efficient access to community facilities and services. They want new residential developments to support transit and accommodate for different densities and dwelling types.

- a. To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- 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.*
- 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.*
- d. To develop high quality, well-linked public open spaces in residential areas.*
- e. To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- 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.*

- 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 as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods.*

The subject lands are in close proximity to community facilities and commercial development. The subject lands are located near multiple transit stops and the proposed development increases the density within the area which can support the use the existing transit facilities, as well as municipal services. The location of the site is along Essa Road, a secondary intensification corridor, therefore, providing a medium to high density development would help the municipality achieve its intensification and density targets.

Section 4.2.2.3 of the Official Plan outlines locational criteria for residential development. The policies below support the development of medium to high density residential development in areas within the intensification nodes and corridors as identified on Schedule I of the OP.

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 water mains, or other municipal services are adequate.*

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

- i. The subject land is located along Essa Road, a north-south Arterial Road, and is classified as a secondary intensification corridor.
- ii. The subject lands are in proximity of multiple bus stops (routes 8A RVH/Yonge and 8B Park Place). There is also a variety of educational facilities, parks and commercial development located within the area.
- iii. The municipal servicing for the subject land already exists and is adequate and appropriate for the proposed development.

For the above stated reasons, the proposed development is a suitable location for heightened density.

Section 4.2.2.6 of the Official Plan provides policies for intensification. The City of Barrie defines intensification as redeveloping areas that increase density and attain compact urban form.

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

The site is currently underutilized given its location along a Secondary Intensification Corridor. In order to achieve intensification, the City of Barrie states in Section 4.2.2.6 (a) that one such strategy is the redevelopment of properties. The development will create the desired compact form in an area where it lacks a mix of densities. Regarding section (b) the City outlines in Schedule I which areas residential intensification be focused in. The subject land is located along a secondary intensification corridor; therefore, the land provides an opportunity to meet the target density requirement that is applied for intensification corridors. Stated in 4.2.2.6 (g) the target density is 50 units per hectare, the proposed development would exceed this requirement at a density of 84 units per hectare. Referring to 4.2.2.6 (c), the proposed development will result in a compact urban form, make efficient use of the lands and existing municipal infrastructure, as well as provide densities along the Secondary Intensification Corridor that are

conducive to public and active transportation. This is in line with Policy 4.2.2.6 (c). An existing transit stop is located along the Athabaska frontage of the site. In order to accommodate the development of the site, the existing stop will be required to relocate slightly. The stop can be relocated further west on Athabaska or north of the intersection of Athabaska and Essa. Relocation is not anticipated to have a great impact on existing users.

The end unit of the development is not fronting on the Essa Road Corridor; however, the façade of the frontage will be enhanced through architectural design that includes enhanced window design, wrap around porch with features such as an awning. Examples of this architectural design can be seen in Figure 8. An entrance will be located on the Essa Road frontage, As noted, Figure 8 shows conceptual renders for the proposed units. It is the intention that the design will be compatible with the existing neighbourhood and provide visual interest to the streetscape through varying built forms and high-quality materials.

Section 5.3.2.2 of the Official Plan outlines general stormwater management policies that help mitigate flooding and erosion that can lead to infrastructure damage and storm and sewer system overflow in developed areas.

- a) *An application for major development shall be accompanied by a stormwater management plan that demonstrates:*
 - 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.*
- b) *Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:*
 - 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.*
- c) *In order to facilitate effective stormwater management, the City may pass by-laws, acquire lands, undertake public works or impose appropriate conditions for the preparation of a stormwater management plan for development proposals and draft plans of subdivision.*

The policies of Section 5.3.2.2 are satisfied by the proposed development through the implementation of subsurface infiltration galleries located in the rear yards of the townhouse units and a grass drainage swale along the west property line. According to the Storm Water Management and Functional Servicing Report, these low impact development (LID) approaches will remove a minimum of 80% of total suspended soils and a minimum 55% removal of annual total phosphorus. These practices will meet the City's goal of providing source controls, lot-level controls and conveyance techniques that help minimize stormwater management flows.

Section 5.4.2 of the Official Plan outlines opportunities for new development to enhance opportunities for public transit and active transportation. Section 5.4.2.3 outlines public transit opportunities and Section 5.4.2.4 outlines ways new development can promote the use of active transportation.

Section 5.4.2.3 Public Transit

- a. *The City shall promote the use of existing and the development of new public transit routes, wherever possible to link communities in the interests of fiscal responsibility, energy conservation and environmental protection.*
- b. *High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.*
- 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.*

Section 5.4.2.4 Active Transportation

- a) *The City shall promote the use of bicycles, pedestrian movement and other modes of active transportation by developing a linked open space network as identified in Section 4.6 of this Plan.*
- b) *Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.*
- c) *An Active Transportation Plan shall be developed for the City and shall include the following elements:*
 - i) *Identification of an Active Transportation System on a map showing existing and proposed sidewalks, multi-use trails and connectivity to primary activity nodes outside of and within neighbourhoods and secondary plan areas.*
 - ii) *Policies, criteria and standards for new development to provide sidewalks and multi-use trails, dedication requirements to complete trail areas.*
 - iii) *Policies to provide safe, comfortable travel for pedestrians and cyclists within existing communities and new development areas.*
 - iv) *Design standards for and safety measures for new trails walkways; parking areas; and interfaces with public transit modes that reflect Ontario Provincial Standards and Accessibility Act requirements.*
 - v) *Requirements for new developments to plan for Active Transportation and transit accessibility at the time of development application.*
 - vi) *An implementation and phasing strategy.*

The policies from Section 5.4.2.3 are met through the proposed development ability to offer convenient and direct access to public transit routes. The transit bus stops are adjacent to the proposed development. Route 8A RVH/Yonge and 8B Park Place are located on Athabaska Road. The entrances and walkways of the townhouse units are located on Athabaska Road; therefore, residents of these homes have direct access to multiple bus routes. The policies from Section 5.4.2.4 are satisfied through the proposed development being located in an area where there are multiple parks and trails in the vicinity. In addition, there are several commercial plazas that are in walking distance from the subject property supporting active transportation.

The above review has determined that the proposed 10-unit street townhouse development conforms to the City's Official Plan.

5.0 CONCLUSION

The proposed Zoning By-law Amendment intends to permit construction of ten (10) new townhouse units along a secondary intensification corridor. This redevelopment of existing residential lands is a form of intensification as per the City of Barrie Official Plan, a form of development which is encouraged by both Provincial and Municipal governments. The residential units will achieve an overall density of 84 dwelling units per hectare, representing a compact and efficient use of the subject lands, while providing an alternative housing type and density in the surrounding area.

As has been demonstrated through this report, the subject lands are an ideal candidate for intensification. A mixed-use corridor zoning is more reflective of the vision for Essa Road as a secondary intensification corridor. The proposed development represents an appropriate opportunity for residential growth within an established built-up area of the City. The additional housing units will provide additional population base that will support existing services and provide additional clientele for existing businesses and services in the area.

It is my professional planning opinion that the Zoning By-law Amendment application conforms to the applicable policies and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

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

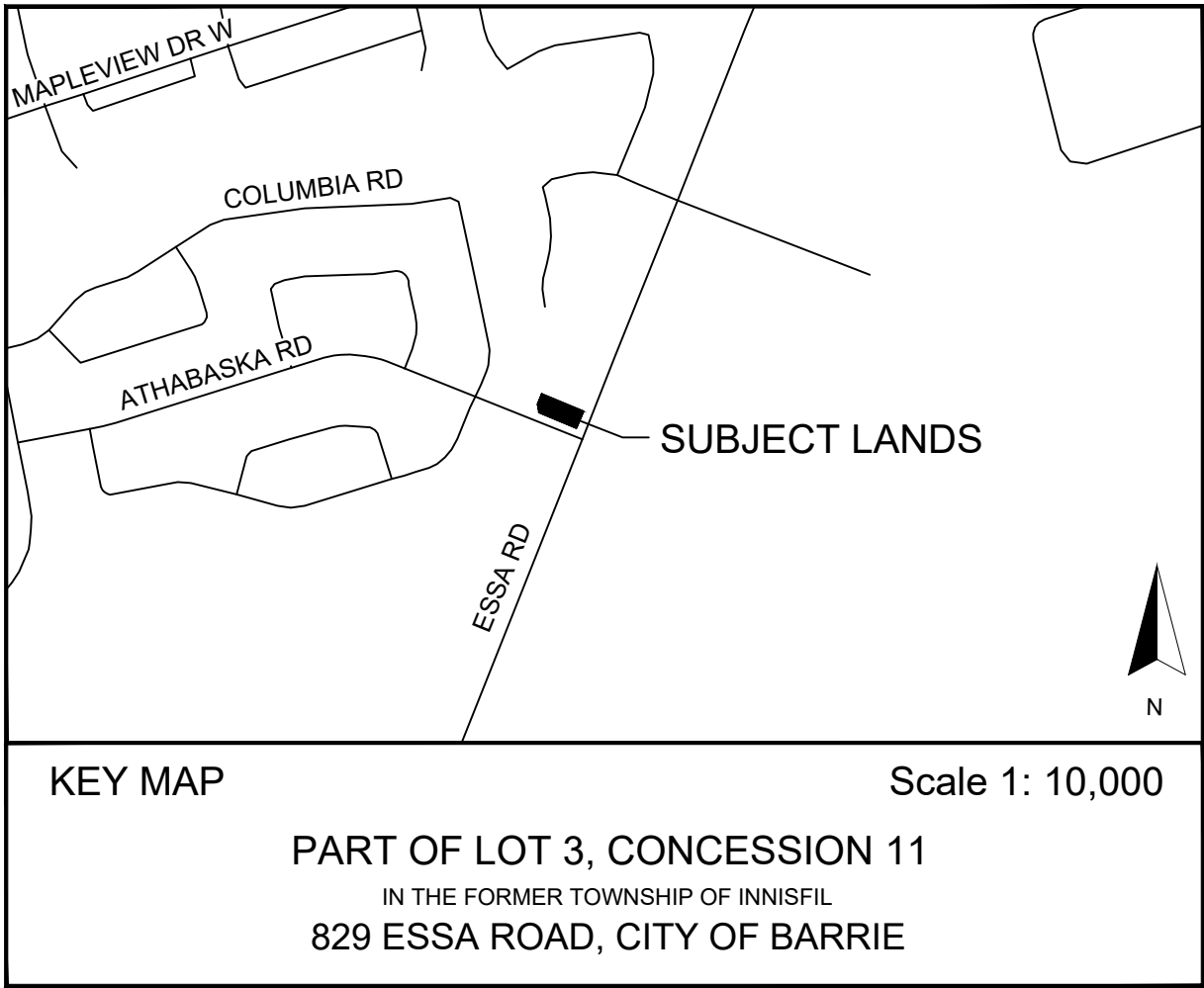
Darren Vella, MCIP, RPP
President & Director of Planning

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

Andrew Edwards, BES
Planner

APPENDICES

APPENDIX 1: DEVELOPMENT CONCEPT



CONCEPTUAL SITE PLAN

Scale 1: 10,000

KEY MAP

PART OF LOT 3, CONCESSION 11
IN THE FORMER TOWNSHIP OF INNISFIL
829 ESSA ROAD, CITY OF BARRIE

LEGEND

- SUBJECT LANDS
Area: ±0.143ha (0.35ac)
- 10 TOWNHOUSE UNITS
- EXISTING WATER SERVICES
- EXISTING STORM SERVICES
- EXISTING SANITARY SERVICES
- EXISTING HYDRANT

ZONING TABLE		
PROVISION	REQUIRED MUZ ZONE	PROVIDED
Lot Area	-	118.95m ²
Lot Frontage	-	4.88m
Setbacks		
Front Yard	1m for 75% (min) 5m fro 25% (max)	4.5m
Interior Side Yard	3.0m (max)	3.0m
Exterior Side Yard	3.0m (min)	5.37m
Rear Yard	7.0m (min)	5.00m
Lot Coverage	-	65.3%
Landscaped Open Space	-	23.0%
G.F.A. % of Site	-	141.4%
Dwelling Unit Area	35m ² (min)	±160m ²
Height	7.5m (min) - 16.5m (max)	<16m
Driveway Length	-	7.65m
Parking Spaces	1 / unit	1 parking space + 1 tandem space
Max. Units per Row	-	10
Street Level Floor Height (min.)	4.5m	3.0m
Front Yard Parking Coverage	-	63.1%

Source: Concept plan prepared by Patrick Markus Luckie, Architect.
Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN - 10 UNITS

829 ESSA ROAD - CITY OF BARRIE

RESIDENTIAL

CURRENT OP LAND USE DESIGNATION

R1

CURRENT ZONE

SCHEDULE OF REVISIONS			
No.	Date	Description	By

IPS

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Date: December 13, 2013	Scale: 1:125
File: 18-803	Drawn By: AM

APPENDIX 2: DRAFT ZONING BY-LAW AMENDMENT & 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 of Lot 3, Concession 11, in the City of Barrie, Simcoe County, known municipally as 829 Essa Road, in the City of Barrie, from the Residential Single Detached (R1) Zone to Mixed Use Corridor with Special Provisions (MU2 SP-XXX) 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 829 Essa Road;

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

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

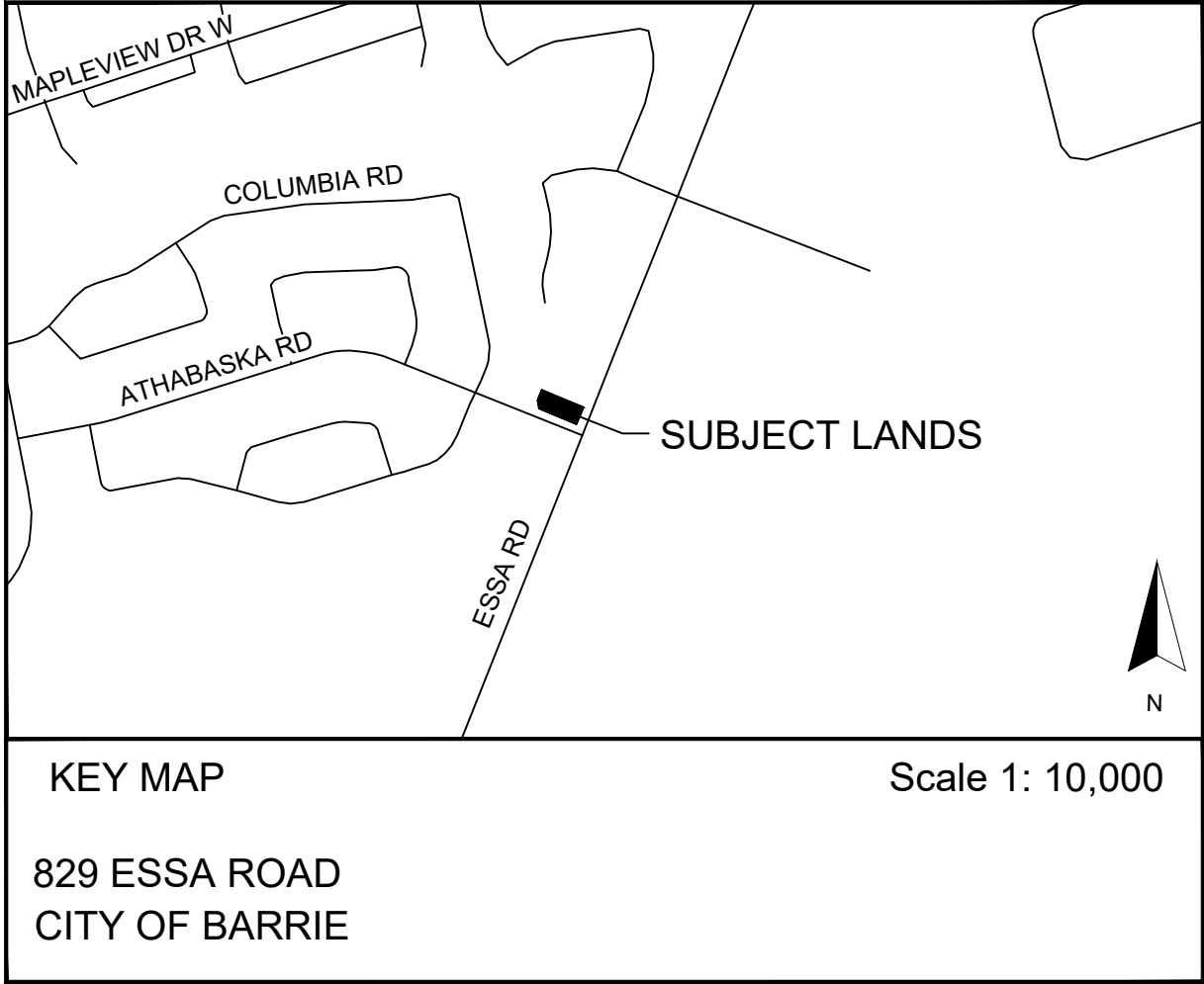
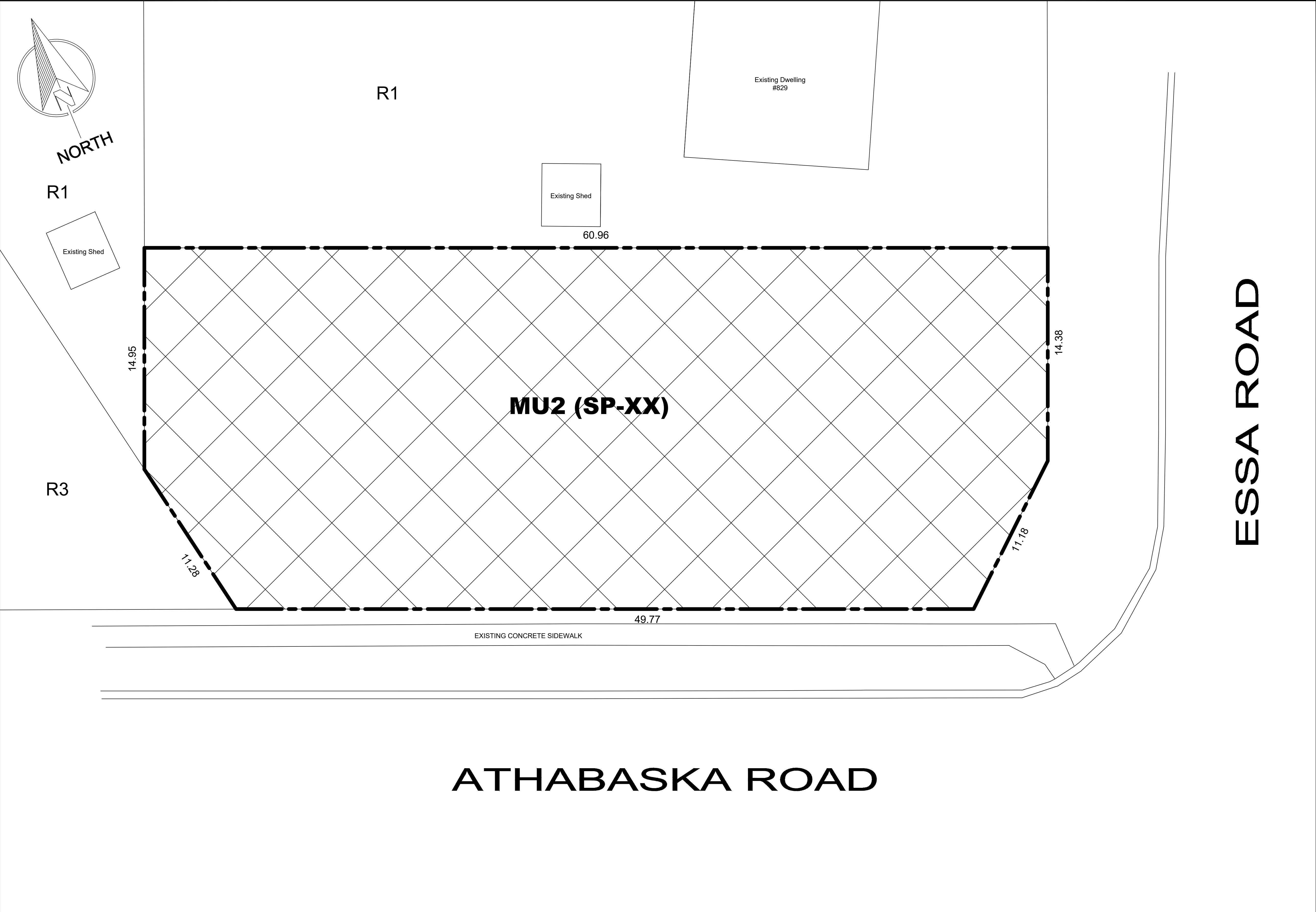
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lot 3, Concession 11, in the City of Barrie, Simcoe County, municipally known as 829 Essa Road, in the City of Barrie, from the Residential Single Detached (R1) Zone to Mixed Use Corridor with Special Provisions (MU2 SP-XXX) 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 exceptions apply to those lands zoned as Mixed Use Corridor with Special Provisions (MU2 SP-XXX) Zone:
 - a. Minimum rear yard setback of 5.0 metres shall be permitted; and,
 - b. Minimum street level floor height of 3.0 metres 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 _____ 2019.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk



LEGEND

- SUBJECT LANDS
Area: ±0.143ha (0.35ac)
- LANDS TO BE REZONED
FROM RESIDENTIAL SINGLE
DETACHED DWELLING FIRST
DENSITY (R1) TO MIXED USE
CORRIDOR WITH SPECIAL
PROVISIONS ZONE (MU2 (SP-XX))

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT
829 ESSA ROAD - CITY OF BARRIE



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