



INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS



PLANNING JUSTIFICATION REPORT

521 & 525 Essa Road

City of Barrie

Lots 10, 11, & 12 Registered Plan 1080

**CITY OF BARRIE
COUNTY OF SIMCOE**

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

150 DUNLOP STREET EAST, SUITE 201
BARRIE, ONTARIO L4M 1B2
TEL: (705) 812-3281
FAX: (705) 812-3438

ON BEHALF OF

ENCORE DEVELOPMENT GROUP

September 19th, 2017

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT APPLICATION

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SITE DESCRIPTION and SURROUNDING LAND USES	2
3.0	DESCRIPTION OF DEVELOPMENT	7
3.1	Zoning By-law Amendment	11
3.2	Technical Reports	17
4.0	PLANNING POLICY and ANALYSIS	19
4.1	Provincial Policy Statement	19
4.2	Places to Grow	20
4.3	City of Barrie Official Plan	22
5.0	AFFORDABLE HOUSING REPORT	25
6.0	CONCLUSION	27

FIGURES

FIGURE 1:	Location of Subject Properties
FIGURE 2:	Official Plan Designation
FIGURE 3:	Subject Property Zoning
FIGURE 4:	Aerial Photo of Surrounding Land Uses
FIGURE 5:	View of 521 Essa Road
FIGURE 6:	View of 525 Essa Road
FIGURE 7:	Site Plan
FIGURE 8:	Front Elevation

TABLES

TABLE 1:	Residential Multiple Two (RM2) Zoning
TABLE 2:	Mixed-Use Corridor (MU2) Zoning Table (Under Appeal)

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT APPLICATION

APPENDICES

- APPENDIX 1:** Concept Site Plan
APPENDIX 2: Parking Layout
APPENDIX 3: Elevation Drawings
APPENDIX 4: Zoning By-law Amendment

1.0 INTRODUCTION

Innovative Planning Solutions has been retained by Encore Development Group to complete the following Planning Justification Report relative to an application for Zoning By-law Amendment (ZBA) on lands known as 521 and 525 Essa Road in the City of Barrie. The two subject properties encompass an area of 0.45 hectares (1.12 acres), possessing 54.86 metres (180 feet) of frontage on Essa Road. The intent of these applications 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 48 back to back townhouse style dwelling units. Figure 1 provides a key map of the subject properties.

Figure 1: Location of Subject Properties
Source: Simcoe County Interactive Maps



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 (2016 Consolidation)

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are identified as Lots 10, 11, and 12 Registered Plan 1080, known municipally as 521 and 525 Essa Road in the South-West area of the City of Barrie. The lands are two independent lots, possessing a total area of 0.45 hectares (1.12 acres). 521 Essa Road is the more northern property, which possesses an approximate lot size of 0.226 hectares (0.56 acres). The more southern property is 525 Essa Road, which has a lot area of approximately 0.228 hectares (0.56 acres).

The lands are currently designated Residential by the City of Barrie Official Plan (Figure 2). Schedule B of the Official Plan identifies these properties as being part of the Ardagh residential planning area. They are zoned Residential One (R1) in the Comprehensive Zoning By-law 2009-141 (Figure 3). In order for the proposed development to proceed, a Zoning By-law Amendment is required to rezone the lands to permit multiple residential uses.

Figure 2: Official Plan Designation

Source: City of Barrie Official Plan

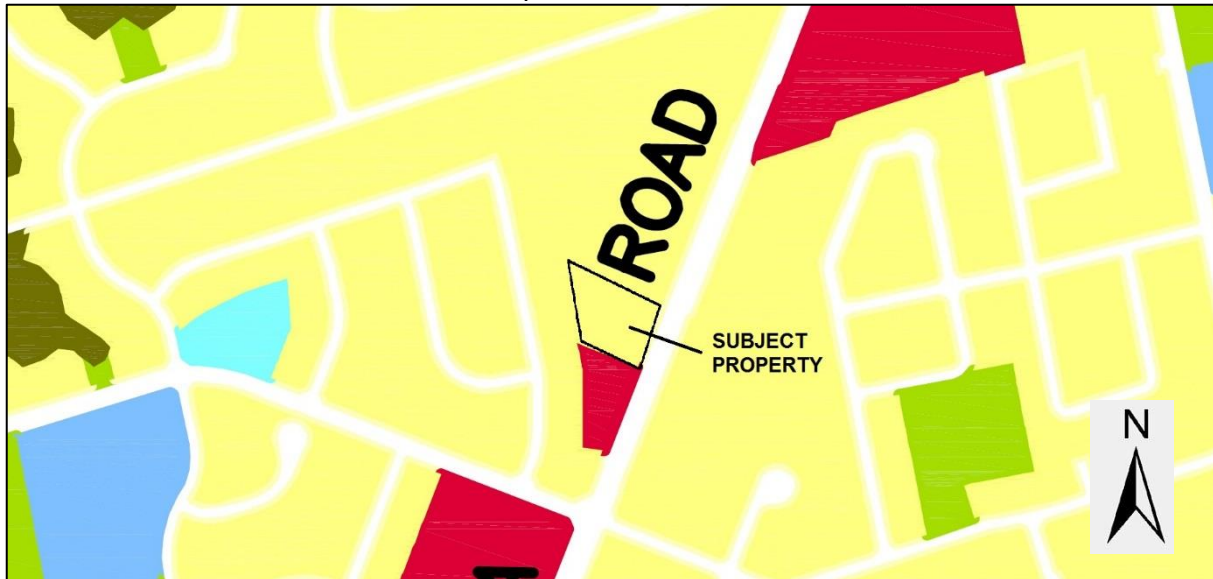
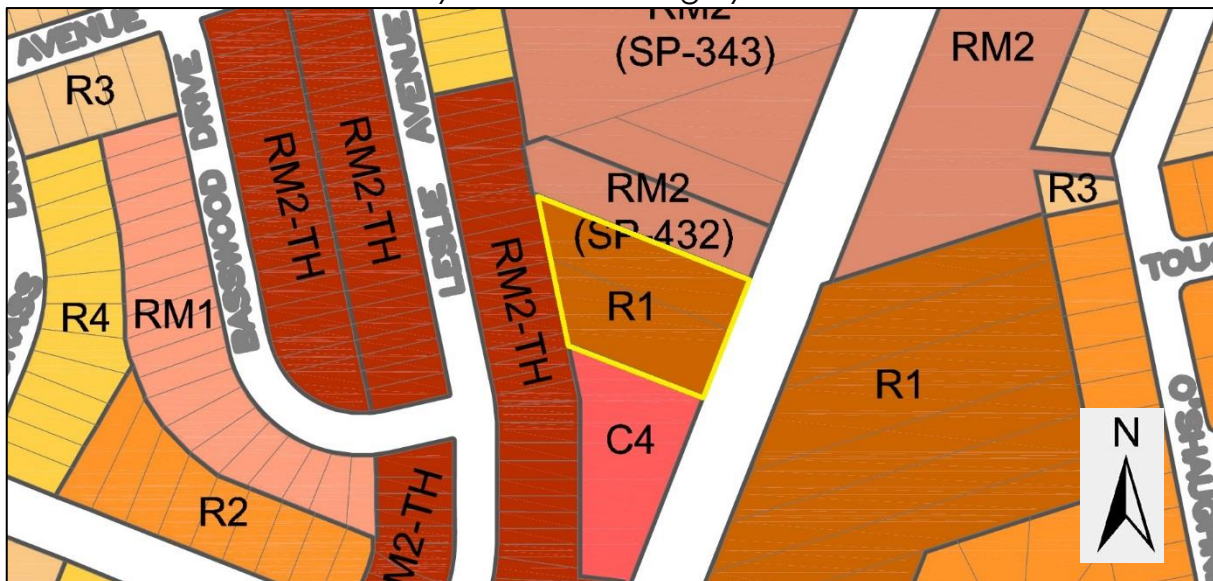


Figure 3: Subject Property Zoning

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



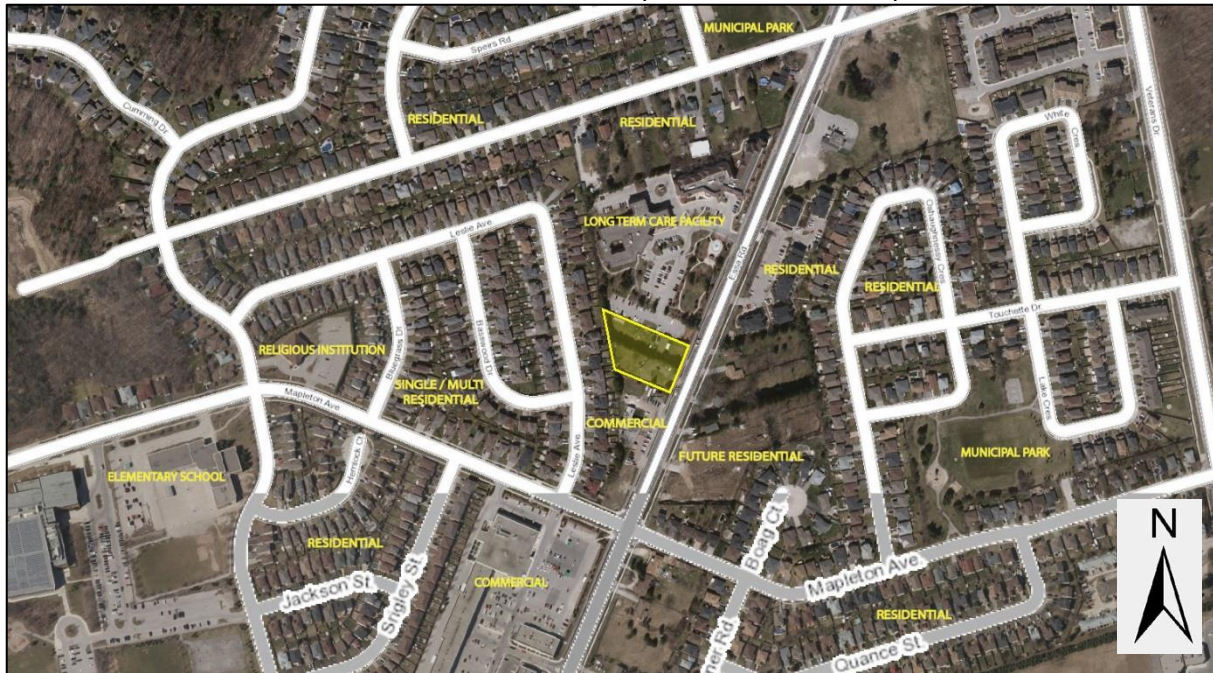
The subject properties possess 54.86 metres (180 feet) of frontage along the west side of Essa Road. Essa Road is an arterial road as identified on Schedule D of the Official Plan. This portion of Essa Road is also recognized as being a Secondary Corridor on Schedule I of the Official Plan.

Figure 4 depicts aerial photography of the subject property and surrounding land uses. The surrounding land uses are as follows:

- North:** Lands directly north of the subject property are occupied by Roberta Place Long Term Care Facility and Retirement Lodge, fronting along Essa Road. Beyond this care facility is a municipal park (Harvie Park).
- South:** Abutting south is Streamline Collision Repair, an automotive repair shop fronting Essa Road. Located across Essa Road at 540 Essa Road are the approved Bloom Townhomes, which will introduce 52 three storey townhouse style units – these units appear to be under construction at the time of this report. Further south along the west side of Essa Road is a strip mall style commercial development, including a grocery store, fitness facility, drug store, dental office, medical centre, Tim Hortons and a variety of other retail stores and eateries.
- East:** East of the subject property is predominantly existing residential development. Single detached residential units line Essa Road directly east of the subject property, while just north are three storey townhouses. Further east are primarily single detached dwellings, and also a municipal park (Mapleton Park).
- West:** Directly to the west of the subject lots is a residential subdivision characterized by primarily single-detached and semi-detached units. The units abutting the property to the west are semi-detached homes. To the west also contains an elementary school, church and the Holly Recreation Centre.

Figure 4: Aerial Photo of Surrounding Land Uses

Source: Simcoe County Interactive Maps



The subject lots each contain a single detached dwelling unit and attached garage. A row of trees act as a natural divide extending through the middle of the two properties. Trees line the extent of the rear of the properties. The south property line of 525 Essa Road is covered by a hedgerow, while 521 Essa Road is separated from the neighbouring northern property by a fence that extends the length of the northern property line. The subject lands are generally flat in nature.

Images of the subject property as seen from Essa Road are shown in Figures 5 and 6.

Figure 5: View of 521 Essa Road

Source: Rob MacFarlane (August 2, 2017)



Figure 6: View of 525 Essa Road

Source: Rob MacFarlane (August 2, 2017)



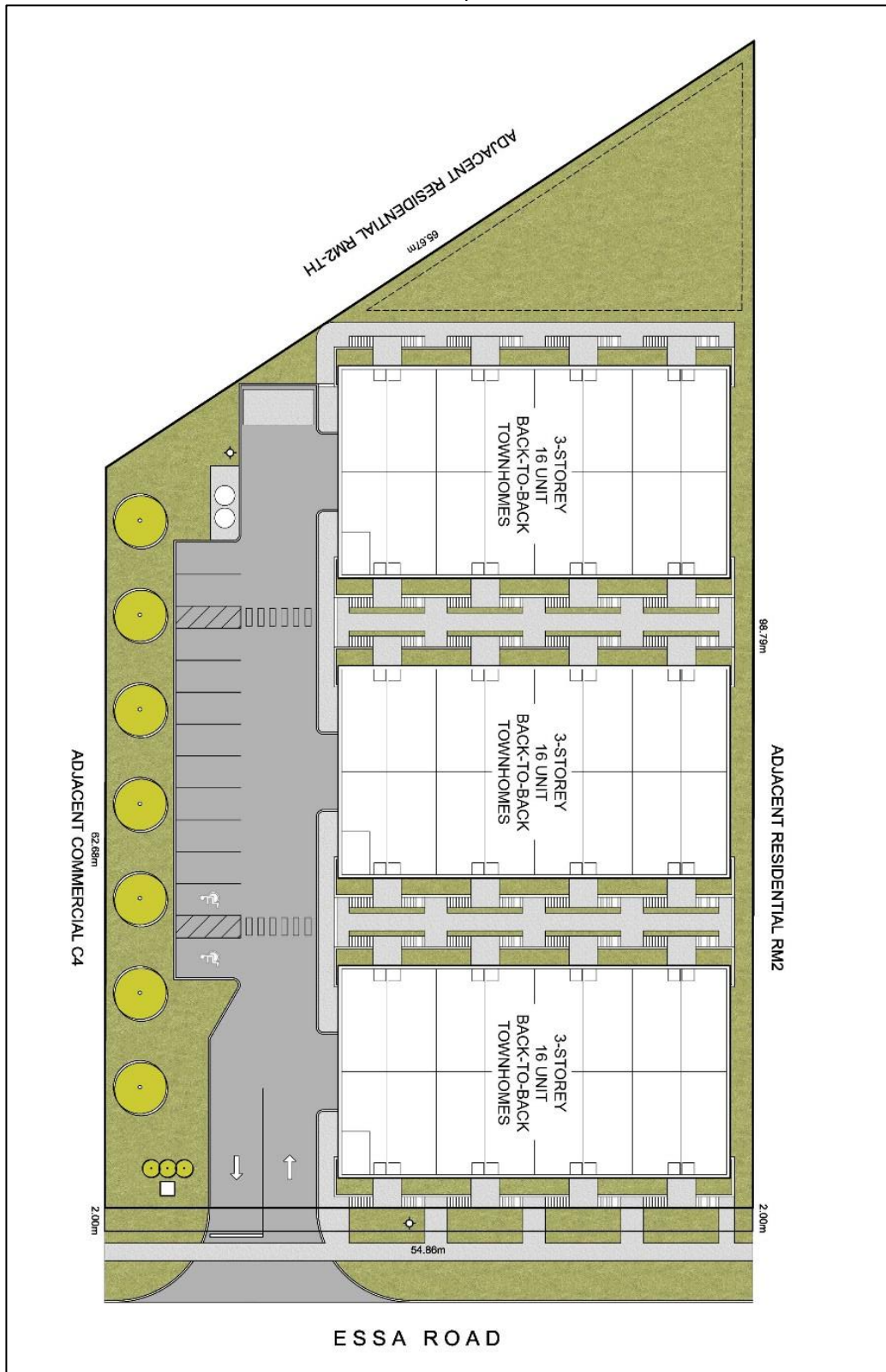
The subject lands are in close proximity to several local bus routes which provide convenient access to Downtown Barrie, Regional Transit opportunities, and other major local destinations. The City of Barrie bus routes 8 and 7 stop in close proximity to the subject lots along Essa Road and Mapleton Avenue. Route 8 provides the most direct access to the Downtown Barrie Transit Terminal, which provides connections to other local routes as well as regional transit services. Route 7 is a local route with connections to Allandale Waterfront GO Station. Within walking distance (approximately 750 metres) north of the subject lots are transit stops for Route 2, another local bus route within the City of Barrie which provides access to the Downtown Barrie Transit Terminal.

3.0 DESCRIPTION OF DEVELOPMENT

The proposed development contains a total of forty-eight (48) residential 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. The forty-eight (48) residential townhouse dwellings are contained within three (3) separated structures. Each structure has been designed to contain sixteen (16) townhouse dwelling units arranged back to back, for a total block width of eight (8) units. Each building will have a building footprint of 597.6 square metres (6,432.51 square feet), built to a height of approximately 14.86 metres over three livable storeys.

Figure 7: Site Plan

Source: pml.A



Each residential unit is to be provided one parking space located below the unit (at the ground level), accessed through a shared garage. Each shared garage also includes an additional 6 parking spaces for the building. A total of 12 visitor parking spaces are provided along the south of the property, including two barrier free parking spaces (where two is the requirement). This results in a total of 78 parking spaces provided on site, at a rate of 1.625 per dwelling unit. A parking plan is shown in Figure 8, and can be seen in Appendix 2. The property will have automobile access through one entranceway along Essa Road, located to the south of the property. A 2 metre road widening along the entire Essa Road frontage of these properties is being provided to the City with this development. The total lands dedicated to the road widening equals 109.7 square metres.

A proposed amenity area totalling 429.6 square metres of usable space has been oriented to the northwest of the dwelling units. This amenity space has been strategically located in order to provide a buffer from the neighbouring semi-detached dwelling units fronting Leslie Avenue. In addition to the shared amenity space, each unit will have access to private amenity areas in the form of balconies and a rooftop patio. Each unit will be provided approximately 36.37 square meters of private amenity space.

Shared walkways surround the three separate buildings, providing access to all of the townhouse units. A total of twenty-four (24) planters will be located to the front of the townhouse units.

The proposed development will be fully serviced by municipal water and sanitary sewage. A density of approximately 106 dwelling units per hectare is proposed.

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT APPLICATION

The dwelling units have been designed using high quality building materials that provide a high-quality aesthetic finish and an appealing façade. Elevation drawings were prepared by Patrick Markus Luckie Architect; the front elevation as seen from Essa Road is shown in Figure 9 and all perspectives of elevations can be found in Appendix 3. The design of the building breaks up the 33 metre frontage of the buildings into separate pieces, signifying a separation of ownership and preventing a monotonous built form to the pedestrian. An urban design brief has been included as part of this submission, which better identifies how the proposed dwelling units conform to the urban design direction set forth by the City of Barrie, and how these dwelling units contribute to a high quality built form along Essa Road.

Figure 8: Front/Rear Elevations

Source: pml.A



3.1 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 Multiple Two Special Provision (RM2 (SP-X)) from the current Residential One (R1) zone. This rezoning will be consistent with the zoning of neighbouring properties, and allows for development at a more appropriate density than is permitted by the current zoning. A copy of the proposed ZBA schedule and text is shown in Appendix 4.

The current zoning for these properties is reflective of the existing single detached dwelling units that occupy the lands. This current zoning, however, permits less desirable development densities and forms than could be achieved along an arterial road/intensification corridor. The rezoning of the lands to Residential Multiple Two (RM2) would permit a broader array of residential dwelling types that are more consistent with existing and approved development patterns in the neighbourhood. The uses permitted in the Residential Multiple Two (RM2) zone are more supportive of the existing municipal services (i.e. transit) and commercial establishments in the neighbourhood through an introduction of residents. A multiple residential zoning similarly better conforms to City of Barrie residential intensification policies. A more detailed discussion of the conformity to City of Barrie policies can be found in Section 4.3 of this report.

Section 7.3 of the City of Barrie Comprehensive Zoning By-law outlines the development standards for the Residential Multiple Two (RM2) zone. Table 1 outlines these standards compared to the proposed development, and

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT APPLICATION

further highlights the seven (7) special provisions required to permit development.

Table 1: Residential Multiple Two (RM2) Zoning		
PROVISION	RM2	PROVIDED
LOT AREA (min)	720 m ²	4,536.5 m ²
LOT FRONTAGE (min)	21 m	54.86 m
FRONT YARD SETBACK (min)	7 m	2.5 m
SIDE YARD SETBACK – NORTH (min)	1.8 m	1.9 m
SIDE YARD SETBACK – SOUTH (min)	1.8 m	19.7 m
REAR YARD SETBACK (min)	7 m	3.6 m
LANDSCAPING (min.)	35 %	44 %
LOT COVERAGE (max.)	35 %	40 %
GROSS FLOOR AREA (max)	60 %	125 %
DENSITY	40 units/ha	106 units/ha
AMENITY AREA	12 m ² /unit (576 m ²)	450 m ²
PARKING (min.)	1.5/du (66)	1.625/du (78)
BUILDING HEIGHT (max.)	10 m	14.85 m
BARRIER-FREE PARKING (min.)	2	2
PARKING AISLE WIDTH (min.)	6.4 m	6.4 m
PARKING AREA BUFFER	3 m	5.9 m
ACCESSORY BUILDING STANDARDS	0.6 m (side & rear yard) 4 m (height) 10% lot coverage (443.2 m ²)	>0.6 m (side & rear yard) <4 m (height) <10% lot coverage

***NOTE:** represents deficiency

The Residential Multiple Two Special Provision (RM2 (SP-X)) zone recognizes the deficiencies noted within Table 1. The special provisions requested are all considered minimal in nature, and are not anticipated to cause significant adverse impacts on the existing residential community, or the future residents of this proposed development. Below is a detailed summary of the seven (7) special provisions requested, and applicable planning rationale:

- Minimum front yard setback of 2.50 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 also be noted that the under appeal Mixed-Use Corridor (MU2) zone*

intended for lands fronting Intensification Corridors proposes minimum front yard setbacks of 3 metres for this type of residential development. The requested provision better respects the intent of the Intensification Corridor by minimizing building setbacks along Essa Road.

- Minimum rear yard setback of 3.6 metres

Comment: *The subject property is an irregular shaped lot, with the depth of the property ranging from 64.68 metres to 100.80 metres. The 3.6 metre rear yard setback is being requested as a result of the irregular shape of the lot, which causes a small portion of the lands to be deficient. The setback to the adjacent properties is at a minimum 3.6 metres, however gradually increases moving further north along the property line. A majority of the proposed development in fact exceeds the minimum setback requirement.*

- Maximum lot coverage of 40 %

Comment: *The three separate buildings proposed by this development produce a lot coverage that is 5% greater than what is permitted by the RM2 zone. Maximum lot coverage requirements help to maintain neighbourhood character, ensures development is at an appropriate scale, and that provides sufficient outdoor space for residents. An increase of 5% represents minimal impact to the intent of the By-law. It is important to note that the under appeal Mixed-Use Corridor (MU2) Zone would not provide maximum lot coverage requirements. The provision requested by this amendment therefore respects the intent of the Intensification Corridor.*

- Maximum Gross Floor Area of 125 %

Comment: *Maximum Gross Floor Area Requirements help to ensure neighbourhood character is maintained by limiting the scale and massing of buildings. Intensification Corridors are intended to develop at higher densities and greater scale than what would otherwise be permitted. It is important to note that the intended Mixed-Use Corridor (MU2) Zone would not provide maximum allowable Gross Floor Areas. This requested provision therefore conforms to the intent of the Intensification Corridors, providing varying building scales.*

- Maximum density of 106 dwelling units per hectare
Comment: *The target density for Intensification Corridors is 50 units per hectare, while the Zoning By-law permits a maximum density for block/cluster townhouses of 40 units per hectare. 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, in the local neighbourhood. An increased density represents an efficient use of the subject lands, which encourages further patronizing of existing local services and establishments.*
- Minimum amenity area of 429.66 square metres
Comment: *The required amenity area is a reduction of approximately 146 square metres, or 3 square metres per unit, from the required RM2 provision. Amenity space requirements as outlined in the Zoning By-law are to be in a consolidated form. The amenity space provided on site is still consolidated usable space for residents, however slightly less per resident than outlined in the By-law. Each unit is, however, provided private usable amenity space in the form of two balconies and rooftop patio, which more than offsets this deficiency. In total, each unit will be provided 45 square meters of amenity space, in a combination of shared and private amenity areas. Additionally, multiple local public parks are in close proximity to the subject lands.*
- Maximum building height of 14.85 metres from grade
Comment: *The proposed townhouse dwellings are 3.5 storeys in height, reaching a total height of approximately 14.85 metres. The City of Barrie Intensification Design Guidelines suggest building massing of between four and eight storeys along Intensification Corridors. The Mixed-Use Corridor (MU2) Zone allows heights that reach 16.5 metres. The required height by this provision better conforms to the intended massing along Intensification Corridors than is permitted by the current zoning.*

With these zoning exceptions in place, the proposed development will comply with the provisions laid out in the Zoning By-law.

It should also be noted that, while not currently in effect as a result of an appeal to the Ontario Municipal Board, 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 indicates 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 Multiple Two Special Provision (RM2 (SP-X)) 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.

PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT APPLICATION

Table 2 - Mixed Use Corridor (MU2) Zoning Table (Under Appeal)			
PROVISION		MU2	PROVIDED
LOT AREA		-	4,536.5 m ²
LOT FRONTAGE		-	54.86 m
FRONT YARD SETBACK	Min	3m	2.5 m
	Max	-	2.5 m
SIDE YARD SETBACK	Min	-	1.8 m
	Min. Abutting Street or Laneway	3 m	N/A
	Max.	3 m	1.9 m
REAR YARD SETBACK	Abutting Street or Laneway	1.5 m	N/A
	Abutting Residential, OS, or EP	7 m	3.6 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		-	40 %
GROSS FLOOR AREA		-	125 %
STREET LEVEL FLOOR HEIGHT		4.5 m	-
BUILDING HEIGHT	Min	7.5 m	14.85 m
	Max	16.5 m	14.85 m
MINIMUM COVERAGE FOR COMMERCIAL USES		50% if commercial or institutional	N/A
PARKING		1 per dwelling unit	1 per dwelling unit

The MU2 Zone represents the general intent of the City for development along Intensification Corridors such as Essa Road. The intent of the MU2 Zone is clearly to create a built form that is more human scale, transit supportive, and compact. The provisions requested by the proposed Zoning By-law Amendment helps ensure development is more reflective of the future intent of the Intensification Corridor system.

3.2 TECHNICAL REPORTS

A preconsultation meeting was held with the City of Barrie on April 20th, 2017, in which Planning and other departmental comments were received, and a list of required studies conveyed. In addition to this Planning Justification Report, the following reports have been prepared and submitted in support of this application:

- Affordable Housing Report
 - Prepared by Innovative Planning Solutions (September 19th, 2017)
- Functional Servicing Report
 - Prepared by Pinestone Engineering Ltd. (June 23rd, 2017)
- Noise/Vibration Impact Analysis
 - Prepared by Valcoustics Canada Ltd. (September 8th, 2017)
- Stormwater Management Report
 - Prepared by Pinestone Engineering Ltd. (June 23rd, 2017)
- Tree Inventory and Preservation Plan
 - Prepared by Landmark Environmental Group (August 2017)
- Urban Design Report/Brief
 - Prepared by Innovative Planning Solutions (September 19th, 2017)

The affordable Housing Report was prepared by Innovative Planning Solutions, and is included within section 5 of this Report. This report recognizes key City policies for the provision of affordable housing. In particular, the proposals adherence to Section 3.3.2.2 of the Official Plan. It was determined through two methods and using Provincially provided definitions, that the subject development could be considered affordable. The determination of affordable is based on anticipated sale price of units in comparison to current market value. Alternatively, the units could be considered affordable based on current income levels in Barrie and current mortgages rates; calculations

result in home payments considerably less than 30% of gross annual income, which is considered affordable based on the definition provided.

The Functional Servicing and Stormwater Management Reports were prepared by Pinestone Engineering. The reports examine the serviceability of the subject lands, and provide measures to account for additional stormwater drainage as a result of development. The report concludes that the development can be serviced utilizing the existing surrounding infrastructure on Essa Road, which can be achieved without any adverse impact to the existing municipal services in the surrounding area. Additionally, the study provides several measures to account for additional stormwater runoff as a result of the development.

A Noise/Vibration Impact Analysis was prepared by Valcoustics Canada Ltd. which analyzes the impacts of surrounding stationary and transportation noise sources. The report finds that the primary noise sources for the subject development as being road traffic along Essa Road. Noise control measures were recommended, which includes architectural elements for the design of exterior walls, doors, and windows, as well as adding air conditioning to the building fronting Essa Road. Stationary noise sources were not found to have significant impact on the proposed development and thus no mitigative measures were recommended.

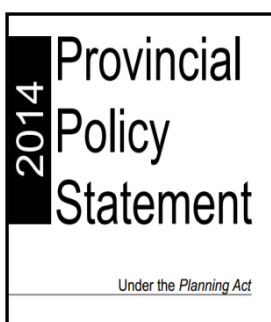
A Tree Inventory and Analysis was prepared by Landmark Environmental Group for the subject lands, which found that many of the trees on the site were of marginal to poor health, and that no protected or endangered species occupy the subject lands. This analysis suggests the retaining of six (6) trees and one (1) hedge on the subject lands, and that the remainder be removed due to their health and/or location.

Finally, an Urban Design Brief was prepared by Innovative Planning Solutions, which examines several levels of design policy produced by the City of Barrie, which guide development throughout the City. Primarily, this report examines how design objectives of the City were considered and implemented for this project in regards to site layout, movement, building design, materials used for construction, amongst other design matters.

The technical reports described, all support the applications as proposed.

4.0 PLANNING POLICY AND ANALYSIS

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



4.1 PROVINCIAL POLICY STATEMENT

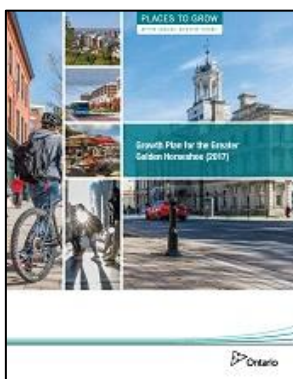
The Provincial Policy Statement (PPS) has been reviewed relative to this application with particular emphasis placed on the following sections:

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

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. This development provides for residential growth based on an appropriate lot fabric on lands designated for residential use. These lands are located within an intensification area and is currently underutilized. This development creates forty-eight (48) new residential dwelling units in close proximity to community amenities (school, parks, church, transit) and commercial services. The proposed development would make efficient use of existing infrastructure while providing increased housing stock, representing a development pattern that is cost effective. 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.

This development proposal is consistent with the policies of the PPS.



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 3.2.2	Transportation - General
Section 3.2.3	Moving People
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.

The Growth Plan dictates where and how growth is to occur moving forward in the Greater Golden Horseshoe. The majority of growth is intended to occur in settlement areas with a 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 protecting the character of the existing surrounding established neighbourhood. This development will utilize municipal services, is within an existing built-up residential area containing a mix of dwellings, is in close

proximity to parklands, schools, commercial establishments, and transit, and is located along a corridor identified for intensification.

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



4.3 CITY OF BARRIE OFFICIAL PLAN

The subject property is designated Residential in the City of Barrie Official Plan Schedule A as shown in Figure 2, and fronts an intensification corridor as identified in Schedule I. The applicable policies of the Official Plan are outlined below.

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 proposed applications; the objective is to provide housing units at density in accordance with the policies for Intensification Areas (described further below).

Section 4.2 of the Official Plan provides policy direction for the Residential designation. 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 to 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 (school, parks, religious institutions, transit) and various commercial uses along Essa Road. The subject lands are also compatible with the existing and proposed neighbouring residential uses. A buffer space is provided in the form of consolidated amenity space, which will effectively transition from the lower density semi-detached dwellings located to the rear.

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 maximum density of 106 units per hectare.

Section 4.2.2.3 of the Official Plan provides locational criteria for residential development throughout the City of Barrie. Medium and high density residential development is encouraged to locate within the intensification nodes and corridors identified in Schedule I, and are generally directed towards areas that are:

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

Section 4.2.2.6 of the Official Plan provides policies for intensification. Intensification can be achieved by redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. This application proposes the redevelopment of land in an existing neighbourhood, which is understood to be a form of Intensification as outlined within the City of Barrie Official Plan. Official Plan policy 4.2.2.6 (b) encourages residential intensification to be directed towards those areas identified in Schedule I. The subject lands are located within a designated Intensification Area, an Intensification Corridor, in which the proposed residential redevelopment is encouraged. Further, 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 Nodes identified on Schedule I of this Plan:

- iii) Intensification Corridor – 50 units per hectare

The proposed application achieves a residential density of 106 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.

For the above stated reasons, the proposed development conforms to the City of Barrie Official Plan.

5.0 AFFORDABLE HOUSING REPORT

Section 3.3.2.2 of the City of Barrie Official Plan provides policies relative to Affordable Housing. This Section states that 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% of all new housing units per annum to be affordable housing in accordance with the following criteria:
 - i) In the case of home ownership, the least expensive of:

- (1) housing for which the purchase price results in annual accommodation costs which do not exceed 30% 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.

The Provincial Policy Statement (2014) defines Low and moderate income households as:

- a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area.

Based on data from the Ministry of Municipal Affairs and Housing, the upper limit of the 60 percent of the income distribution for 2016 for the County of Simcoe including Barrie is \$90,400. Thirty percent of \$90,400 equates to \$27,120 which based on the definitions can be used towards accommodation costs with the unit remaining affordable. Monthly this equates to \$2,260 towards accommodation. The anticipated price point for the new townhouse units will be approximately \$450,000. Based on this purchase price, in conjunction with current mortgage rates as an example, a 4-year closed term at 2.99% (TD Canada Trust August 8th, 2017) over a 30-year amortization results in a monthly payment of \$1,890.32. This mortgage amount is considerably less than the 30% of gross annual household income for low to moderate income households for accommodation. It should also be noted that these values do not take into account the required down-payment (minimum 5%).

Based on data obtained from the Canadian Real Estate Association, the year to date (2017) average price for all homes within the City of Barrie was \$520,624. Ten percent of this price equates to a purchase price of \$468,562 which would be considered affordable as per Section 3.3.2.2 (a),(1),(2). For reference purposes, it should be noted that the 2017 year-to-date average

price for all homes within the Barrie & District area was even higher at \$578,122.

In addition to above, it is noted that given the nature of the proposed development, specifically the housing type (townhouse), the development is geared towards providing more affordable housing than lower density forms of housing such as single or semi-detached dwellings. Townhouses are generally more affordable in the realm of affordable units within the City of Barrie.

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

6.0 CONCLUSION

The proposed Zoning By-law Amendment intends to permit construction of forty-eight (48) new townhouse units along an Intensification Corridor. The proposed units are designed to be encompassed within three separate but identical 3.5 storey structures, with building footprints of approximately 595 square metres. 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 government. The residential units will achieve an overall density of 106 dwelling units per hectare, and will contribute to the vitality of the Essa Road Intensification Corridor.

The Zoning By-law Amendment application will rezone two (2) residential properties fronting Essa Road from Residential One (R1) to Residential Multiple Two Special Provision (RM2 (SP-X)). The current zoning contemplates a

residential form (single detached) which is not characteristic of the arterial road to which the lands front, nor a type of development, it is suggested, that would be appropriate for the subject lands given the majority of existing and future uses contemplated for the surrounding environs. A Multiple Residential zoning is more reflective of the existing residential and commercial built form within the area, and would provide an opportunity for residential growth within the City of Barrie. The additional housing units will also provide additional population that would support currently underutilized services (i.e. transit) and provide additional clientele for existing businesses and services in the area. This is therefore a more efficient land use from an economic point of view, as well as a land use compatibility perspective.

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

Respectfully submitted,

Innovative Planning Solutions

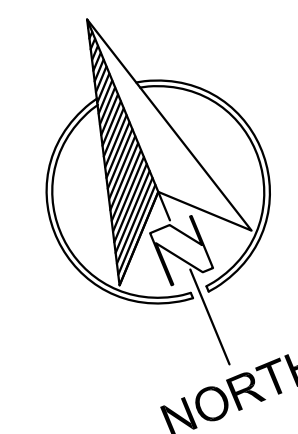
A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, MCIP, RPP
President & Director of Planning

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

Rob MacFarlane, M.Pl.
Junior Planner/Technician

APPENDIX 1



APPENDIX 2

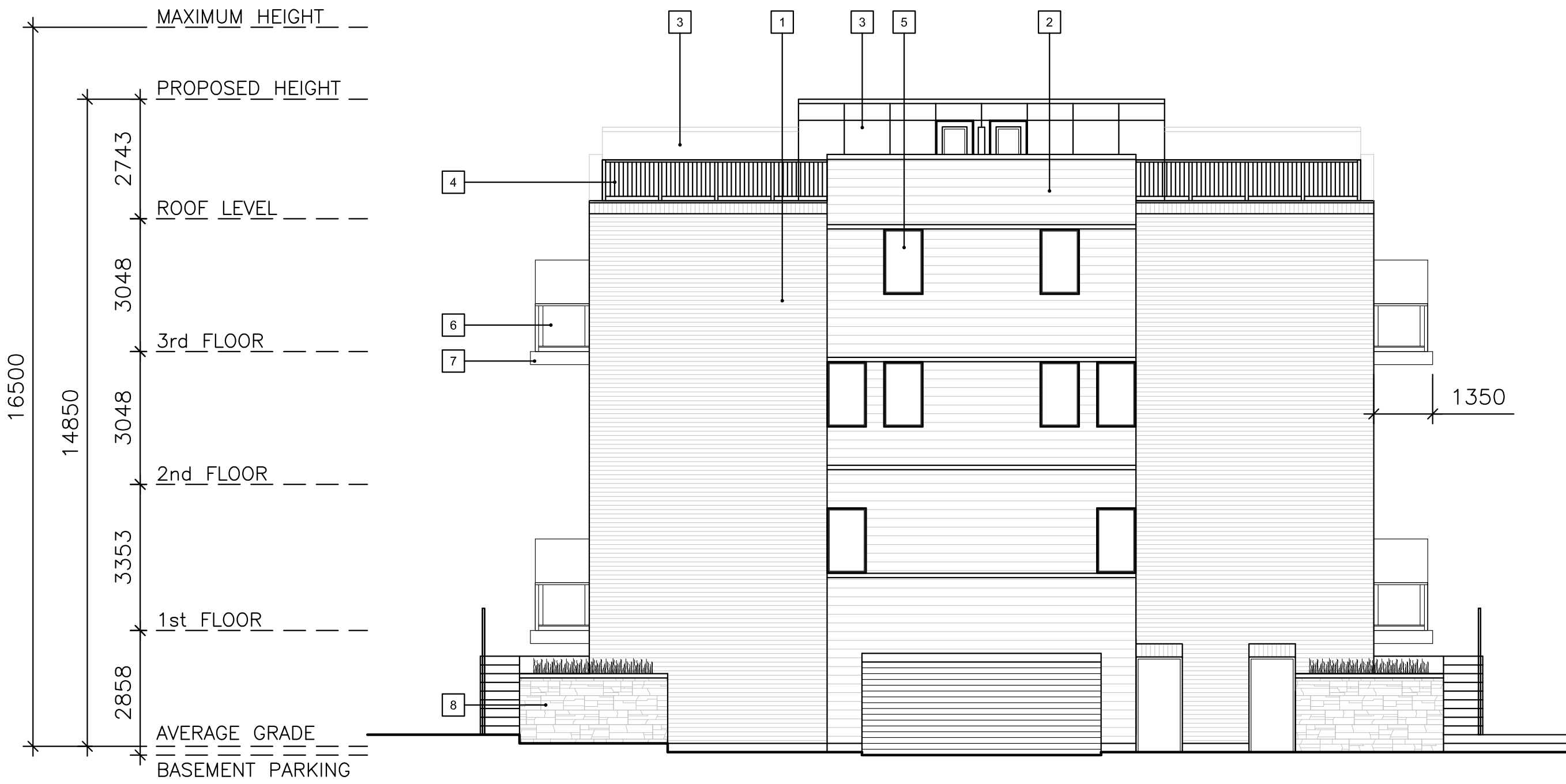
APPENDIX 3



1 FRONT ELEVATION
A-2.1 SCALE: 1:100



2 NORTH SIDE ELEVATION
A-2.1 SCALE: 1:100



3 SOUTH SIDE ELEVATION
A-2.1 SCALE: 1:100



4 REAR ELEVATION
A-2.1 SCALE: 1:100

- MATERIALS
- 1 BLACK BRICK VENEER
 - 2 SMOOTH LIMESTONE BLOCK
 - 3 GREY COMPOSITE PANEL
 - 4 BLACK IRON RAILING
 - 5 CHARCOAL VINYL DOOR/WINDOW
 - 6 FROSTED GLASS RAILING
 - 7 LT GREY BALCONY FLASHING
 - 8 DARK GREY STONE VENEER



COLOURED CONCEPT

Revisions:	
Date:	Particular:

Issue:	
Date:	Particular:
JUL 26 17	ISSUED FOR REVIEW

ESSA ROAD
URBAN TOWNHOME CONDOMINIUMS

521 ESSA ROAD, BARRIE

ELEVATIONS

PROJECT No.: 17-02

A-2.1

APPENDIX 4

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 Lots 10, 11, & 12, Registered Plan 1080, City of Barrie, and County of Simcoe, municipally known as 521 & 525 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Multiple Two Special Provision (RM2 (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 521 & 525 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:

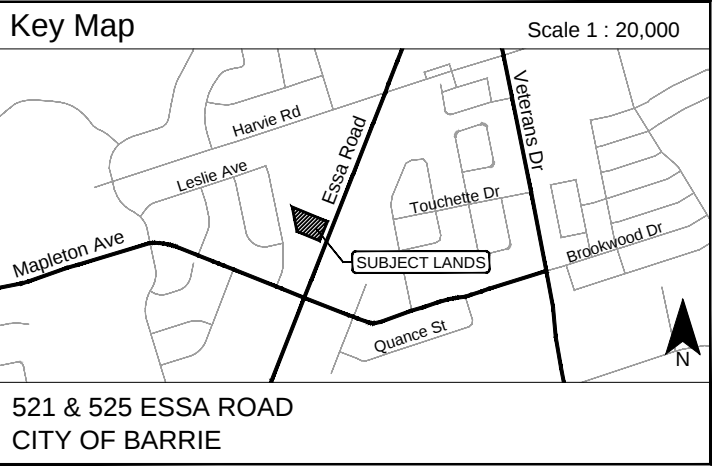
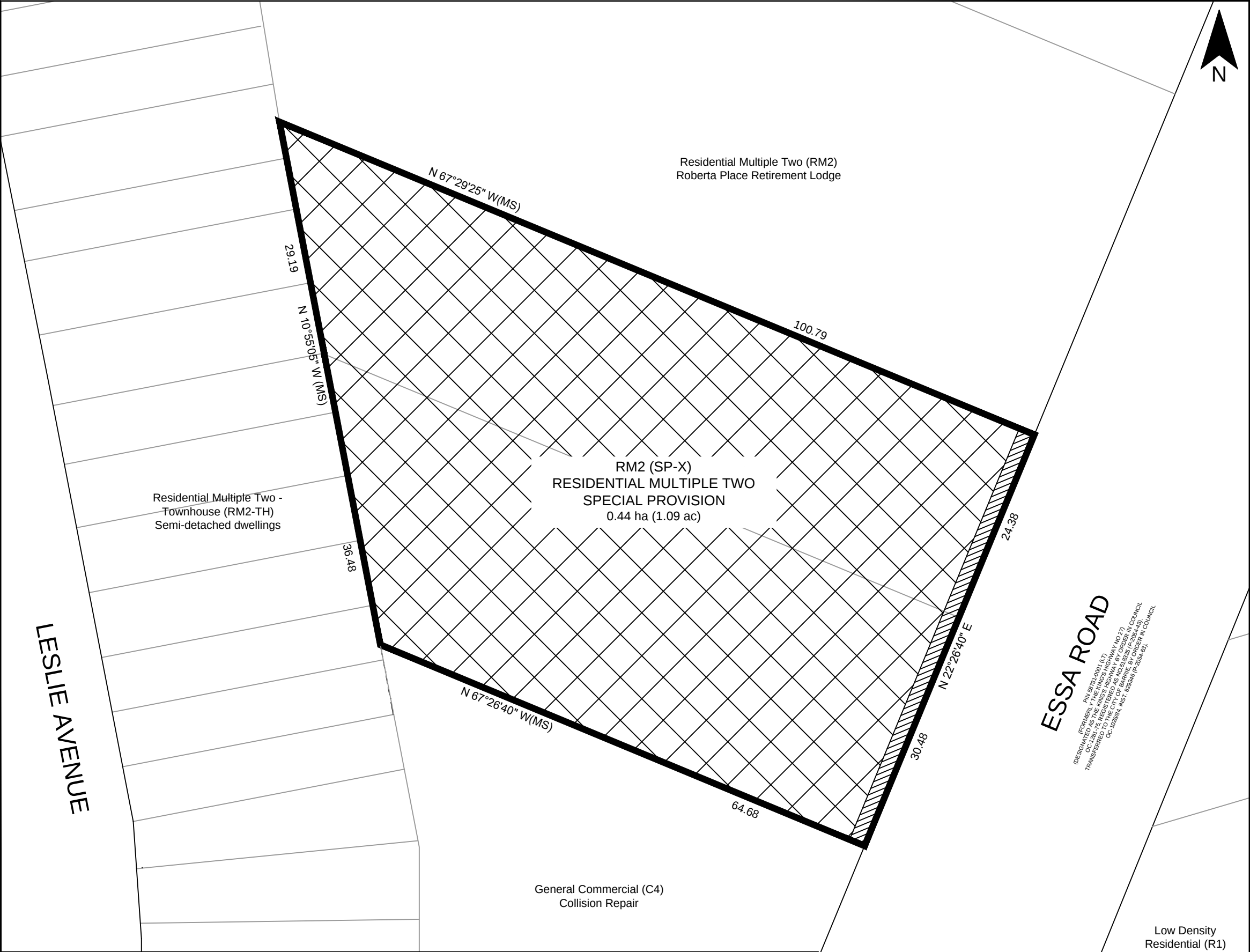
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Lots 10, 11, & 12, Registered Plan 1080, City of Barrie, and County of Simcoe, municipally known as 521 & 525 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Multiple Two Special Provision (RM2 (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 Multiple Two Special Provision (RM2 (SP-X)) Zone:
 - a. A front yard setback of 2.5m shall be permitted;
 - b. A rear yard setback of 3.6m shall be permitted;
 - c. A maximum density of 106 units per hectare shall be permitted;
 - d. A minimum amenity area of 429.66m² shall be permitted;
 - e. A maximum lot coverage of 40% shall be permitted;
 - f. A maximum gross floor area of 125% shall be permitted;
 - g. A maximum building height of 14.85m 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 _____ 2016.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk



SCHEDULE 'A' to ZONING BY-LAW AMENDMENT

521 & 525 ESSA ROAD
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
2017

0 5 10 15 20 25m
Scale 1:500

- ### LEGEND
-  TOTAL LANDS
0.45 ha (1.12 ac)
 -  LANDS TO BE REZONED
FROM RESIDENTIAL ONE (R1)
TO RESIDENTIAL MULTIPLE TWO SPECIAL
PROVISION (RM2 (SP-X))
0.44 ha (1.09 ac)
 -  2.0 m ROAD WIDENING

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT

521 & 525 ESSA ROAD - CITY OF BARRIE

File:	17-683	Date:	Sept. 15, 2017
Drawing:	17-683_ZBA Sketch.dwg	Drawn By:	AM