
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – SEAN MASON HOMES (ESSA ROAD) INC. – 405 ESSA ROAD

WARD: 6

PREPARED BY AND KEY CONTACT: CARLISSA MCLAREN, RPP, PLANNER
EXT. #4719

SUBMITTED BY: A. BOURRIE, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES

GENERAL MANAGER APPROVAL: D. FRIARY
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT (ACTING)

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions on behalf of Sean Mason Homes (Essa Road) Inc. to rezone lands known municipally known as 405 Essa Road, being part of Part of Lot 5, Concession 13 from Agricultural (A) to Residential Multiple Dwelling Second Density - Special Provision, Hold (RM2)(SP-XXX)(H-XX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a maximum density of 60 units per hectare, whereas a maximum of 53 units per hectare is required;
 - b) Require a minimum density of 40 units per hectare;
 - c) Permit a minimum front yard setback of 2.5 metres, whereas 7 metres is required;
 - d) Require a minimum rear yard setback of 15 metres, whereas 7 metres would be permitted;
 - e) Require a minimum interior side yard setback to the south property line adjacent to 'Building 2' of 3 metres, whereas 1.8 metres would be permitted;
 - f) Permit a minimum interior side yard setback to the north property line adjacent to 'Building 1' of 0 metres, whereas 1.8 metres is required;
 - g) Permit a minimum interior side yard setback to the north property line adjacent to 'Building 2' of 1.6 metres, whereas 1.8m is required;
 - h) Permit a maximum Gross Floor Area of 118%, whereas 60% is required;
 - i) Permit a maximum building height of 14.5 metres for the stacked and back-to-back townhouse units (Building 1), whereas 10 metres is required;

- j) Permit a maximum building height of 11 metres for the block/cluster townhouse units (Building 2), whereas 10 metres is required;
 - k) Permit a minimum driveway length of 1.5 metres for the block/cluster townhouse units (Building 2), whereas 6.0 metres is required; and
 - l) Permit Tandem parking for the stacked and back-to-back townhouse units (Building 1).
3. That the By-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 405 Essa Road, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
- a) The owner's execution of a Site Plan Agreement with the City which includes addressing matters related, but not limited to, building orientation, placement, design and materials, landscape buffering, site servicing, access and parking.
4. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the matters raised in those submissions and identified within Staff Report PLN011-18: proposed increase in density and height, reduced front yard setback, proposed setbacks/proximity of the proposed development to the existing single detached residential properties in the area resulting in a decrease in privacy, insufficient parking, existing tree preservation/removals and compensation plantings, increase in traffic, site access, emergency vehicle access, quality of building materials, stormwater management, snow storage, refuse programming, proposed rental tenure, local school capacity, construction nuisances, connection to Ardagh Bluffs trail system via Phase 2, impacts associated with additional Essa Road intensification, Phase 1 notification, shadow impacts and adverse effects on property values.
5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

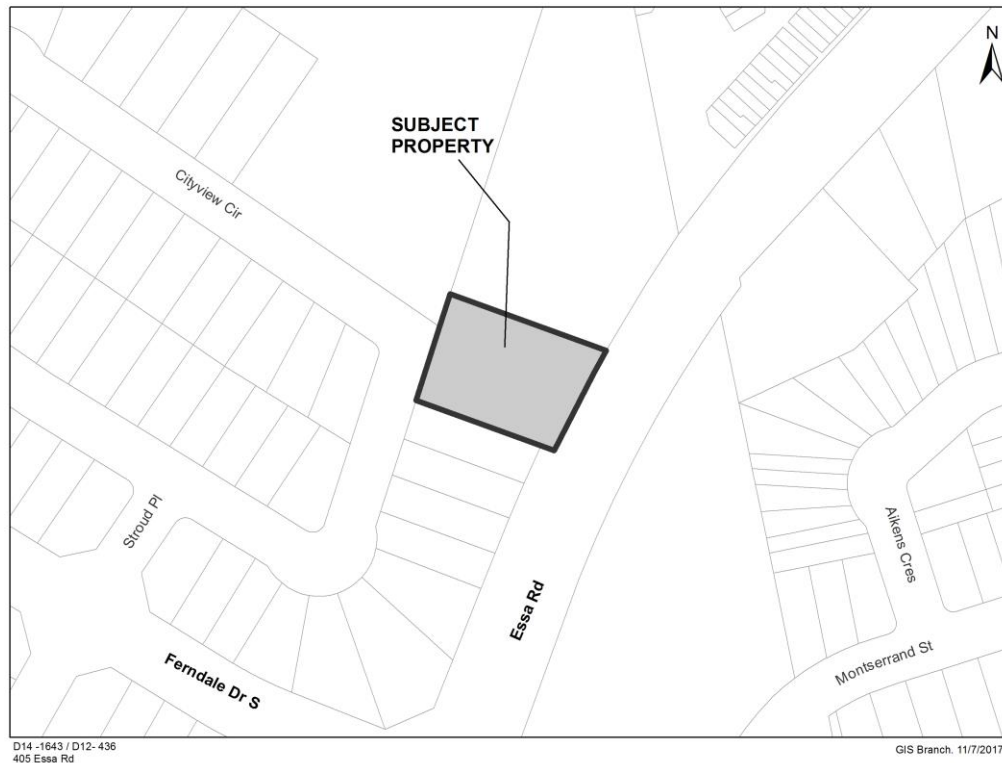
Report Overview

6. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Sean Mason Homes (Essa Road) Inc. for lands known municipally as 405 Essa Road (see Appendix "A" – Proposed Zoning By-law Amendment). The effect of the application would be to permit the development of 16 block/cluster, stacked and back-to-back townhouse units with a maximum density of 60 units per hectare (see Appendix "B" – Conceptual Site Plan). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of medium to high density residential development in that it is consistent with, or does not conflict with Provincial and Municipal policy.
7. The applicant has also submitted an application for Draft Plan of Subdivision (D12-436), which is being considered separately from the subject application. This application is required to create one block over the entire parcel, which would then be further subdivided into 16 residential block/cluster, stacked and back-to-back townhouses through further *Planning Act* applications. The applicant is proposing to develop the property as a Plan of Condominium; however, this requires that the lands be part of a registered Plan of Subdivision prior to further condominium blocks and lots being created. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval (Council Motion 10-G-346), would recommend approval of the associated Draft Plan of Subdivision following final approval of the implementing Zoning By-law.

8. These lands are to be developed in conjunction with lands to the immediate north with the intent of providing access connection between the existing Phase I and Phase II development currently under construction at 369-379 (Phase 1) and 401 (Phase 2) Essa Road. Should Council approve the subject Zoning By-law Amendment application, staff are recommending that a Holding Provision (H) be utilized over the subject lands to address detailed design matters such as, but not limited to, building design, including exterior finishing materials, landscape buffer/infill plantings, site servicing and parking. The Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Location

9. The subject property is located on the west side of Essa Road, north of Ferndale Drive South and Veteran's Drive, within the Holly Planning Area. The subject property is known municipally as 405 Essa Road and has a total lot area of approximately 0.27 ha with approximately 44.5m of frontage on Essa Road.



10. The existing land uses surrounding the subject property are as follows:
- North: City owned lands associated with the Ardagh Bluffs and the Cityview Circle stormwater management facility; zoned Environmental Protection (EP), and Medium density block/cluster townhouse development under construction (Sean Mason Phase II); zoned Residential Multiple Dwelling Second Density - Special RM2 (SP-531).
- South: Existing single detached residential fronting Cityview Circle; zoned Residential Single Detached Dwelling Second Density (R2).
- East: Essa Road and existing commercial development; zoned General Commercial (C4).

West: Cityview Circle and existing single detached residential; zoned Residential Single Detached Dwelling Second Density (R2).

Existing Policy

11. The subject property is designated Residential Area within the City's Official Plan and is zoned Agricultural (A) by the City's Comprehensive Zoning By-law 2009-141.
12. The property is located within the Essa Road Secondary Intensification Corridor as identified on Schedule 'I' of the Official Plan which identifies a target density of 50 units per hectare for the subject lands.

Background Studies

13. In support of the application, the following reports were submitted. For additional information with respect to each of the following, please refer to Appendix "C" – Technical Study Descriptions. Copies of these reports in their entirety may be found at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward6/Pages/405-Essa-Road.aspx>
 - Planning Justification Report (October 2017)
 - Urban Design Brief (October 2017)
 - Scoped Environmental Impact Assessment (October 2017)
 - Tree Inventory and Preservation Plan (October 2017)
 - Phase I Environmental Site Assessment (September 2017)
 - Traffic Noise Opinion Letter (October 16, 2017)
 - Traffic Impact Study Addendum (July 14, 2017)
 - Functional Servicing & Stormwater Management Report (October 2017)
 - Slope Assessment (May 19, 2015)
 - Shadow/Shade Impact Study (October 2017)

Neighbourhood Meeting

14. A Neighbourhood Meeting was held on February 6, 2018, to present the proposed development to the local residents. Approximately thirty (30) residents were in attendance in addition to the applicant, their consultants, Ward 6 Councillor, Steve Trotter, and Planning staff. The questions/concerns expressed at the Neighbourhood Meeting related to the following:

- Increased Density:

As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (60 units per hectare) for the property is appropriate given that the subject lands are located within the Essa Road Intensification Corridor (target density of 50 units per hectare); an area targeted for residential intensification, as adequate parking, landscaping, amenity spaces and pedestrian/vehicular access can be accommodated on site. Should the subject application be approved, staff are satisfied that these matters would be adequately addressed through the subsequent site plan approval process without adversely impacting adjacent properties.

- Tree Preservation/Removals and Compensation Plantings:

The applicant has confirmed that the existing mature trees along the Cityview Circle street frontage are to remain along with the mature maple tree. The balance of the trees which are located primarily toward the Essa Road frontage are to be removed to enable the construction

of the proposed residential units and to accommodate a future road widening. Compensation/buffer plantings are proposed along the south property boundary adjacent to the existing residential dwelling. The applicant has agreed to the installation of larger conifer trees along this boundary as well as infill plantings within the rear yard of the adjacent residential property to the south (21 Cityview Circle) to assist in alleviating the privacy concerns of this resident. In addition, a 2m high tight board fence would be required which will afford additional screening and privacy for the adjacent residential properties to the immediate south. Staff are satisfied that existing tree preservation and the proposed compensation/infill plantings will adequately screen the proposed development from the existing single detached residential properties on Cityview Circle. This matter would be further addressed through the subsequent site plan approval process.

- **Increased Height:**

The applicant has requested a site specific zoning provision for an increase in building height to 14.5 metres for the proposed development. The City's Comprehensive Zoning By-law 2009-141 requires a maximum building height of 10m in the RM2 zone. Staff recognize that while the stacked and back-to-back townhouse units (Building 1) adjacent to Essa Road would require a maximum building height of 14.5m, the block/cluster townhouses (Building 2) located closer to the Cityview Circle frontage are proposed to be 11m. Staff are satisfied that variance to the building height can be supported as noted below in paragraphs 96-98 of this report, however Staff are recommending that the maximum building height of 14.5 meters apply to the stacked and back-to-back townhouse units (Building 1) adjacent to Essa Road only, and a maximum building height of 11m be required for the block/cluster townhouse units (Building 2).

- **Reduction to the Required Front Yard Setback:**

The applicant has requested a site specific zoning provision for reduced front setback of 2.5m. The City's Comprehensive Zoning By-law 2009-141 requires a minimum 7m setback for the front yard to the main building(s). As noted below in paragraph 99 of this report, staff are satisfied that variance to the front yard setback is appropriate as supported by the City's Intensification Area Urban Design Guidelines.

- **Insufficient Visitor Parking:**

Planning staff note that the development will be providing the required parking. The proposed 36 parking spaces (including 12 tandem parking spaces) on site would adequately service the proposed development given that this represents a parking ratio of approximately 2.25 spaces/unit, whereby the Zoning By-law requires a minimum parking ratio of 1-1.5 parking spaces/unit in accordance with the MU2 and RM2 zoning categories.

- **Traffic:**

The property is located on Essa Road, an arterial roadway which is considered to be a primary traffic carrying facility, providing through routes across and within the City. Staff in the Roads, Parks and Fleet Department are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development.

- **Building Materials, Site Lighting, Snow Removal, Waste Storage/Removal and Stormwater Management:**

Should the subject application be approved by Council, Planning staff are satisfied that the above mentioned site plan related matters would be adequately addressed at the time of a subsequent site plan approval process. In accordance with the City's Official Plan and Urban

Design Guidelines, development applications that propose residential intensification will be of high quality urban design, all exterior lighting is required to be dark sky friendly and directed away from adjacent properties and streets, snow is proposed to be stored on-site in appropriate locations, however would be lifted and removed from the site if required, all waste and recyclables are required to be maintained indoors or within an external enclosure (fully enclosed with a roof, roll-up door and constructed of similar materials to the main buildings), and stormwater management will be required to be addressed to the satisfaction of the City's Engineering Department and the Lake Simcoe Region Conservation Authority.

- **Adverse Effects on Property Values:**

Planning staff have no comment on the perceived impact the proposed development may have on the market value of private property as this is not a land use planning issue.

- **Compatibility with Existing Development/Privacy:**

Section 6.6.4 (e)(i) of the City of Barrie Official Plan serves to assist in addressing the issue of compatibility of new development within intensification corridors. This policy states that;

- i) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.

Staff are satisfied that the placement of the proposed buildings on the site is appropriate and generally compatible with the existing surrounding development to the immediate south and west. The three storey building (Building 2) is to be located central to the site, providing adequate separation distance to Cityview Circle, with increased side and rear yard setbacks of 3m and 16.7m, respectively (whereas 1.8m side and 7m rear yard setbacks would be permitted). Existing vegetation along the south and west property boundaries, the proposal for additional buffer/infill plantings and a required privacy fence, will assist in further reducing the compatibility issue. Additionally, the existing grade of the subject property is proposed to be lowered by approximately 0.6-1.25m across the site, so as to further reduce the perceived impact of height on the adjacent residential properties to the south (see Appendix "D" – Cross Sections).

- **Local School Capacity:**

Comments were received from the Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board advising that pupils generated from the proposed development may be accommodated within the local Elementary and Secondary schools as noted below in paragraph 24.

- **Access:**

Comments were received through the public consultation process related to the existing access provided via Phase 1 and 2 being insufficient to accommodate the additional 16 units proposed by the subject application. Staff in the City's Engineering, Roads, Parks and Fleet and Fire & Emergency Services Departments have provided comments confirming that the existing access, as designed and currently constructed, will adequately service the existing and

proposed developments (Phases 1, 2 and 3) from both a traffic capacity and emergency access perspective.

- Construction Nuisances – Noise/Dust/Vibration/Hours of Construction: (Sundays/Holidays)

Concerns were expressed by area residents related to the construction nuisances that may be realized during site development. Staff note that construction practices will be limited to the hours of 7am to 7pm, Monday through Saturday, and will be prohibited on Sundays and statutory holidays in accordance with the City's Noise By-law 2006-140. Typical construction vibrations, particularly related to roadway compacting, may be realized during construction. However, the expectation is that any complaint of vibration would be required to be reviewed and addressed by the developer's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standard to avoid any structural damage. Further, the applicant will be required to submit an erosion control plan which will identify stockpile locations, construction access and mud mats to reduce the sprawling of dirt onto the City's right-of-way. The applicant would also be required to submit a security deposit for road cleanup at the time of Site Plan Approval.

- Tenure (rental vs. ownership):

While the applicant is proposing a condominium tenure for the proposed development, the issue of tenure is not a land use planning matter to be considered when making a decision on the appropriateness of zoning and has not been considered as part of this application review.

- Quality of Building Materials:

The type and quality of building materials is a detailed design matter that would be addressed through a subsequent site plan approval process. Having said that, the applicant has provided photos of existing buildings to conceptually demonstrate the style, building materials and elevation details proposed for the 4-storey stacked/back-to-back townhouse units (Building 1) fronting Essa Road (see Appendix "E" – Conceptual Building Elevations). The elevations details for Building 2 are proposed to be similar to those constructed in Phases 1 and 2 to the immediate north. Should Council approve the subject application, staff would work with the applicant to ensure that the quality of the building materials, particularly for the units adjacent to Essa Road (Building 1), are of high quality so as to create an appealing streetscape and vibrant development. Additionally, the applicant is required to comply with the City of Barrie's Urban Design Manual and Urban Design Guidelines for Intensification Areas which outlines design quality in addition to other urban design considerations.

Staff recognize the concerns that were expressed with the final architectural design elements/materials that were utilized for Phase 1 following construction and have endeavoured to address this matter moving forward. In doing so, the City's standard Site Plan Agreement has been updated to reflect wording which would require all owner(s)/developer(s) to agree that the construction of the building(s) shall be in conformance with the approved, registered site plans as it relates to the building design, construction materials and quality. This will ensure that the design elements/materials presented at the time of a Zoning By-law amendment through architectural renderings, would be realized at the time of construction.

15. Following the Neighbourhood Meeting, the applicant endeavoured to address the concerns expressed by the area residents. In this regard, a cross section plan was prepared that demonstrated that the proposed three and four storey buildings will have limited visibility from Cityview Circle given the existing retaining wall, existing vegetation (conifer trees) on top of the retaining wall and the proposed infill planting in areas that have limited planting along the south and west property boundaries (see Appendix "F" – Line of Sight Cross-Section to Cityview Circle).

Public Meeting

16. A statutory Public Meeting was held on April 9, 2018 to present the subject application to General Committee. A number of written and verbal comments were received in opposition of the proposed development. The concerns expressed by both the verbal and written comments reiterated those previously received at the Neighbourhood Meeting as referenced above, however the following additional comments were received.

- Connection to adjacent Ardagh Bluffs Trail System via Phase 2

Concerns were expressed regarding the perceived elimination of pedestrian access through the Phase 2 lands (401 Essa Road) to the adjacent Ardagh Bluffs trail system (formerly the Patterson Road unopened road allowance). Staff can confirm that pedestrian access to the adjacent City owned environmental protection lands/Ardagh Bluffs trail system, was secured through the registration of an easement over a portion of the Phase 2 lands and three signs have been installed on site identifying a 'public access sidewalk' since the Fall of 2017. In light of the concern expressed at the Public Meeting with respect to this matter, the applicant has agreed to post additional signage on site to more visibly identify that public access is permitted through the development to access the adjacent Ardagh Bluffs trail system. At the time of writing this report, new/additional signage has not yet been installed, however staff are working with the applicant to ensure appropriate signage is prepared and posted on site in accordance with the Phase 2 site plan approval.

- Notification of Phase 1 Development Proposal

Concerns were expressed by area residents regarding the absence of notification for the proposed development of the Phase 1 lands (369-379 Essa Road). Planning staff can confirm that in accordance with the *Planning Act*, on April 11, 2014, notification was provided to property owners within 120m of these lands (369-379 Essa Road), notice was posted in the newspaper, and public notice signs were posted on the property at the time of rezoning and the subsequent site plan approval to advise the public of the proposed change in zoning and the development contemplated for these lands. In addition, Public Meetings were held on May 5, 2014 and June 9, 2014 regarding the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications, respectively, and notice for these meetings was provided in accordance with the *Planning Act*. Oral and written submissions were received in support of the application at the May 5th meeting and no public comments were received at the June 9th meeting. No comments of opposition were received. Following Council's approval of the implementing Zoning By-law and Draft Plan of Subdivision approval for these lands, no appeals were received. The submission of these applications pre-dated the City's requirement for a Neighbourhood Meeting.

- Further Essa Road Intensification

Concerns were expressed from a local resident regarding the potential to further intensify Essa Road/Cityview Circle through a land assembly and redevelopment of the existing 6 single detached residential lots (11-21 Cityview Circle) that back onto the Essa Road. While staff recognize that these lots are considered to be located within the Essa Road Intensification Corridor, all development applications are required to be considered on their individual merits and would be assessed in detail at the time of a formal application submission. Having said that, while the redevelopment potential of these lots has not been assessed through the review of the subject application, Planning staff recognize that existing lot depths and grading of these lands may preclude their redevelopment potential in the future. In addition, the current built form and access associated with these dwellings is consistent with the existing Cityview Circle

properties; unlike the subject application at 405 Essa Road whereby orientation and access is provided toward and via Essa Road.

- Traffic Study

A concern was expressed at the Public Meeting suggesting that the 2012 data collected and presented in the August 2015 Traffic Impact Study (TIS) was out of date and current traffic counts should be considered. An addendum to this TIS, dated July 14, 2017, was completed and submitted by JD Engineering, a qualified Traffic Engineer, in support of the subject application. The original TIS and addendum have been reviewed and accepted by the City's Roads, Parks, and Fleet Department (RPF). RPF staff have confirmed that the 2012 traffic count data referenced in the original TIS is sufficient to assess the traffic impacts associated with the proposed development given that the original analysis considered a total of 125 units, whereby a total of only 120 units will be realized upon completion of all three phases.

- Shadowing

Concerns were expressed regarding the impact shadows may have on the adjacent residential properties. As identified below in paragraphs 83-84 of this report, Planning staff are satisfied that the proposed development complies with the Tall Building Policies of the Official Plan, particularly as they relate to shadowing.

Amended Concept - Reduced Building Height (Building 1)

17. Following the Public Meeting, an addendum was received from the applicant in an attempt to further address the privacy concerns identified by area residents through the public consultation process. In this regard, the end units (back-to-back townhouse units) associated with Building 1 fronting onto Essa Road, have been reduced to 3-storeys in height so as to provide a side step-back from the side lot lines and provide a smoother transition to the abutting 2-storey low density residential development to the immediate south. This change in building height for the end units would be accommodated through the provision of a pitched roof, rather than that of a flat roof as originally proposed for this building. In doing so, the 4th-storey balconies would also be eliminated from the end units. Additionally, staff note that the applicant is proposing frosted glass privacy walls for all proposed balconies within the development in an effort to provide privacy for both future residents and the adjacent residential properties to the south.
18. Three-dimensional block diagrams were also submitted to provide a conceptual representation of the proposed buildings on-site. Other proposed and approved developments across the street at 368 and 390 Essa Road were added to provide context for the area. It should be noted that software limitations for heights with 3D blocks are approximated to 1m intervals. To be conservative, all proposed buildings were rounded up to demonstrate the most conservative elevation from the surface to the mid-point of the roof (see Appendix "G" – Conceptual 3-Dimensional Block Diagrams/Building Massing).

Department & Agency Comments

19. The subject application was circulated to staff in various departments and to external agencies for review and comment.
20. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject property is not within an area governed by Ontario Regulation 179/06 of the *Conservation Authorities Act*. LSRCA confirmed that they are satisfied from a watershed management and Natural Heritage perspective that the proposed zoning is appropriate and they have no concerns with the proposed development. Additional technical comments related to Engineering and

Hydrogeology were also provided which would be required to be addressed through a subsequent site plan approval application.

21. Engineering staff provided comments indicating that a road allowance widening (approximately 2.6m) along the entire Essa Road frontage would be required to be conveyed to the City at the time of a subsequent site plan approval. A number of other technical comments related to the proposed development were also provided and would be required to be addressed at the time of a subsequent site plan application.
22. As noted above in paragraph 14 of this report, staff in the Road, Parks and Fleet Department indicated that they had no concerns with the Traffic Impact Study and Addendum submitted in support of the proposed development which concluded that the existing operations of Essa Road would not be impacted by the proposed development.
23. Parks Planning commented on the site plan attached as Appendix "B" and confirmed that they were generally satisfied with the development as reflected on this plan, however details such as boundary fencing, walkway connections and the location and size of infill/buffer and streetscape plantings would be addressed at the time of the subsequent site plan approval.
24. The City's Fire Department provided comments with respect to the 1.5m setback proposed to the block/cluster townhouse units (Building 2) from the fire route. In this regard, the Fire Department has requested that this setback be increased to 3m so as to eliminate any concerns with ladder deployment adjacent to the fire route. Staff are satisfied that this matter can be adequately addressed at the time of a subsequent site plan approval through a slight adjustment of the footprint associated with Building 2 and/or the shifting of this building further west 1.5m, while still maintaining the required 15m setback identified in the recommended motion.
25. Enbridge, Hydro One and Bell Canada reviewed the proposed development and have expressed no objection to the approval of the subject application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through the subsequent site plan approval process.
26. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating they had no concerns with the proposed Zoning By-law Amendment application. The SMCDSB advised that pupils generated from the proposed development may be accommodated within St. Catherine of Sienna Catholic Elementary School and St. Joan of Arc Catholic Secondary School. Both School Boards confirmed that their normal notification clauses would be required to be inserted into all Purchase and Sale Agreements advising prospective purchasers that pupils generated by the proposed development may be transported to/accommodated in temporary facilities outside of the neighbourhood.

ANALYSIS

Policy Planning Framework

27. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

Ontario Planning Act, R.S.O. 1990

28. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste

management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate.

29. The proposed development is consistent with this policy in that it is located within the settlement area of Barrie; it will not have a negative impact on the adjacent Ardagh Bluffs valley/woodland feature; will utilize existing and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of townhouse units; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk and adjacent Ardagh Bluffs trail system to support active transportation. Further the concept amended concept plan submitted in support of the application would, in staff's opinion, mitigate the impacts the proposed development may have on the adjacent single detached residential properties through the provision of increased building setbacks/separation distances, enhanced infill/buffer plantings and a side step-back provision to the south property boundary.

Provincial Policy Statement (2014) (PPS)

30. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety at the following link: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>
31. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - The provision of a variety of medium to high density residential units in the form of block/cluster, back-to-back and stacked townhousing, as proposed, aids in achieving a range and mix of residential development in the area;
 - The proposal does not impact the adjacent environmentally sensitive lands associated with the Ardagh Bluffs woodland and valley feature;
 - The proposal includes compact, medium to high density development that utilizes serviced lands within the settlement area, thereby promoting cost efficiency and minimizing the consumption of land;
 - Comments received from the City's Engineering Department confirm that the proposal can be serviced by existing municipal services (sanitary/storm sewers and watermain). In addition, the existing transportation system can accommodate the proposed increase in traffic generated by the additional 16 townhouse units on site; and
 - Low Impact Development initiatives are proposed thereby helping to support biodiversity, while not impacting environmentally sensitive lands.

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32. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed development is consistent with these policies in that it is located within the settlement area of Barrie, will utilize existing and available infrastructure and public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk and adjacent Ardagh Bluffs trail system to support active transportation.
33. Policy 1.1.3.3 provides that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. In this regard, Schedule 'I' of the City's Official Plan identifies designated nodes and corridors throughout the City where intensification is to be targeted. In accordance with Schedule 'I', the subject lands are located within the Essa Road Intensification Corridor where existing infrastructure is available to service the proposed development.
34. In accordance with policy 1.1.3.4, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. In 2015 Council approved the Mixed Use Nodes (MU1) and Corridor (MU2) Standards through By-law 2015-097. While this By-law is under appeal for transportation related matters, it is important to note that the technical standards are not in question. In this regard, consideration has been given to these Council endorsed development standards as they relate to the proposed development through the provision of the building orientation and placement closer to the Essa Road frontage and increased height.
35. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 60 units per hectare, thereby contributing toward to the intensification targets set in Official Plan for Intensification Corridors of 50 units per hectare.
36. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing medium to high density housing adjacent to an existing low density residential neighbourhood, where sufficient infrastructure and public service facilities (such as transit, local schools/parks and Holly Community Centre) exist, and is designed with walkway connections to the municipal sidewalk to support active transportation.
37. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development provides pedestrian connections to the municipal sidewalk for easy access to existing commercial development along Essa Road and the Ardagh Bluffs trail system via Phase 2, thereby facilitating community connectivity and active transportation.
38. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) treatment train approach consisting of

rooftop infiltration, bioretention trench, and stormwater management pond in order to provide water quality control and reduce phosphorous levels from the site.

39. Policy 1.6.3, 1.6.6.1 and 1.6.6.2 identifies the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing municipal sewage and water services.
40. Policy 1.6.6.7 identifies the requirements for stormwater management, particularly as it relates to stormwater quality controls. The proposed development is consistent with this policy in that storm drainage from the site will be conveyed overland to a proposed bioretention trench. The surface of the trench will be finished with river stone to prevent erosion, as well as vegetative plantings along the side slopes that will provide nutrient uptake and particle disposition. The system will provide a 45% reduction in phosphorous entering the Cityview Circle stormwater management pond, thereby minimizing contaminant loads, changes in water balance and erosion, and promoting stormwater management best practices. Additionally, this stormwater management system has been designed to prevent threats to human health and safety and mitigate any risk to property.
41. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
42. In accordance with policy 1.6.7.4, the proposed development provides for medium to high density development in the vicinity of existing commercial uses along Essa Road whereby municipal transit is available. The orientation and setback of the proposed townhouse units along Essa Road, as well as the provision of walkway connections to the municipal sidewalk, would support the current and future use of public transit and active transportation.
43. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built form, adjacent to existing commercial development and located along a transit route so as to be transit supportive, thereby reducing greenhouse gas emissions.
44. In accordance with policy 2.1.8, the LSRCA is satisfied that from Natural Heritage perspective, that development of this site will have no negative impact on the natural features or ecological function of the Ardagh Bluffs valley and woodland feature located north-west of the subject lands.
45. Policies within section 3.1 Natural Hazards, require development to be directed outside of natural hazards. The proposal is consistent with this section as the property is not within a natural hazard area.
46. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with the Provincial Policy Statement (2014).

Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan)

47. The Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link:
<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

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48. In accordance with the Guiding Principles found in Section 1.2 of the Growth Plan, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living through the provision of pedestrian connections to the Ardagh Bluffs natural trail system and municipal sidewalks along Essa Road for access to people's daily commercial needs. Further, the density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing Essa Road transit service. The proposal also provides a range of housing options through a variety of townhouse options to serve a variety of sizes, incomes and ages of households, protects the abutting Ardagh Bluffs woodland and valley feature, and proposes energy efficient units that are moving toward a net-zero energy community.
49. Policies 2.2.1.2 (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, supports complete communities by providing medium density development adjacent to commercial uses, is focused in a built-up area that is serviced by transit and near public service facilities (local schools, Harvie Park and Holly Community Centre), and is not within or adjacent to hazardous lands.
50. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; high quality compact built form; mitigation of climate change impacts; and integration of green infrastructure and low impact development. The provision of medium to high density townhouse units as proposed, would contribute to accommodating the needs of various household sizes and incomes. Additionally, the site has multiple transportation options including active and public transportation, availability of public service facilities (local schools, Harvie Park and Holly Community Centre), and the inclusion of a compact built form would aid in the mitigation of climate change impacts by efficiently using land and municipal services. Finally, the applicant is proposing an innovative LID project integrating green infrastructure through the provision of a Bioretention Trench for stormwater quality control.
51. Section 2.2.2 of the Growth Plan requires that a minimum of 40 percent of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40 percent target.
52. To support the achievement of complete communities, policy 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy through the provision of a variety of unit sizes, including 2, 3 and 4-bedroom units.
53. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan (OP)

54. The 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. It gives

direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>

55. As noted above, the subject lands are designated Residential within the City's Official Plan. Lands that are designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.
56. There are a number of policies in the Official Plan that generally support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
57. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include 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. Further, intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space. The proposed development is considered to be consistent with this policy in that it proposes a higher density multiple residential development with alternative housing forms (stacked and back-to-back townhousing) from what currently exists in the area, utilizes existing infrastructure and services, and would support public transit.

General Policies

58. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities (transit, Harvie Park, Holly Community Centre) are available. Further, the proposed development provides a variety of townhouse options on-site (block/cluster, stacked and back-to-back), contributes to a safe, vibrant and pedestrian friendly Essa Road streetscape through the provision of "eyes on the street" by way of street oriented development along Essa Road, multiple pedestrian access connections to the municipal sidewalk and would contribute toward a complete community given the existing commercial uses located along Essa Road.
59. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities is encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form with a variety of unit sizes (2, 3 & 4 bedroom units), would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an

existing built-up area of the City and is generally consistent with the density targets of the Official Plan.

Affordable Housing

60. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
61. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. This household income would allow the purchase of an affordable unit to a maximum price of \$305,000 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$445,582. The applicant has indicated that the proposed average price of the units is targeted at \$375,000 to \$400,000. Based on the proposed price point, the residential housing units would be not be considered "affordable" as defined by the PPS, however, staff recognize that 51 of the 59 units sold in Phase 1 in 2016, were below the 2016 maximum affordable housing price of \$304,804 per unit. As a result, a minimum of approximately 42.5% of all units within the combined three phases (120 units total) would be considered to be affordable. Given that the this policy represents a target of 10% of all new housing units to be affordable, staff are of the opinion that the development as a whole (combined three phases), would satisfy the affordable housing policy of the Official Plan and would contribute to the affordable housing stock in the City of Barrie.

Energy Conservation and Renewable Energy Systems

62. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a compact built development in the form whose future residents would support active transportation with sidewalk connectivity to adjacent commercial uses, and transit use. The compact built form supports energy conservation. Additionally, the applicant is proposing that all homes will be built based on EnergyStar for New Homes 2017, are water efficient through low flow fixtures, and have improved air quality through the use of dedicated Heat Recovery Ventilation (HRV) systems. Abundant glazing will allow for natural lighting within the dwelling units and the use of energy coatings maximizes solar heat gain in colder months.

Land Use Policies

63. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26-53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. In accordance with these provisions, the proposed development represents a density of approximately 60 units per hectare, and as such, would be considered to be high density residential in accordance with the Official Plan. Having said that,

staff note that the proposed townhouse development does not represent the typical built form of high density residential development. The reduced zoning standards proposed result in a higher density development that is able to use the land more efficiently, while maintaining appropriate separation distances to the abutting Cityview Circle neighbourhood and adequate open space/amenity areas to service the proposed development.

64. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads, in close proximity to public transit, schools, parks, commercial development and where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. In staffs' opinion, the proposed development would meet the City's locational criteria with respect to medium and high density development as the subject property is located on Essa Road; a designated Intensification Corridor and arterial roadway whereby public transit is available. Commercial development is located immediately east of the subject property on the opposite side of Essa Road and the property is located in proximity to local schools (Trillium Woods and St. Catherine of Sienna Catholic Elementary schools and Bear Creek and St. Joan of Arc Catholic Secondary schools), Parks (Harvie Park) and significant passive recreation lands associated with the adjacent City owned EP lands (Ardagh Bluffs) to the north-west.
65. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering. As illustrated on the amended concept plan submitted in support of the subject application (Appendix "B" – Conceptual Site Plan), adequate on-site parking and open space amenity areas have been provided on site. In this regard, the applicant is proposing a parking ratio of 2.25 spaces per unit, whereby a minimum parking ratio of 1-1.5 spaces per unit would be permitted in the MU2 and RM2 zoning categories, respectively. In addition to a private balcony/patio space for each of the individual units, approximately 700m² of consolidated amenity space is also proposed on the site, whereby a minimum consolidated amenity space of 192m² (12m² per unit) would be required within the RM2 zone.
66. Staff note that the proposed development would result in a higher density than that of the existing low density Cityview Circle development located to the immediate south and west, however it is important to note that the existing development on Cityview Circle is internally oriented, while the subject lands are currently oriented toward Essa Road. Having said that, consideration has been given to providing an appropriate transition to this low density neighbourhood through the provision of adequate separation distances/building setbacks, a side building step-back (Building 2 has been revised to reflect 3-storey units on both ends of this block) and adequate landscape buffering.
67. In this regard, the over-sized amenity area has been strategically placed toward the rear of the property so as to increase the separation distance between the proposed buildings on site to more than 16m from the rear lot line. The existing mature trees located along the rear lot line would be preserved and would serve as an effective buffer between the proposed development and the existing low-density residential development to the west. In addition to the increased southerly side yard setback proposed, and the required 2m high privacy fence along the south and west property boundaries, the applicant has agreed to over-sized coniferous infill/buffer plantings to further assist in screening/buffering the proposed development from the adjacent residential properties to the south. Planning staff note that the applicant has also approached the abutting landowner to the immediate south (21 Cityview Circle) to discuss the opportunity of providing additional buffer/infill plantings within their rear yard to further address the privacy concerns expressed through the public consultation process.
68. Staff are of the opinion that the combination of the abovementioned features will ensure that the proposed development functions effectively and would provide an appropriate transition to the

abutting low density Cityview Circle neighbourhood, thereby minimizing the impact to the surrounding residential development in the area

Intensification Policies

69. The proposed development was reviewed in association with the Intensification policies of the Official Plan. These policies implement the City of Barrie Intensification Study that was completed in 2009 which encourages residential intensification to be directed to the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas.
70. Intensification corridors are defined as *"Intensification areas along major roads, arterial or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels"*.
71. The development, if approved, would serve to address many of the criteria outlined in the Intensification Study and the Intensification Policies of the Official Plan. The subject property has frontage on Essa Road, which in accordance with Schedule "I" of the Official Plan, is identified as an Intensification Corridor. The proposed development would also contribute to a more compact urban form and efficiently use land and resources, support transit, and optimize the use of existing infrastructure and services.
72. Further, Section 4.2.2.6(c) identifies 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, and contribute to improving air quality and promoting energy efficiency.
73. In Planning staff's opinion, the proposed development would satisfy the intensification policies noted above, as it provides for a density of 60 units per hectare through a compact built form; the project is considered infill development that utilizes existing municipal infrastructure; is adjacent to and supports public transit; supports active transportation given its proximity to commercial uses, parks and schools and proposed walkway connections; and, promotes energy efficiency through compact design.
74. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to location, density, landscaping and amenity areas, and providing an appropriate transition and buffering between adjacent land uses.

Servicing and Transportation

75. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
76. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies through the subsequent site plan approval process.
77. The Official Plan further identifies goals to promote healthy communities, activating living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall

encourage and promote public transit. This development conforms with these policies through the provision of increased densities to support the local transit service and by providing pedestrian connections to municipal sidewalks whereby local transit stops are present and provide connections to inter-regional transit systems, such as GO Transit.

78. Policy 5.4.2.4 (b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms with this policy through the provision of walkway connections throughout the site and to Essa Road where existing commercial uses are present and to the abutting Ardagh Bluffs trail system via Phase 2. Detailed items such as bicycle racks would be considered through a subsequent site plan approval process should Council approve the subject Zoning By-law amendment application.

Urban Design Guidelines

79. Policy 6.5.2.2 (a) identifies that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design, the design of a building's roof should screen mechanical equipment from public view, the avoidance of large exposed blank walls, provision of well-defined entrances, and pedestrian links shall be designed to promote safety of the user and be fully accessible between commercial and residential properties. Conceptual building elevations have been provided by the applicant and are attached as Appendix "E" to this report. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through a subsequent site plan approval process.
80. Policy 6.5.2.2 (b) identifies the linking of driveways to reduce the numbers of turns onto and off of major roads, adequate disability parking, smaller parking areas for larger properties, and major parking and loading areas confined to the rear of the building. The proposal conforms to this policy in that access to the proposed development would be secured via the existing entrance associated with Phases 1 and 2, accessible parking has been provided in accordance with the Zoning By-law, and all parking is proposed to be located internal to the site within private garages, driveways and designated visitor parking areas.
81. Policy 6.5.2.2 (g) encourages energy efficiency through a compact built form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built form whose population supports transit use, sidewalk connections and proximity of commercial and public services that promote active transportation, and transit routes that travel along Essa Road.

Tall Buildings and Height Control

82. In January of 2014, the City introduced new policies for Tall Buildings within Section 6.6 of the Official Plan. These policies are applicable to any proposed building above 3-storeys in height; particularly within the Urban Growth Centre and the Intensification Nodes and Corridors. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
83. In accordance with Section 6.6.4 (a), the tall building policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping

provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.

84. Section 6.6.4 (e) of the Official Plan states that where taller buildings are proposed adjacent to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. In this regard, buildings should be located away from areas directly adjacent to lower scale buildings. As referenced above in paragraph 12 of this report, it is important to note that the policies further state that the compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as intensification corridors.
85. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above, particularly as they relate to the 3 to 4-storey building adjacent to Essa Road (Building 1). As identified in paragraph 15 above, the end units associated with Building 1 have been reduced to 3-storeys in height so as to provide a step-back from the side lot lines and provide a smoother transition to the abutting 2-storey low density residential development to the immediate south. This revision is accommodated through the provision of a pitched roof, consistent with a number of other residential properties in the area. The pitched roof would provide for a more visually interesting skyline and pedestrian scale façade adjacent to the pedestrian realm of Essa Road. In addition, all parking is proposed to be located internal to the site within the private garages/driveways and designated visitor parking areas. Finally, there are no public parks/open spaces immediately abutting the proposed development which would be impacted by shadows.
86. A Shadow Impact Study was submitted in support of the subject application which assessed the impacts of the shadows cast on the abutting properties by the proposed development (see Appendix "H" – Shadow Impact Study). The report concludes that shadows cast by the proposed development would have no impact on the common amenity space proposed on-site, the single-detached residential property to the immediate south and Cityview Circle properties to the west. Minimal impacts would be realized over the abutting property to the north and slight shadowing would be evident throughout the late afternoon over the Essa Road public realm. Based on the shadow analysis provided, Planning staff are satisfied that the proposed development is considered to be consistent with the Tall Building Shadowing policies of the Official Plan.

Holding Provisions

87. In accordance with section 6.7 of the Official Plan, the City may utilize Holding Provisions (H) in accordance with the *Planning Act*, where the specific use of land has been identified but where the details of the development have not yet been fully resolved. In this regard, staff are recommending that a Holding symbol (H) be utilized over the subject lands to address detailed design matters that would be addressed through a subsequent site plan application. These matters relate specifically to building design, including exterior finishing materials, and landscape buffer/infill plantings as it relates specifically to the minimum size, species type and quantities. In addition to these matters, the subsequent site plan approval process would address detailed design matters related, but not limited to, site servicing, access and parking. As identified in the recommended motion, the Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Height and Density Bonusing

88. The Bonusing Policies (Section 6.8) within the Official Plan permit City Council to negotiate community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. With respect to the subject development, the applicant is proposing a Zoning By-law Amendment that includes permission for increased height and density over and above what the current Agricultural (A) zoning on the subject

lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding the above, on May 29, 2017, a memorandum was provided to Council which identified that development proposals within the City's Intensification nodes and corridors that generally comply with the 'Mixed Use Corridor' (MU2) zoning standards would not be subject to Bonusing Policies. Given that this parcel is considered to be within the Essa Road Intensification Corridor and generally complies with the MU2 zoning standards, particularly as it relates to maximum building height (maximum 14.5m proposed, whereas 16.5m may be permitted for standalone residential uses), the Bonusing Policies of the Official Plan would not apply. It should be noted that there is no maximum density provision associated with the MU2 zoning standards.

89. The development, if approved, would serve to address many of the criteria outlined in the Official Plan, and more specifically, the Intensification Policies of the Official Plan. In this regard, Schedule I of the Official Plan identifies Essa Road as a Secondary Intensification Corridor which has a targeted density of 50 units per hectare. It is important to note that while 50 units per hectare is the target density, not all properties are intended to redevelop at this density. Depending on individual site circumstances, properties may potentially develop at densities both above and below this target with the understanding that the target density is to be achieved over the entire corridor.
90. It is anticipated that these types of development will be more common along the Intensification Corridors and densities may exceed 50 units per hectare on a site by site basis but would be consistent with the density target which is calculated over the entire corridor. Therefore, staff are satisfied that the proposed density (60 units per hectare) would contribute to a more compact urban form that supports transit, and efficiently uses land and resources by optimizing the use of existing infrastructure and services in an area where intensification has been targeted.
91. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan.

Intensification Area Urban Design Guidelines

92. In June of 2013, Council received the Urban Design Guidelines for the Intensification Areas as prepared by Brook McIlroy, October 2012. These guidelines are intended to ensure that new development is compatible with the existing built fabric while creating an attractive and safe public realm that supports alternative modes of transportation and is environmentally sustainable. One of the consistent themes throughout these guidelines is to create higher density, mixed-use, pedestrian friendly streetscapes throughout the intensification areas. In this regard, buildings should be positioned to frame abutting streets, main entrances should be directly accessible from public sidewalks and the front street wall of buildings should be built to the front property line. The Guidelines further suggest that development on prominent streets should meet a high standard of design. The variety of townhouse units (block/cluster, back-to-back and stacked) proposed, would provide an alternative housing form for a multiple storey building, but at the same time satisfy the goals of the intensification areas.

Transition to Low-Density Residential Land Uses

93. While the subject lands are located along the Essa Road Intensification Corridor in which medium and high density developments ranging from five (5) to eight (8) storeys in height are encouraged, new developments are expected to provide an appropriate transition to low-density residential land uses. There are many ways in which a new development can provide an appropriate transition to low-density residential land uses, including the provision of side building step-backs to reduce height and shadowing impacts of tall buildings, increased setbacks to provide appropriate spatial separation between buildings, and buffering in the form of oversized infill plantings/vegetation and tight board fencing.

94. Although the proposed development is considered to be high density development as defined in the City's Official Plan, the built form is not considered to be that of a tall building. As noted in paragraph 65 above, several design elements have been incorporated into the proposed in order to provide an appropriate transition to the existing two-storey single-detached dwellings to the immediate south and west, such as increased rear and side yard building setbacks, side step-back provisions for Building 1, provision of over-sized buffer/infill plantings. As such, Planning staff are satisfied that the proposed development will provide an appropriate transition from the Essa Road Intensification Corridor to the residential lands to the west and adjacent single detached residential property to the immediate south.

Zoning Rationale for Special Provisions (SP)

95. As noted above, the applicant has requested a Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP) zoning over the subject lands to permit the proposed development. A number of site specific provisions have been requested and are discussed below.

Density

96. While the application is proposing a maximum density of 60 units per hectare, the existing zoning standards for the RM2 zone restrict the allowable density to 40 units per net hectare for block/cluster townhouses and 53 units per net hectare for stacked townhousing. As noted above in paragraphs 61-66, staff are satisfied that the proposed increase in density to 60 units per hectare is appropriate for the subject lands. However, in order to ensure that the planning policy framework that has been established for the subject lands (Essa Road Intensification Corridor) is realized, staff are recommending that a minimum density of 40 units per hectare be achieved on site as reflected in the recommended motion. This would provide a density range of 40-60 units per hectare and would prevent the underdevelopment of the property in an area that has been targeted for intensification.

Gross Floor Area

97. The proposed increase in gross floor area (GFA) is associated with the proposed increase in density of the site. Staff are of the opinion that the increase in the GFA (118%, from 60% maximum) as proposed, is appropriate as provisions for adequate amenity space and landscape open space have been identified, and the parking requirements for the site would be achieved through both surface parking and tandem parking within the garages.

Maximum Building Height

98. The applicant is proposing that the maximum permitted height of the units be increased to 14.5 metres from the required 10 metres in order to achieve the desired design and built form. Staff recognize that while a 14.5m maximum building height has been requested across the entire site, this building height would only apply to the proposed stacked/back-to-back units fronting Essa Road (Building 1). The block/cluster townhouse units associated with Building 2, could be accommodated within a maximum building height of 11m.
99. As noted throughout the analysis section of this report, Planning staff are satisfied that the proposed increase in height is appropriate and will not have a negative impact on the adjacent residential properties to the immediate south and west given that the existing grade of the property is proposed to be lowered, increased separation distances/building setbacks have been provided from the south and west property limits, mature boundary tree preservation is proposed, adequate buffer/infill plantings would be required through the subsequent site plan approval process, the provision of a minimum 2m high privacy fence along the south and west property limits would be required and limited shadowing would be realized over adjacent properties and streets upon completion of the proposed 3 and 4-storey buildings.

100. In addition, Planning staff are of the opinion that the proposed 14.5m height associated with Building 1, would provide for a desirable built form along Essa Road that is generally consistent with the Council approved Mixed Use Corridor (MU2) standards (under appeal) for the Essa Road Intensification Corridor, whereby a minimum height of 7.5m would be required and a maximum height of 16.5m would be permitted. Based on the foregoing, Planning staff are recommending that maximum building heights of 14.5m (Building 1) and 11m (Building 2) be permitted, as referenced in the recommended motion.

Reduced Front Yard Setback

101. The applicant is requesting that the minimum required front yard setback be reduced from 7.0 metres to 2.5 metres along the Essa Road frontage. While staff recognize that the reduced front yard setback can be attributed partially to the requirement of a future road widening, staff are satisfied that this proposed reduction is supported by the City's Intensification Area Urban Design Guidelines. The intent of the front yard setback is to ensure that the building has adequate distance from the travelled portion of the road, while at the same time providing a pedestrian connection to the residential units. The reduced front yard setback would result in buildings with a strong street presence, and the applicant has demonstrated that well-defined connections/entrances to the proposed dwelling units along Essa Road would be provided. The proposed setback of 2.5 metres satisfies both of these objectives and as such, Planning staff have no objection to the proposed reduced setback. Staff note that the expectation is that the front doors and internal living space will be oriented towards Essa Road. This detail would be further addressed through a subsequent site plan application.

Reduced Driveway Length & Tandem Parking

102. The Zoning By-law requires a minimum driveway length of 6.0 metres, while the applicant is proposing to provide reduced driveway lengths of 1.5 metres for the block/cluster townhouse units (Building 2). Consistent with the approvals granted for Phases 1 and 2, the applicant is proposing to reduce the extent of outdoor parking on-site. Subsequently, almost half of the proposed parking on-site (20 of the proposed 36 spaces) would be located within the garages of the individual units. In this regard, the units associated with Building 2 are proposed to have double car garages which will serve to address the required parking for these units (2 spaces/unit). The balance of the required parking for the remaining units would be accommodated by way of tandem parking within the garage and in the driveway for Building 1 (2 spaces/unit).
103. It should be noted that the applicant has not requested a reduction to the total required parking on site. While Zoning By-law requires a minimum parking ratio of 1.5 spaces per unit, the applicant is proposing a minimum parking ratio of 2.25 spaces per unit, inclusive of 4 visitor parking spaces. Based on the foregoing, staff are satisfied that the provision of 1.5m driveway lengths for the block/cluster townhouse units would provide adequate ingress and egress access to the proposed garages for parking and the tandem parking associated with Building 1 is appropriate given that the required 1.5 spaces per unit (24 spaces) would be provided for on-site in an unobstructed manner.

Building 2 – Minimum Required Side and Rear Yard Setbacks

104. In addition to the site specific provisions requested by the applicant and noted above, staff are recommending four additional site specific provisions related to the minimum required side and rear yard setbacks associated with the proposed development. In this regard, the Zoning By-law requires minimum side and rear yard setbacks of 1.8m and 7m, respectively. The concept plan submitted in support of the proposed Zoning By-law Amendment application identifies a 0m northerly side yard setback associated with the stacked/back-to-back townhouse units (Building 1) and a 1.6m northerly side yard setback, a 3m southerly side yard setback and 16.7m rear yard setback associated with the block/cluster townhouse units (Building 2).

105. Planning staff are of the opinion that the 0m northerly side yard setback associated with Building 1 is considered to be a technical variance given that this building is proposed to straddle the lot line between Phases 2 and 3. Given that each phase will be registered as individual blocks on various plans of subdivision, the lands are not able to merge on title and as a result, this site specific provision would be required. Similarly, the 1.6m northerly side yard setback associated with Building 2, is also required as Phases 2 and 3 are not able to merge on title. Given that the properties will function as one once constructed, staff are satisfied that the deficient northerly side yard setbacks associated with Buildings 1 and 2 of 0m and 1.6m, respectively, are appropriate and as such, have been referenced in the recommended motion.
106. In order to address the privacy concerns identified through the public consultation process and provide residents of some level of assurance that the minimum setbacks identified on the concept plan would be realized at the time of construction, staff are recommending that the side and rear yard setbacks associated with Building 2 shall be a minimum of 3m and 15m, respectively. The 1.7m variance between the proposed and staff recommended required rear yard setback (16.7m proposed, versus 15.0m required) would provide the applicant with some flexibility during detailed design, however would still result in an additional 8 meters to the minimum required rear yard setback under the RM2 zoning category.
107. The provision of the above mentioned increased side and rear yard setbacks would provide additional opportunity for increased buffer/infill plantings as it relates to both quantity and size of species. Should Council approve the proposed Zoning By-law Amendment, the specifics (minimum size and quantity) for the required infill/buffer plantings would be further assessed through the subsequent site plan approval process.
108. In staffs' opinion, the proposed site layout is functional and the proposed site specific zoning over the subject lands represents an appropriate form of development for the Essa Road Intensification Corridor. The above noted site specific provisions have been reflected in the recommended motion in order to provide local residents with some level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Site Plan Control

109. Subject to Council approval of the proposed Zoning By-law Amendment application, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
110. The concept plan and conceptual building elevation drawings submitted in support of the subject application provide a general indication of how the property would be developed and the ultimate design of the future buildings. However, should the subject Zoning By-law Amendment application be approved, the applicant would be required to submit a site plan application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. In the interim, staff note that consideration has been given to appropriate urban design matters through the provision of detailed design elements such as various building façade materials, (brick/siding/aluminium/glass railings), a reduced front yard setback, orientation of the buildings adjacent to and toward Essa Road, provision of private amenity spaces, along with a combination of surface and tandem parking within private garages/driveways. Additionally, as noted above in paragraph 83, staff are recommending that a Holding symbol (H) be utilized over the subject lands so as to ensure that the above noted matters are adequately addressed through the subsequent site plan application prior to the Holding symbol (H) being removed.

Summary

111. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. In staffs' professional opinion, the provision for a residential development on the subject lands at the density proposed, is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential Intensification.
112. In staffs' professional opinion, the proposed development would provide for appropriate spatial separation from the existing single detached residential properties, particularly those to the south and west on Cityview Circle, and provides for good urban design. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application prior to the Holding symbol (H) being removed.

ENVIRONMENTAL MATTERS

113. There are no environmental matters related to the recommendation.

ALTERNATIVES

114. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing Agricultural (A) zoning over the subject property.

This alternative is not recommended as the subject property is ideally suited for this form and density of residential development given the full range of services and facilities available in the area. The proposed amendment is also in keeping with both the Provincial and Municipal policy framework established for the City's intensification areas as noted throughout the analysis section of the report.

Alternative #2

General Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for the City's Intensification Areas and current City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc. The site specific provisions have been recommended to provide residents with some level of assurance that the concept plan submitted will be realized at the time of site development.

FINANCIAL

115. The proposed rezoning of the subject parcel would permit the development of 16 townhouse units on the subject lands. The annual municipal property tax revenue based on an average selling price of approximately \$375,000.00 - \$400,000.00 per unit, is estimated to be \$68,342.41 for the site. The current tax revenue is \$2,673.07. Therefore, the estimated municipal property tax increase would be approximately \$65,669.34 based on 2018 tax rates.

116. Building permit application fees as an average are estimated to be in the order of \$2,480.00 (2018 rate) per unit which would represent a total fee of approximately \$39,680.00 for the 16 units proposed.
117. Current development charges for a townhouse unit is \$33,478.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$535,648.00 for the proposed development. This rate would be adjusted for inflation each year as of January 1st. This fee is calculated and paid at the time of issuance of the building permit.
118. The Education levy is currently \$1,759.00 per unit, which represents a total levy of \$28,144.00. An increase to this levy is anticipated in June, following the passing of a new Education By-law.
119. Cash in lieu of parkland is currently calculated at \$5,150 per unit, which represents a total contribution of \$82,416.00 for the proposed development (2018 rate, subject to an annual inflationary adjustment on January 1st of each year).
120. Given that there is an existing single detached residential dwelling on the subject lands, a redevelopment DC credit in the amount of \$51,692.00 may be available provided the existing dwelling is demolished and building permits are issued within 60 months of the last date of occupancy of the current dwelling.
121. Given that the subject lands, when developed, will be subject to Site Plan Control and further subdivision of the lands would be necessary by way of Part Lot Control and/or Plan of Condominium, all costs associated with the approval and development of the site would be the owner's responsibility. The developer would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the developer/future condominium corporation.
122. The City will also incur minimal additional operating costs associated with increased demand for municipal services outside of the development limits. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are actively planned throughout the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

123. The recommendations included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
 - ☒ Inclusive Community
124. In accordance with Council's goals, the proposed development would provide for a compact form of development that is considered to be a more affordable form of housing, promotes and facilitates community connections and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Technical Study Descriptions
Appendix "D" – Cross-Sections (Building 1 and Building 2)
Appendix "E" – Conceptual Building Elevations
Appendix "F" – Line of Sight Cross-Section to Cityview Circle
Appendix "G" – Conceptual 3-Dimensional Block Diagrams/Building Massing
Appendix "H" – Shadow Impact Study

APPENDIX "A"

Proposed Zoning By-Law Amendment



Bill No. 074

BY-LAW NUMBER 2018-XXX

A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 405 Essa Road, shown on Schedule "A" to this By-law from Agricultural (A) to Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX)

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 18-G-XXX.

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning of 405 Essa Road from Agricultural (A) to Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provision set out in Section 4.6.1 of By-law 2009-141, tandem parking shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141 a minimum density of 40 units per hectare shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone.
4. **THAT** that notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 60 units per hectare shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-)(H-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 (d) of By-law 2009-141, a minimum driveway length of 1.5 metres for Building 2 shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
6. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum height of 14.5 metres for Building 1 shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.

7. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum height of 11 metres for Building 2 shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
8. **THAT** notwithstanding the provisions set out in Section 5.3.1 of by-law 2009-141, a maximum Gross Floor Area of 118% shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XX)(H-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum front yard setback of 2.5 metres shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-XX)(H-XXX) zone.
10. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum rear yard setback of 15 metres shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-X)(H-XXX) zone.
11. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum side yard setback of 0 metres to the north property line for Building 1 shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
12. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum side yard setback of 1.6 metres to the north property line for Building 2 shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
13. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum side yard setback of 3 metres to the south lot line for Building 2 shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-X)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
14. **THAT** the (H) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the Planning Act, R.S.O. 1990, c.P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by the Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone until the (H) symbol is removed pursuant to Section 36 of the Planning Act. The (H) provision shall be lifted by The Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:
 - a) The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the building orientation, placement, design and materials, landscape buffering, site servicing, access and parking.
14. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this 25th day of June, 2018.

READ a third time and finally passed this 25th day of June, 2018.



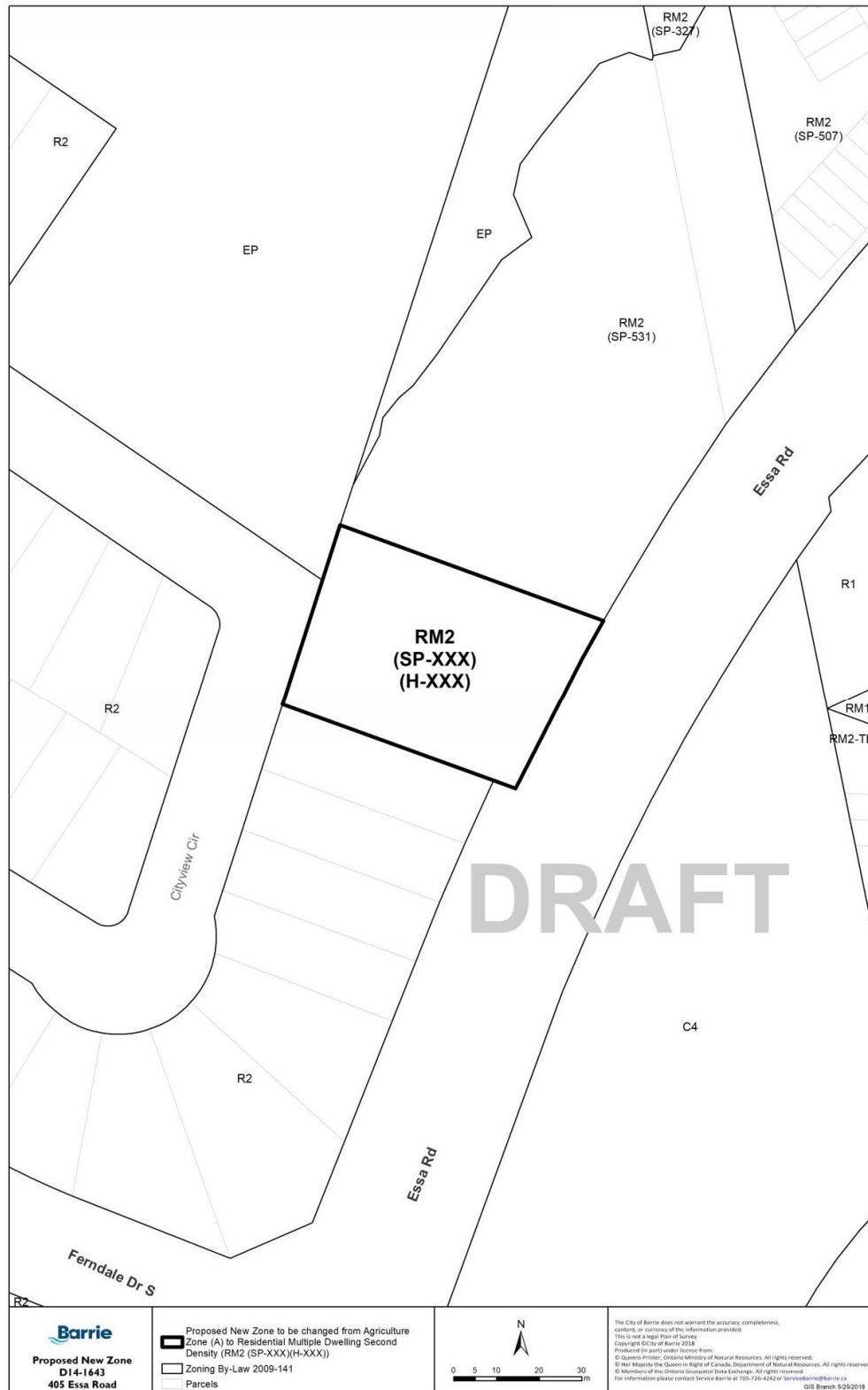
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

- 2 -

Schedule "A" to Attached By-law 2018-XXX



Schedule "B" to Attached By-law 2018-XXX

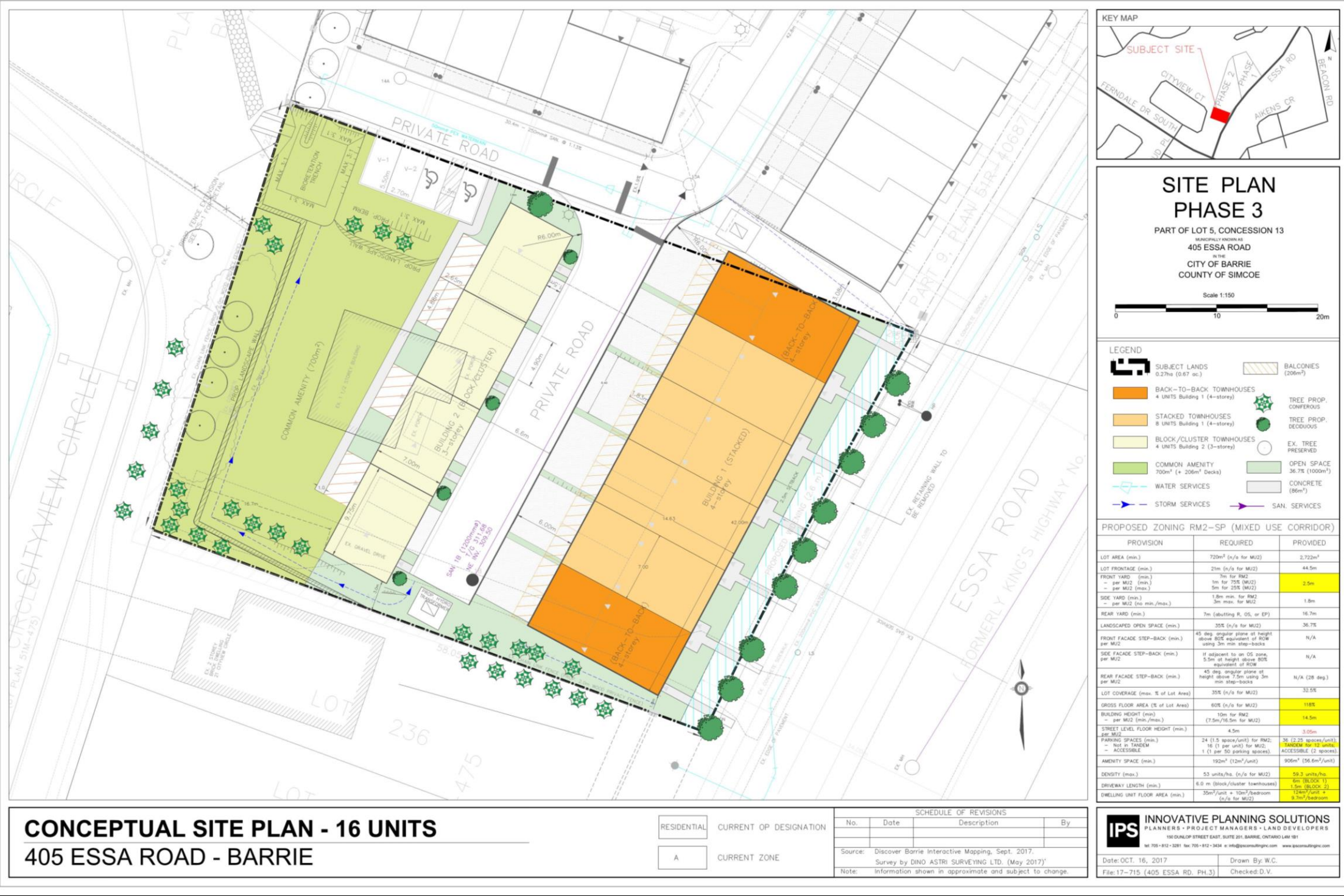


MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX “B”

Conceptual Site Plan (16 units)



APPENDIX "C"

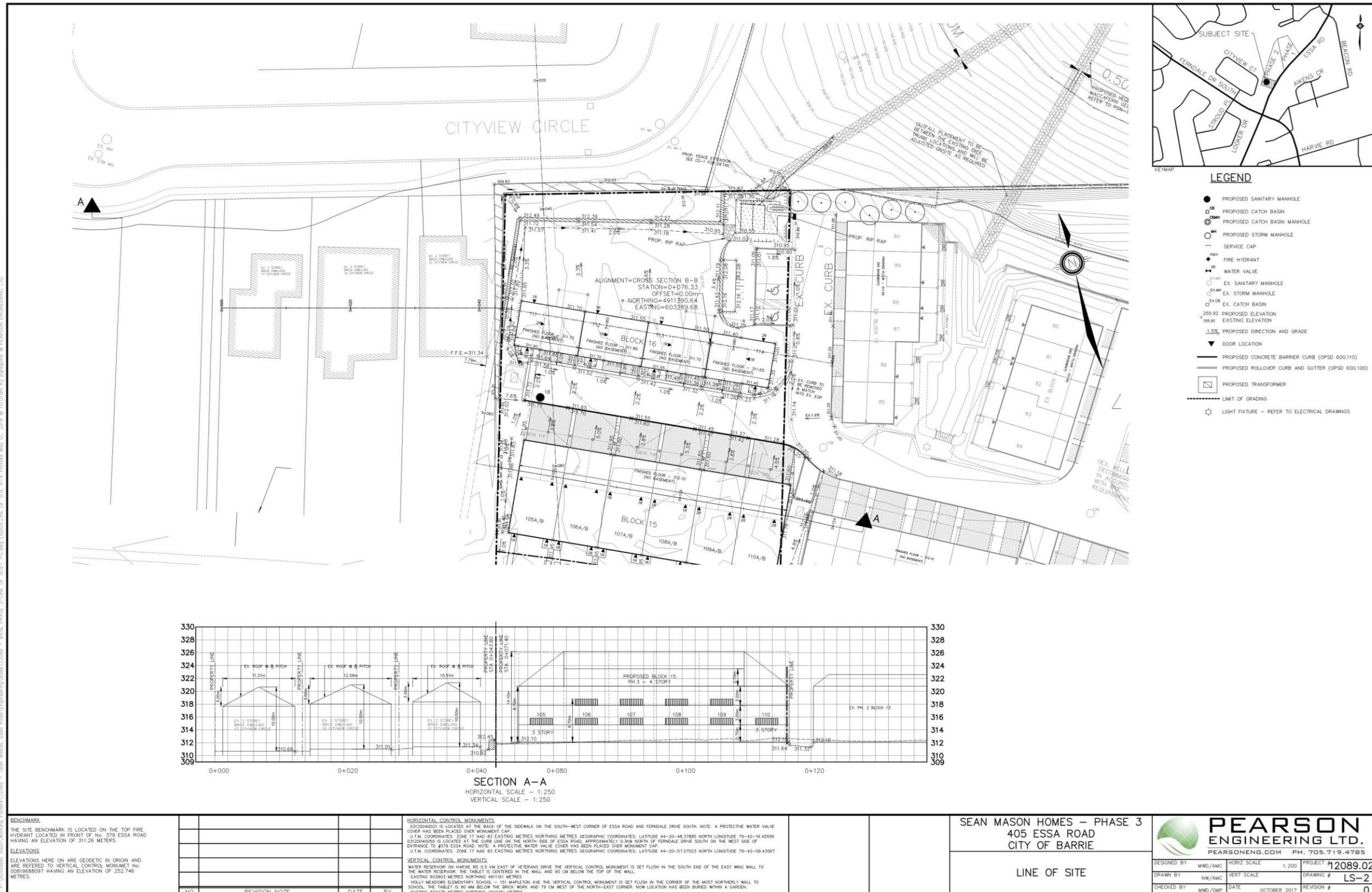
Technical Study Descriptions

- a) **Planning Justification Report** (October 2017) – provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Innovative Planning Solutions, that the proposal is an appropriate form of multiple residential development and location for residential intensification within a designated Intensification Area.
- b) **Urban Design Brief** (October 2017) - provides an overall review of the built form and the design elements of the development and provides the opinion of Sean Mason Homes that the proposed design of the site is appropriate for this location.
- c) **Scoped Environmental Impact Assessment** (October 2017) – provides the opinion of Cunningham Environmental Associates that the proposed development would not have any negative impacts on the natural heritage features or functions within the area.
- d) **Tree Inventory and Preservation Plan** (October 2017) – concludes that the majority of the trees and tree groupings within the site development limits will not be retained post development, however mitigation measures will be undertaken to ensure that the retained specimens are not irreversibly injured during site development.
- e) **Phase I Environmental Site Assessment** (September 2017) – provides the opinion of Watters Environmental Group Inc. that there is no evidence of contamination in connection with the subject lands.
- f) **Traffic Noise Opinion Letter** (October 16, 2017) – It is the opinion of R. Bouwmeester & Associates, based on the site plan configuration of the subject lands, that the MOE transportation noise guidelines can be met in all dwelling units and common outdoor amenity areas. In this regard, all units will require forced air heating systems and warning clauses will be inserted into all purchase and sale agreements advising purchasers that the units have been designed with the provision for adding central air conditioning at the occupant's discretion. Additional warning clauses will be required to advise purchasers/tenants that sound levels associated with road traffic may occasionally interfere with some activities associated with the outdoor living areas fully exposed to Essa Road.
- g) **Traffic Impact Study Addendum** (July 14, 2017) – Provides the opinion of JD Engineering that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
- h) **Functional Servicing & Stormwater Management Report** (October 2017) – concludes that the subject lands will require the connection of sanitary and watermain services to the existing services in Phase II and stormwater quantity control for the development would be provided in the existing City View Stormwater Management Pond. The report further provided the opinion of Pearson Engineering Ltd., that servicing is feasible for the proposed development.
- i) **Slope Assessment** (May 19, 2015) – provides the opinion of the applicant's Geotechnical Engineer, Terraprobe, that the existing slope is stable and well protected presently and will perform satisfactorily post development, subject to the provision of a 4m setback from the crest of the existing slope between the proposed development where the slope inclinations exceed 3:1, and that no permanent structures be placed in this zone. Where slopes exceed 2:1, an additional stability setback has been added to account for long-term stable slope inclinations.

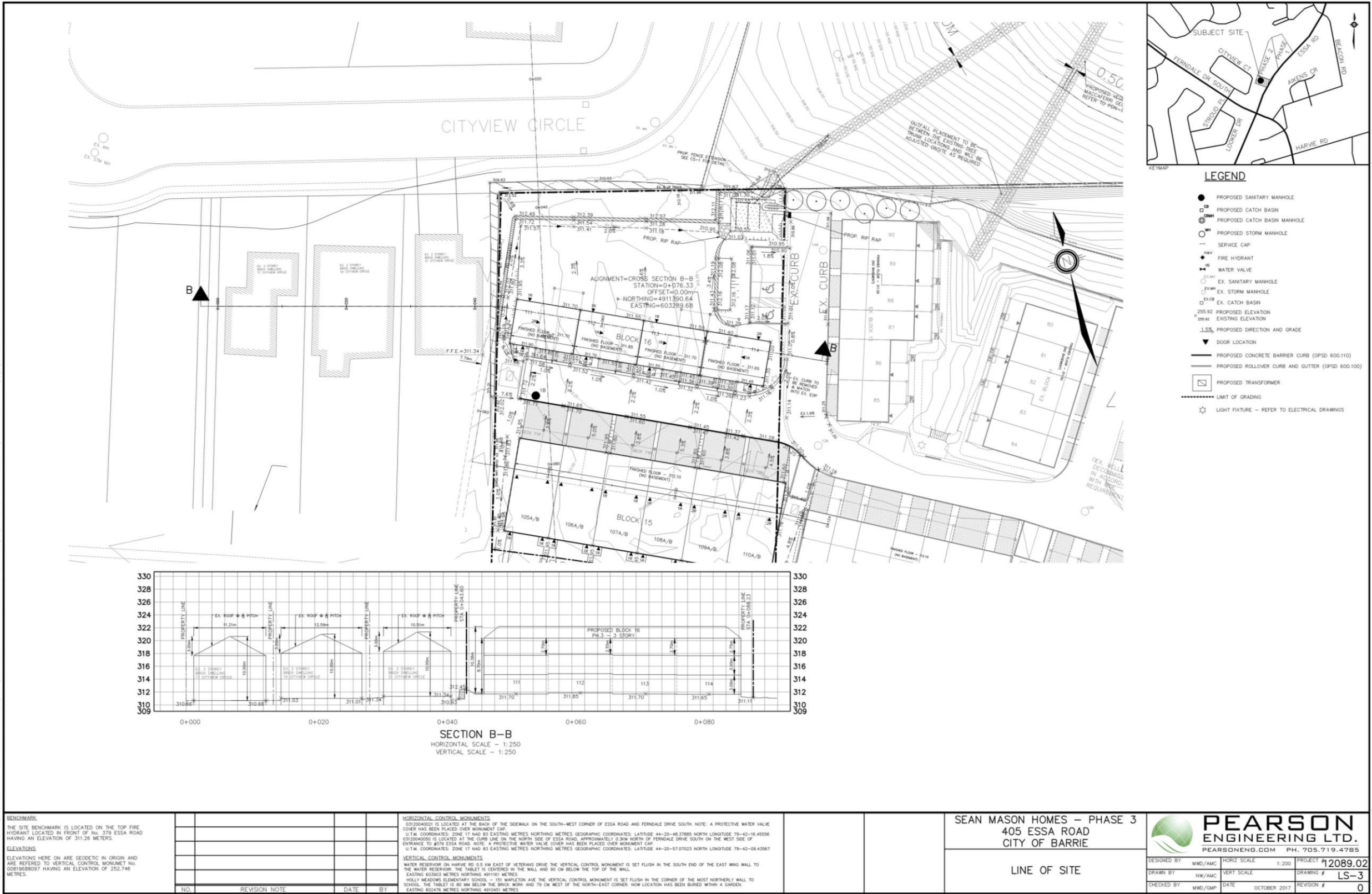
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- j) **Shadow/Shade Impact Study** (October 2017) – conclusions provided by IPS that shadows cast by the proposal will have no impact on the proposed amenity space on the subject property with minimal impact on abutting property to the north, slight shading over the pedestrian realm of Essa Road to the east and, no impact to the existing residences to the south.

APPENDIX "D"

Cross-Section – Building 1



Cross-Section – Building 2



APPENDIX "E"

Conceptual Building Elevations

VISION
4-STOREY TOWNHOUSES



VISION 4-STOREY TOWNHOUSES / PRIVACY SCREEN



Sean.ca
PASSION FORWARD



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VISION 3-STOREY TOWNHOUSES



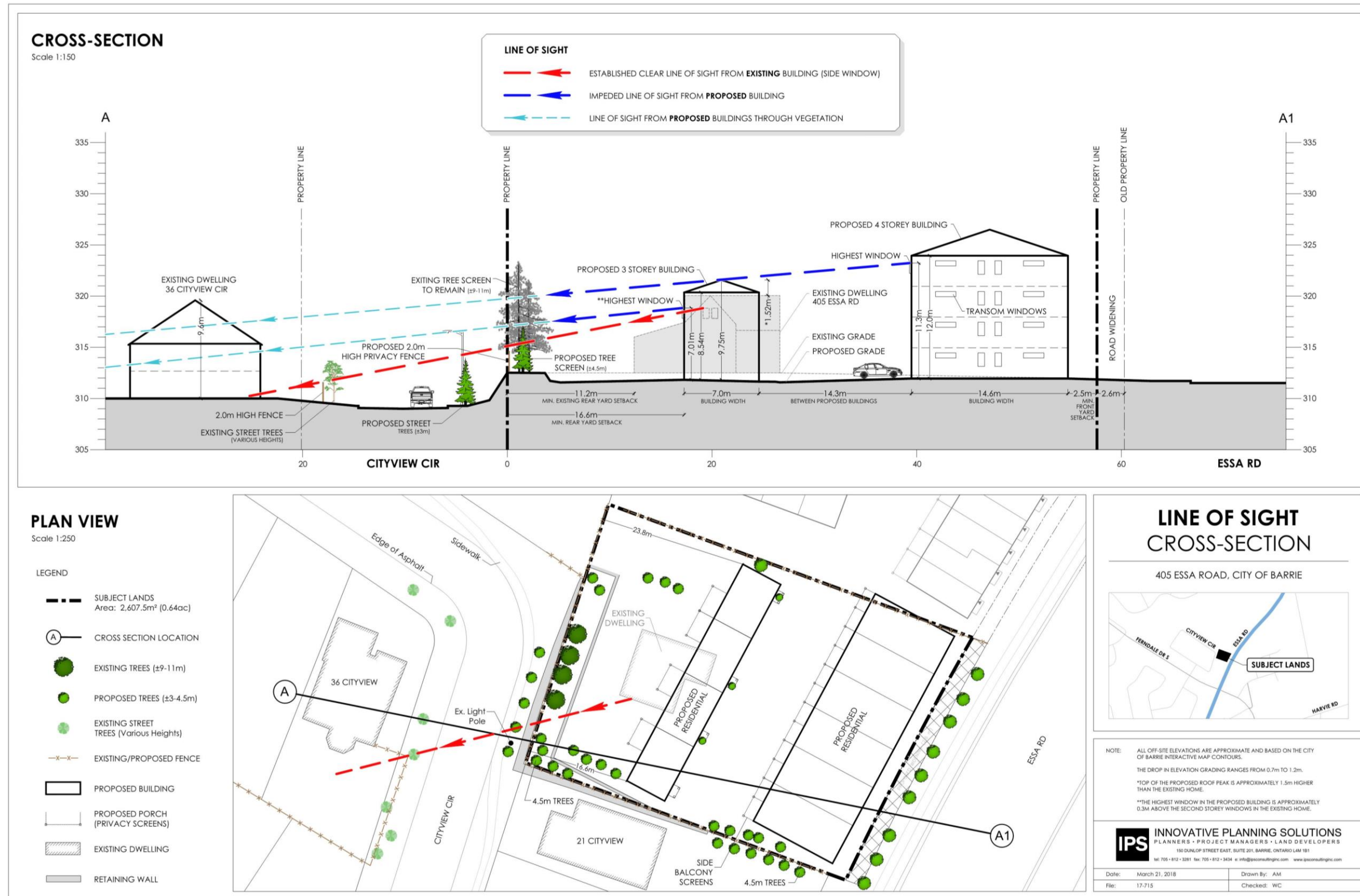
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APPENDIX "F"

Line of Sight Cross-Section to Cityview Circle



APPENDIX "G"

Conceptual 3-Dimensional Block Diagrams/Building Massing

Figure 1: 3D Block Diagrams of All Phases & Other Developments facing North.



Source: Google Earth (April, 2018)

Figure 2: 3D Block Diagram of All Phases & Other Developments facing East



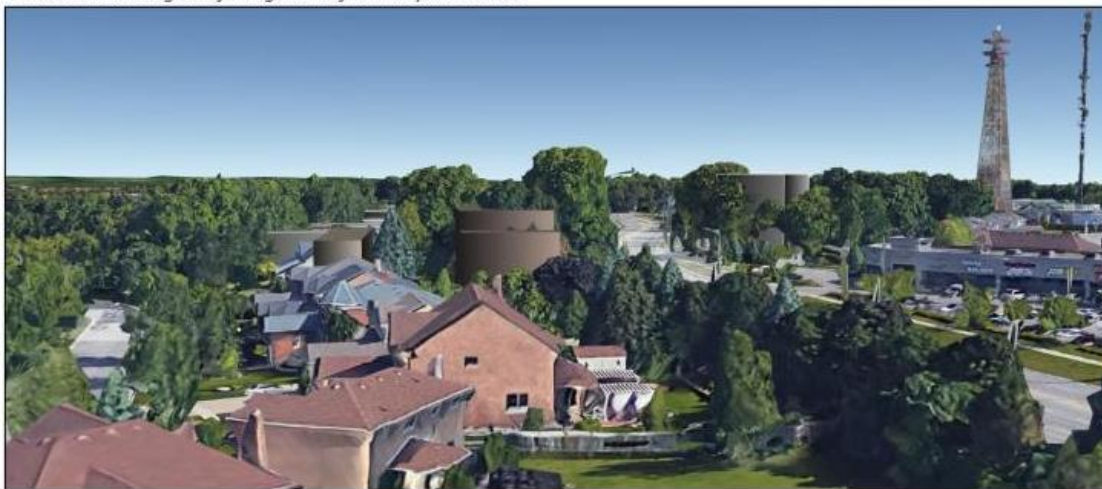
Source: Google Earth (April, 2018)

Figure 3: 3D Block Diagram facing North on Essa Rd.



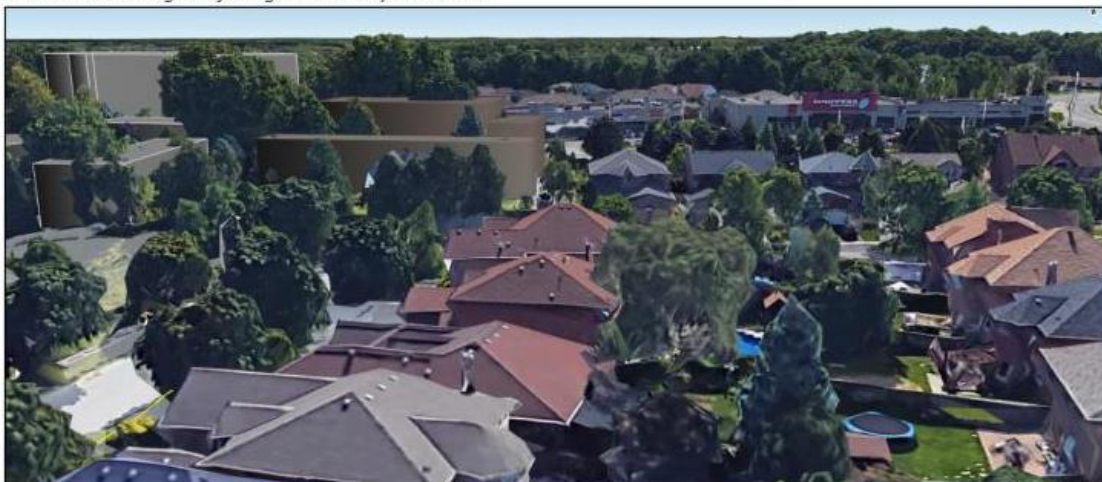
Source: Google Earth (April, 2018)

Figure 4: 3D Block Diagram facing North from Cityview Circle



Source: Google Earth (April, 2018)

Figure 5: 3D Block Diagram facing East on Cityview Circle



Source: Google Earth (April, 2018)

APPENDIX "H"

Shadow Impact Study

9:00am MARCH / SEPT 21

NO IMPACT ON SURROUNDING PROPERTIES
FROM THE PROPOSED 4 STOREY BUILDING.



12:00pm MARCH / SEPT 21

MINOR SHADOWING ENCROACHING ONTO
401 ESSA ROAD.



5:00pm MARCH / SEPTEMBER 21



SHADOWING ENCROACHING ONTO
401 ESSA ROAD & MUNICIPAL RIGHT-OF-WAY
(ESSA RD).



Shadow Study March / September 21

405 Essa Road
(Lot 5 & Concession 13)
City of Barrie, ON

LEGEND

-  Proposed 4 Storey Building
-  Existing / Proposed Buildings
Less Than 4 Storeys

Note: This drawing is for discussion purposes only.
Time zone UTC -04:00.

Date: October 10, 2017

Drawn By: A.M.

File: 17-715



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
Tel: 705 • 812 • 3281 Fax: 705 • 812 • 3434
e: info@ipsconsultinginc.com www.ipsconsultinginc.com

9:00am JUNE 21

MINOR SHADOWING ENCROACHING ONTO
21 CITYVIEW CIR.



12:00pm JUNE 21

NO IMPACT ON SURROUNDING PROPERTIES.



5:00pm JUNE 21



MINOR SHADOWING ENCROACHING ONTO
MUNICIPAL RIGHT-OF-WAY (ESSA RD) &
401 ESSA RD.



**Shadow Study
June 21**

405 Essa Road
(Lot 5 & Concession 13)
City of Barrie, ON

LEGEND

-  Proposed 4 Storey Building
-  Existing / Proposed Buildings
Less Than 4 Storeys

Note: This drawing is for discussion purposes only.
Time zone UTC -04:00.

Date: October 10, 2017 Drawn By: A.M. File: 17-715



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10:00am DECEMBER 21

SHADOW ENCROACHING ONTO 401 ESSA RD.



12:00pm DECEMBER 21

SHADOW ENCROACHING ONTO 401 ESSA RD.



3:00pm DECEMBER 21



SHADOW ENCROACHING ONTO 401 ESSA RD.



Shadow Study December 21

405 Essa Road
(Lot 5 & Concession 13)
City of Barrie, ON

LEGEND

-  Proposed 4 Storey Building
-  Existing / Proposed Buildings Less Than 4 Storeys

Note: This drawing is for discussion purposes only.
Time zone UTC -05:00.

Date: October 10, 2017

Drawn By: A.M.

File: 17-715



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