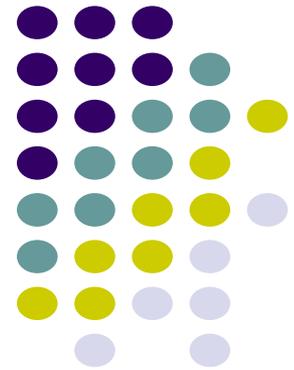


401 ESSA ROAD ZONING BYLAW AMENDMENT & DRAFT PLAN OF SUBDIVISION APPLICATION



MAY 16TH, 2016
PUBLIC MEETING



APPLICATION CONTEXT



SITE:

- 401 ESSA RD. & PART OF THE PATTERSON RD. UNOPENED ROAD ALLOWANCE
- FRONTAGE:
 - 82.1 M.
- AREA:
 - 1.09 HA (2.69 ACRES).
- ONE (1) SINGLE-DETACHED DWELLING.

SURROUNDING:

- COMMERCIAL DEVELOPMENT (ESSA & VETERANS).
- LOW, MEDIUM & HIGH DENSITY RESIDENTIAL.
- EMPLOYMENT LANDS.
- ENVIRONMENTAL PROTECTION AREA.
- EASY ACCESS TO HIGHWAY 400.

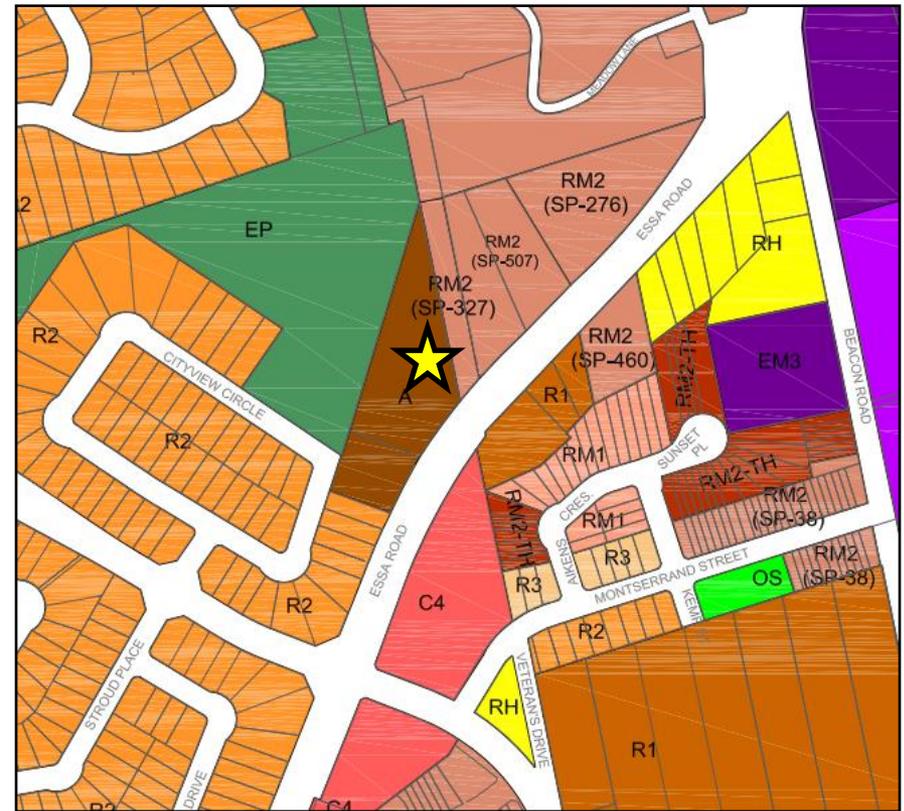
LAND USE DESIGNATION & ZONING



LAND USE DESIGNATION



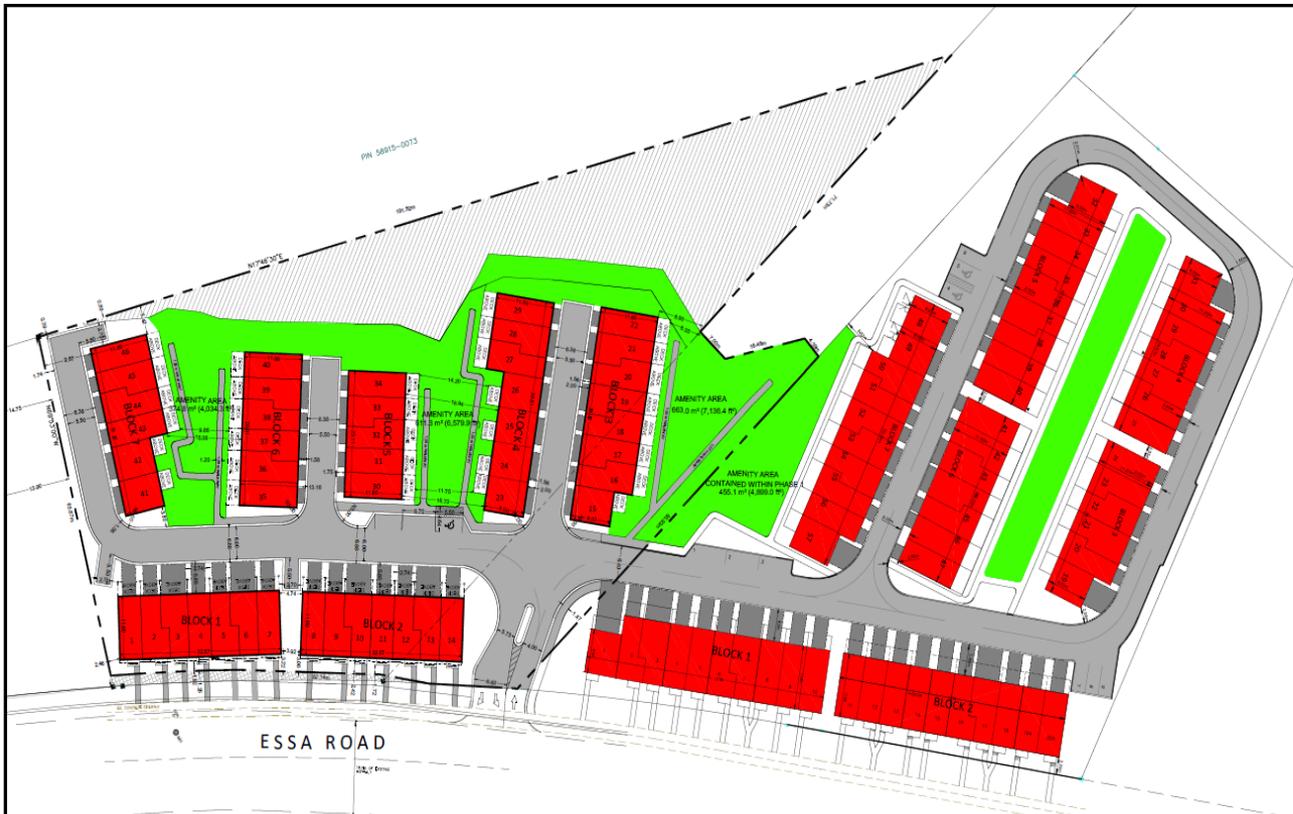
ZONING



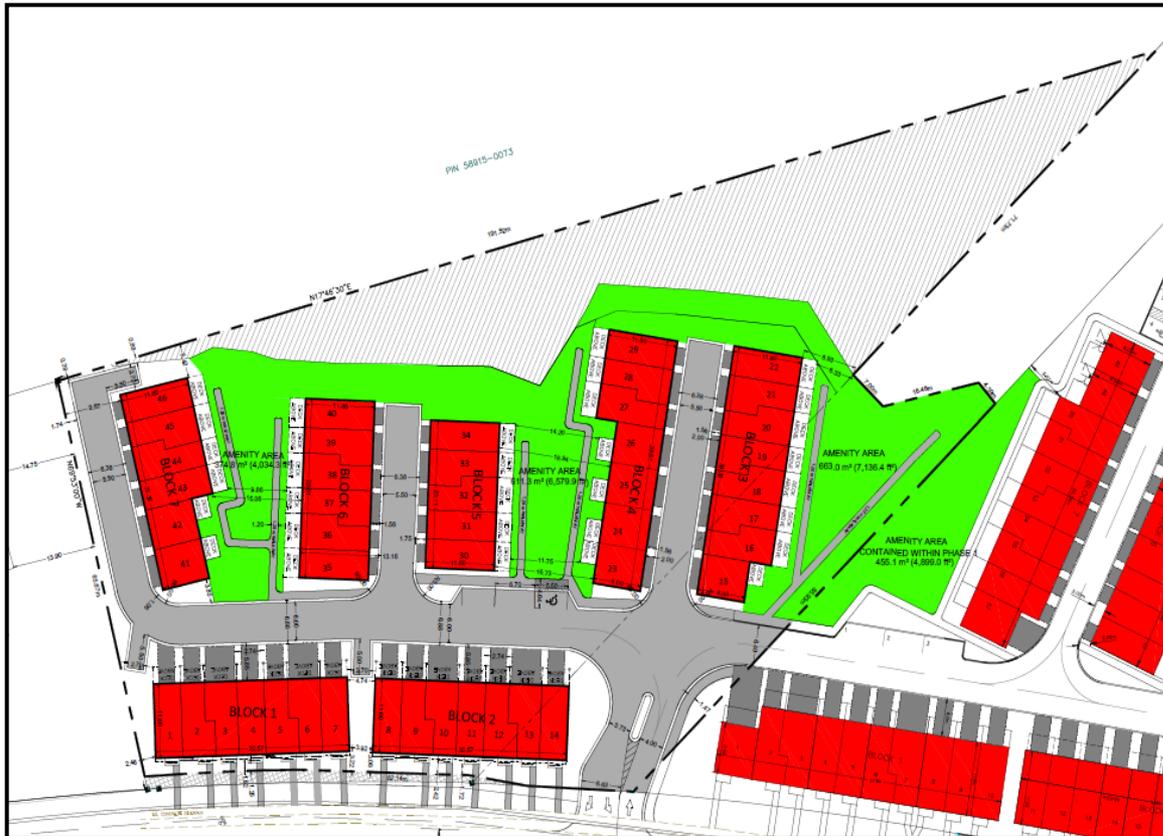
SITE DESIGN



- FULLY INTEGRATED WITH PHASE 1.
 - WINNER - 2015 BILD GREEN BUILDER OF THE YEAR.
 - NOMINATED FOR 3 OTHER 2015 BILD AWARDS.
- SHARED ENTRANCE PROVIDING VIEWSCAPE INTO CENTRAL AMENITY AREA.
- EFFICIENT VEHICLE MOVEMENT THROUGH THE SITE WITH GARAGE PARKING DECREASING VEHICLE PRESENCE.
- FREEHOLD TENURE ACROSS SITE ESTABLISHING PRIDE OF OWNERSHIP WITH CONDOMINIUM CONTROLLED INFRASTRUCTURE AND OPEN SPACE.
- PEDESTRIAN ORIENTED URBAN COMMUNITY.

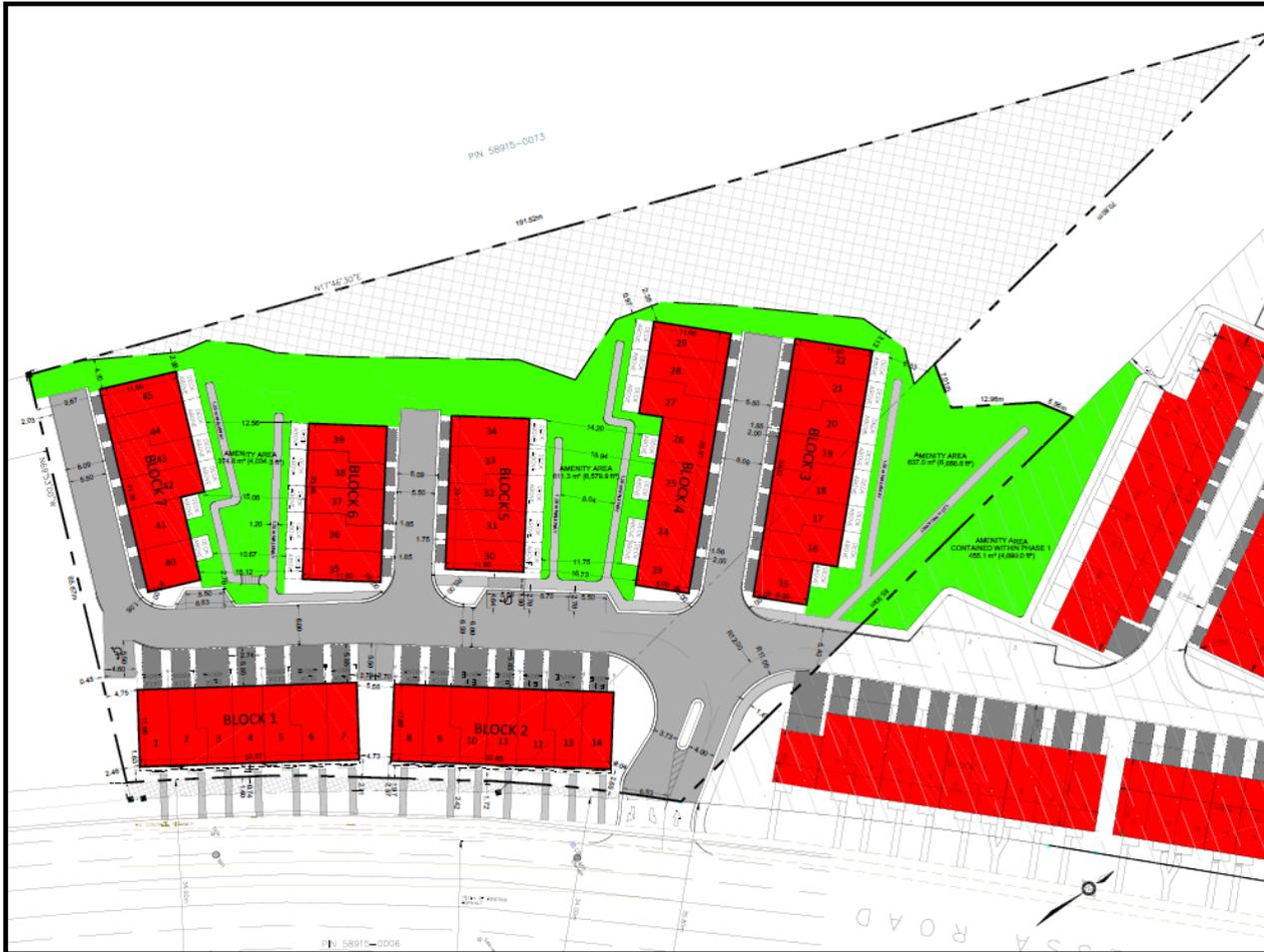


NEIGHBOURHOOD MEETING APRIL 14, 2016 - PUBLIC COMMENTS



- INCREASED DENSITY
- NOISE IMPACT FROM VEHICLES ALONG ESSA RD.
- ADDITIONAL TRAFFIC ADDING TO ESSA RD.
- VIEW OF REAR OF PROPERTY FROM CITYVIEW CIR.
- RETENTION OF MATURE VEGETATION IN SOUTHWEST CORNER
- INDIVIDUAL PARKING SPOT IN SOUTHWEST CORNER

REVISED SITE DESIGN



- 45 TOWNHOUSE UNITS.
- EXISTING TREES IN SOUTHWEST CORNER TO BE RETAINED.
- REMOVAL OF SOUTHWEST CORNER PARKING SPOT.
- ADDITIONAL BARRIER FREE PARKING SPOT.
- EXTENT OF ENVIRONMENTAL PROTECTION LANDS ESTABLISHED.
- URBAN SETTING, CLOSE TO EXISTING TRANSIT, SHOPPING, PARKS AND SCHOOLS.
- ENERGYSTAR AS STANDARD LABEL & APPROACHING NEAR-NET ZERO.

ZONING BY-LAW AMENDMENT



- THE SUBJECT LANDS ARE CURRENTLY ZONED AGRICULTURE (A) & RM2 (SP-327).
- IN ORDER TO ACCOMMODATE THE PROPOSED DEVELOPMENT THE PERMITTED USES AND EXCEPTIONS BELOW ARE REQUIRED (RM2-SP):
 - PERMIT ALL USES CONTAINED WITHIN THE RM2 ZONE.
 - PERMIT A MAX. DENSITY OF 56 UNITS PER HECTARE.
 - INCREASE MAX. HEIGHT FROM 10.0 TO 11.0 METRES.
 - INCREASE MAX. GROSS FLOOR AREA FROM 60% TO 78%.
 - INCREASE MAX. LOT COVERAGE FROM 35% TO 37%.
 - REDUCE MIN. FRONT YARD SETBACK FROM 7.0 TO 1.9 M. (1.40 M UPDATED)
 - REDUCE MIN. REAR YARD SETBACK FROM 7.0 TO 4.8 M. (2.30 M UPDATED)
 - REDUCE MIN. DRIVEWAY LENGTH FROM 6.0 M TO 1.5 M.
 - REDUCE MIN. INTERNAL ROADWAY WIDTH FROM 6.4 M TO 5.5 M.
 - REDUCE MIN. PARKING STANDARD FROM 1.5 SPACES PER UNIT TO 1.0 SPACES PER UNIT.



CONCEPTUAL DESIGN ELEMENTS



Blocks 1 & 2 Elevation



Example Floor Plan

Source: Sean Digital Brochure



“The Lawn” Concept





CONCEPTUAL DESIGN ELEMENTS

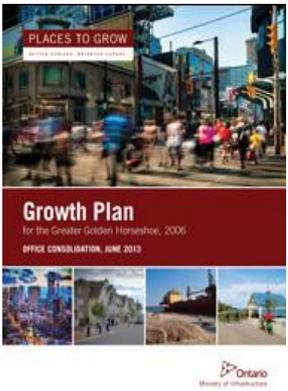


Central Amenity Space Interface



Architectural Style





PLANNING POLICY



- SECTION 2.2.3(1) – 40 PERCENT OF ALL NEW DEVELOPMENT WITHIN BUILT-UP AREA.
- EMPHASIS ON BUILT FORM AND HIGH QUALITY DESIGN.
- PERMIT HIGH DENSITY DEVELOPMENT IN INTENSIFICATION AREAS.
- PROTECTS NATURAL HERITAGE FEATURES AND FUNCTIONS.
- CREATE OPPORTUNITIES FOR EFFICIENT MULTI-MODAL TRANSPORTATION – CAR, TRANSIT, WALKING AND CYCLING.
- CREATE RESIDENTIAL USE PROXIMAL TO COMMERCIAL AMENITIES AND PLACES OF EMPLOYMENT.



Prepared by the Planning Services Department
Office Consultation/March 2011



INTENSIFICATION AREAS



 Secondary Corridor

 Built-up Area

- RESIDENTIAL INTENSIFICATION IS ENCOURAGED ON THE SUBJECT LANDS GIVEN ITS LOCATION ALONG A DELINEATED INTENSIFICATION CORRIDOR.
- INTENSIFICATION MUST ALSO CONTRIBUTE TO DEVELOPMENT THAT IS MORE COMPACT AND WILL:
 - EFFICIENTLY USE LAND AND RESOURCES;
 - OPTIMIZE THE USE OF EXISTING AND NEW INFRASTRUCTURE AND SERVICES;
 - SUPPORT PUBLIC TRANSIT AND ACTIVE TRANSPORTATION, CONTRIBUTE TO IMPROVING AIR QUALITY AND PROMOTING ENERGY EFFICIENCY.
- CLOSELY ALIGNED WITH RECENTLY CREATED DEVELOPMENT STANDARDS FOR INTENSIFICATION AREA ZONES (BY-LAW 2015-097).

CONCLUSION



- PROPOSAL AIMS TO DEVELOP VACANT LOT WITH 45 TOWNHOUSE UNITS.
- APPROPRIATE LOCATION FOR MEDIUM/HIGH DENSITY DEVELOPMENT WITHIN A DELINEATED INTENSIFICATION CORRIDOR.
- PATTERSON ROAD ROW PURCHASED FROM CITY AND INCORPORATED INTO DESIGN ALLOWING FOR INTEGRATION OF PHASE 1 & 2.
- DEVELOPMENT WILL BE OF HIGH END URBAN DESIGN, PROVIDING HOUSING OPTIONS TO VARIOUS DEMOGRAPHICS INCLUDING 7 UNITS PRICED BELOW \$260,000.
- OPTIMIZE THE USE OF EXISTING INFRASTRUCTURE TO SUPPORT GROWTH IN A COMPACT, EFFICIENT FORM.
- DEVELOPMENT CONSISTENT WITH PROVINCIAL POLICY STATEMENT, GROWTH PLAN AND CITY OF BARRIE OFFICIAL PLAN.

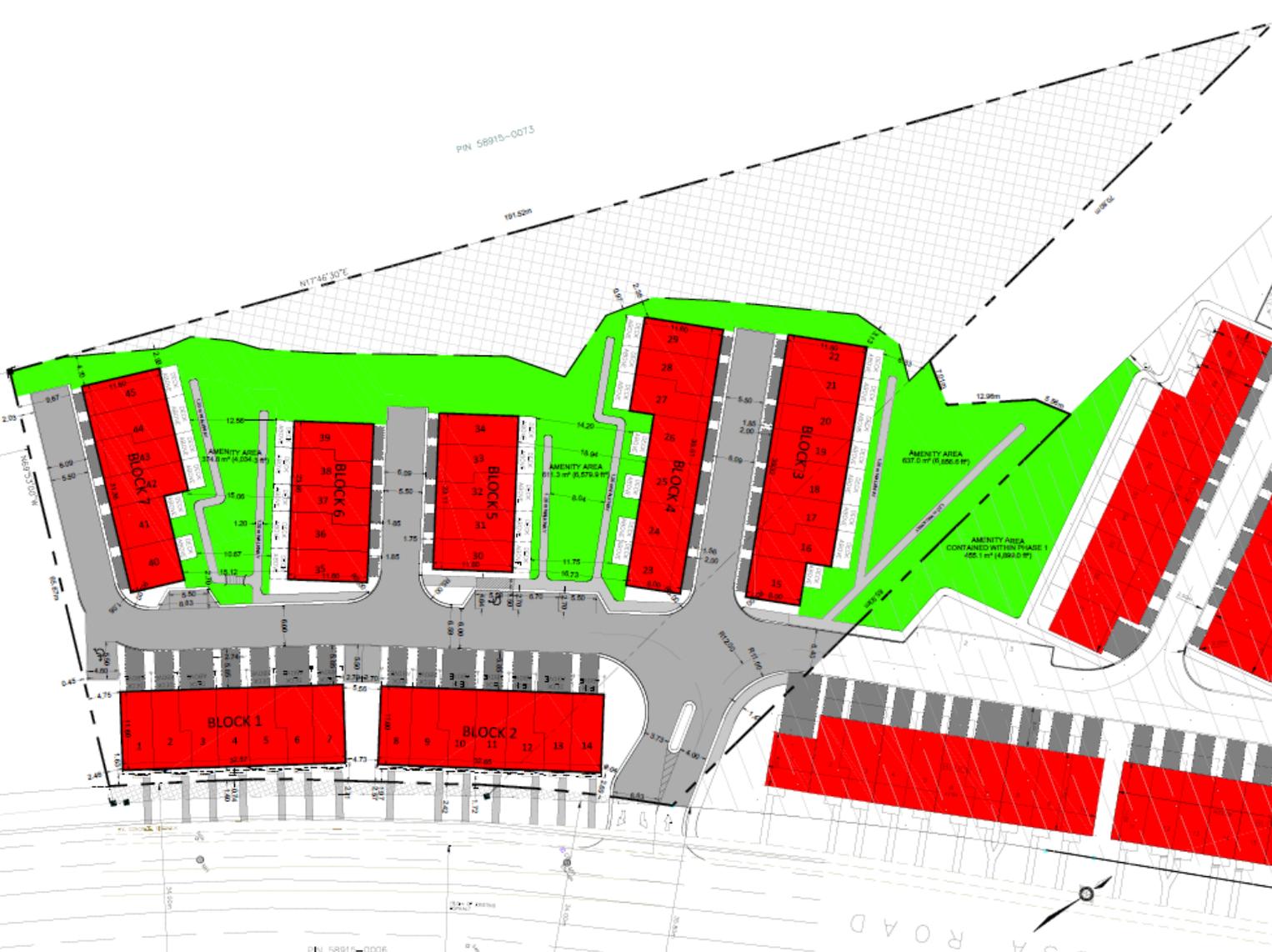
SITE PLAN

PART OF LOT 5, CONCESSION 13
IN THE
CITY OF BARRIE
CITY OF SIMCOE

2016

- SCALE 1:600
- SUBJECT LANDS
1.09 ha (2.69 ac.)
*0.01 ha (2.00 ac.) after EP dedication
 - TOWNHOUSES (45 UNITS)
2,414.4 m² (25,988 ft²)
 - AMENITY SPACE
2,187.1 m² (23,541 ft²)
 - INTERNAL ROADS (DRIVEWAYS INCL.)
2,260.1 m² (0.55 ac.)
 - SIDEWALKS
0.04 ha (0.10 ac.)
 - ENVIRONMENTAL PROTECTION
0.28 ha (0.69 ac.)
 - PHASE 1
 - ROAD WIDENING
152.7 m² ha (1,643.6 ft²)

ZONING TABLE			
PROVISION	RM2 REQUIRED	MU2 REQUIRED	PROVIDED
LOT AREA	320 m ²	-	806.9 m ²
SETBACK	2.0 m	-	8.0 m
FRONT YARD SETBACK	2.0 m	MIN. 2.0 m (6.0 ft) rear setback	1.45 m
REAR YARD SETBACK	1.8 m	9.0 m (30.0 ft)	2.0 m
REAR YARD SETBACK (along by-lanes, 0.5 m of Zone 1 only)	N/A	7.0 m	2.0 m
REAR YARD SETBACK	7.0 m	N/A	2.0 m
FRONT FACED STOP SPACE (MPL)	N/A	45 degree angle plane at height above 80% equivalent of 10' of way along the roadway (they may be 20' high)	N/A
REAR FACED STOP SPACE (MPL)	N/A	7' equivalent to an 10' plane, 10' of height above 80% equivalent of 10' of way along the roadway (they may be 20' high)	N/A
REAR FACED STOP SPACE (MPL)	N/A	45 degree angle plane at height above 80% equivalent of 10' of way along the roadway (they may be 20' high)	N/A
LOT COVERAGE (max. 50% of area)	50%	-	16.0%
GRADE FLOOR AREA (max. 1/3 of lot area)	60%	-	19.3%
STREET LEVEL FLOOR HEIGHT (MPL)	N/A	4.0 m	3.0 m
BUILDING HEIGHT	32m	7.0 m (23.0 ft), 30.0 m (100.0 ft)	32m
MIN. LANDSCAPING SPACE	30%	N/A	32.2%
PARKING	1.5 SPACES/UNIT OR 5 SPACES/UNIT	1.5 SPACES PER DWELLING	2.0 SPACES/UNIT OR 10 SPACES/UNIT
AMENITY AREA	100/1000 (100% of 1000)	100/1000 (100% of 1000)	80% of CONSIDERED 1.50% of 1000 (1500)



SITE PLAN - SEAN MASON HOMES

CITY OF BARRIE

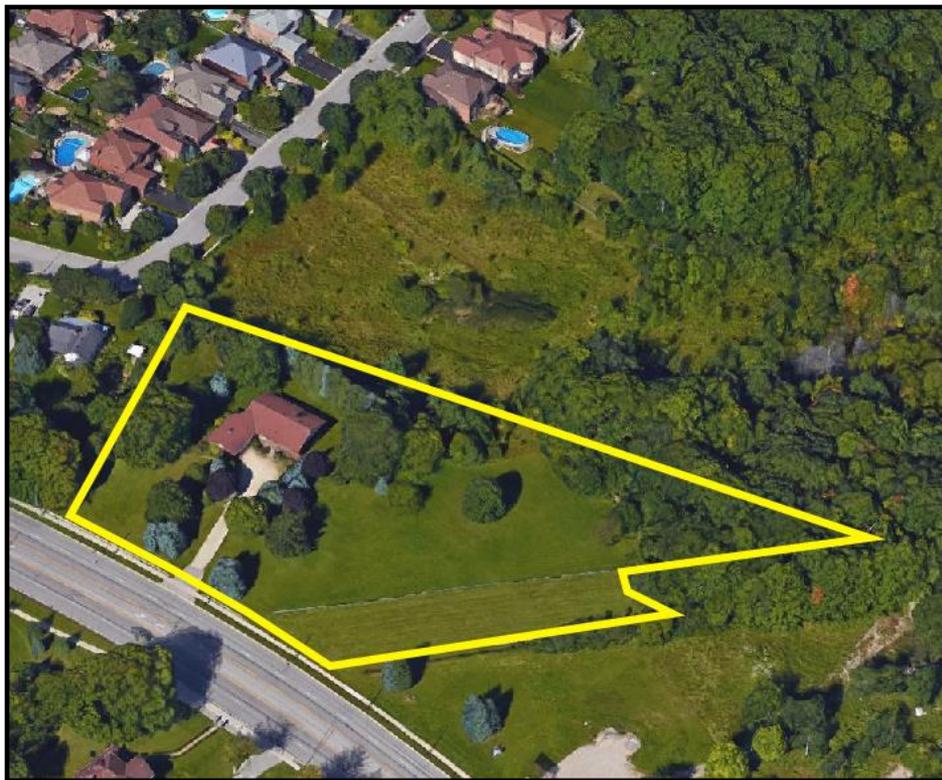
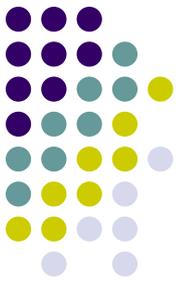
INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

1500 BUCKINGHAM STREET, SUITE 201, BARRIE, ONTARIO, L4N 1W8
TEL: (705) 815-5451 FAX: (705) 815-6148
www.ipsinnovative.com

FILE: 15-55 - BASE Plan-Phase 1 & 2 DATE: MAY 2016
PROJECT: 15-55 - Sean Mason Homes - Phase 1 DRAWN BY: J.S.



AERIAL OVERVIEW



Tilted Aerial Looking West
Source: Google Earth



Aerial with Parcel Fabric
Source: Simcoe Maps



CONCEPTUAL DESIGN ELEMENTS



Architectural Style

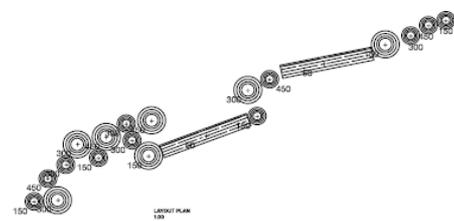
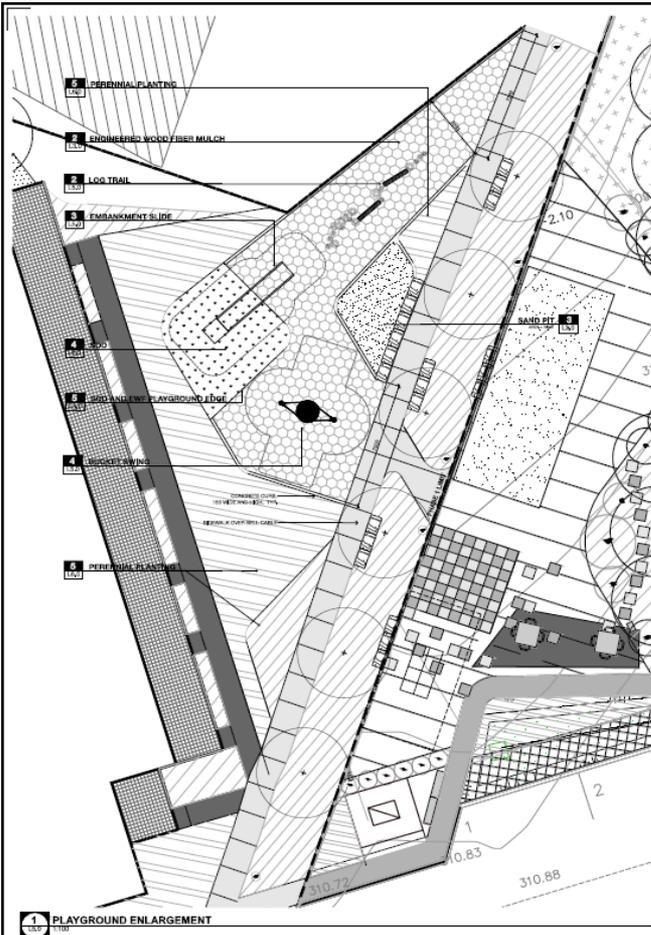
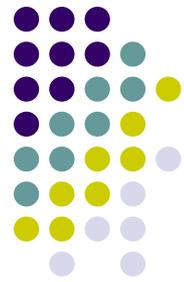


Landscape Elements

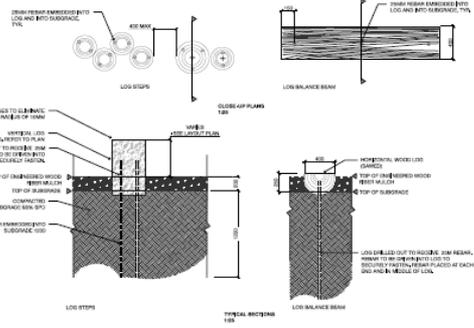


Essa Road Interface

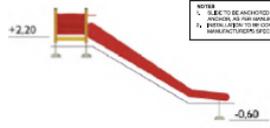
LANDSCAPE PLAN



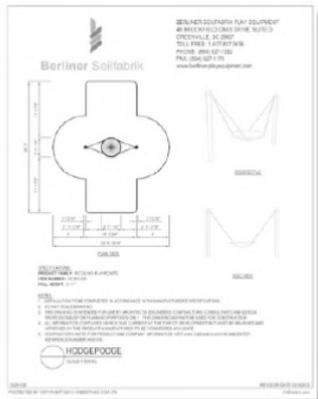
NOTE
1. LOG TRAIL TO BE A MINIMUM OF 1.8 METERS CLEAR OF TREES, EMBANKMENT, FENCE AND CURB.



2 LOG TRAIL



3 EMBANKMENT SLIDE



4 BUCKET SWING

thinc thincdesign
THOUGHTFUL DESIGN
THOUGHTFUL DESIGN
THOUGHTFUL DESIGN

NOTE: WITH
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. THE LOCATION OF TREES, LOGS, ALL EMBANKMENTS AND SWINGS IS APPROXIMATE TO THE LANDSCAPE ARCHITECT'S MEASUREMENTS AND SPACE PLANNING AND THE RESULT OF SITE VISUALIZATION ONLY.
3. ALL TREE SPECIES ARE TO BE PLANTED AT THE END OF THE PROJECT.

DATE: 10/10/2015
SCALE: 1:500
PROJECT: 369 ESSA ROAD - PHASE 2
SOUTH MACKIN, COLUMBIA, OHIO
LANDSCAPE DETAILS

PROJECT NO: 14019
SCALE: 1:500
DATE: 10/10/2015
PROJECT: 369 ESSA ROAD - PHASE 2
SOUTH MACKIN, COLUMBIA, OHIO

L5.0