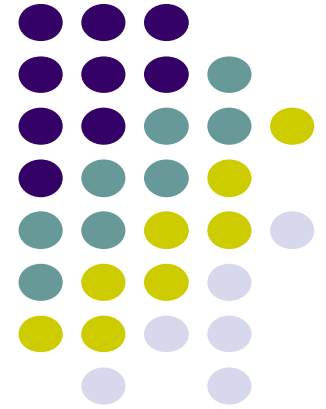


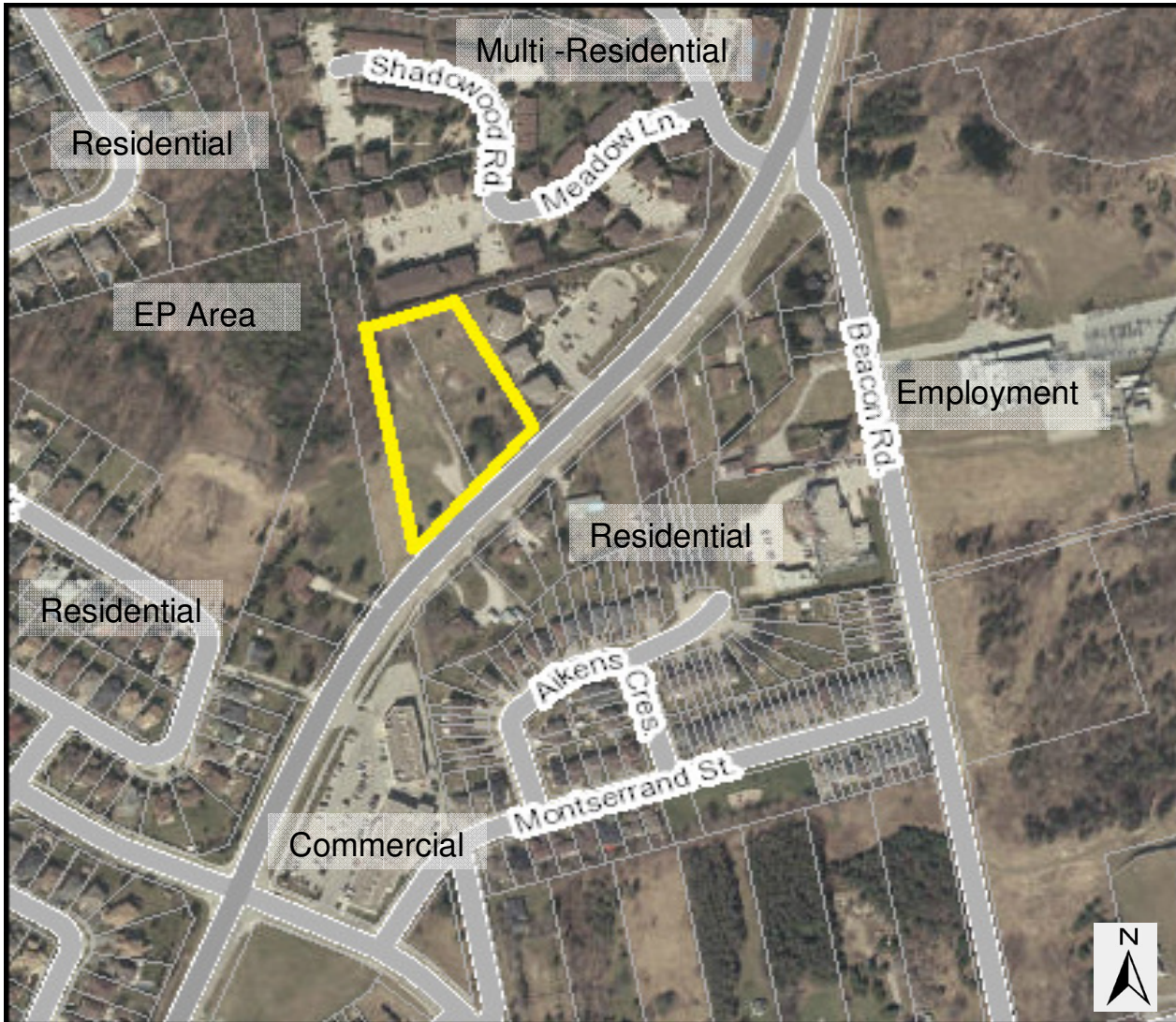
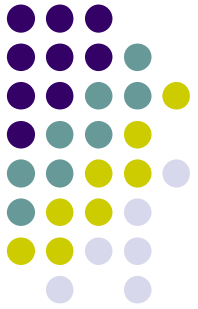
# 369 & 379 ESSA ROAD ZONING BYLAW AMENDMENT APPLICATION



MAY 5<sup>TH</sup>, 2014  
PUBLIC MEETING



# APPLICATION CONTEXT



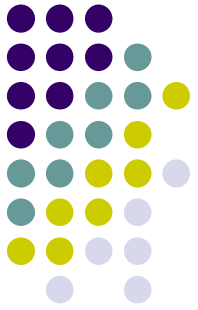
## SITE: 369 & 379 ESSA RD

- FRONTAGE:
  - 111.46 M
- AREA:
  - 1.01 HA (2.48 ACRES)
- VACANT
- UNOPENED ROAD ALLOWANCE TO WEST
- RM2-SP327 ZONING

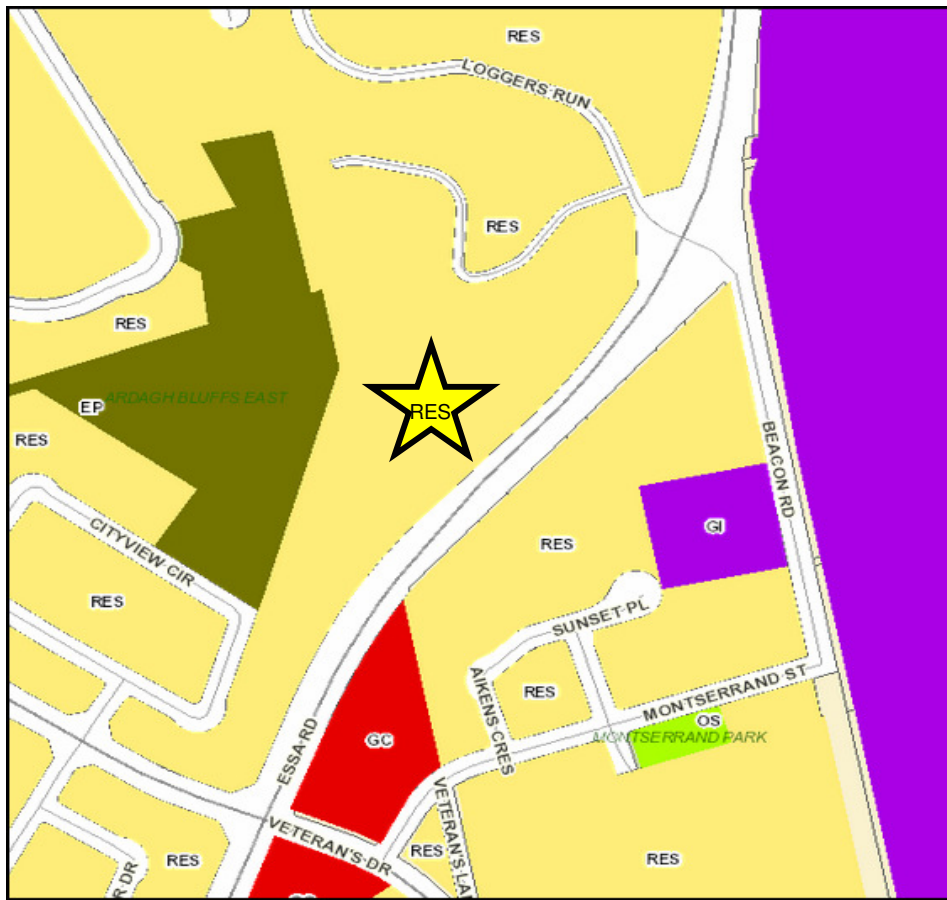
## SURROUNDING:

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

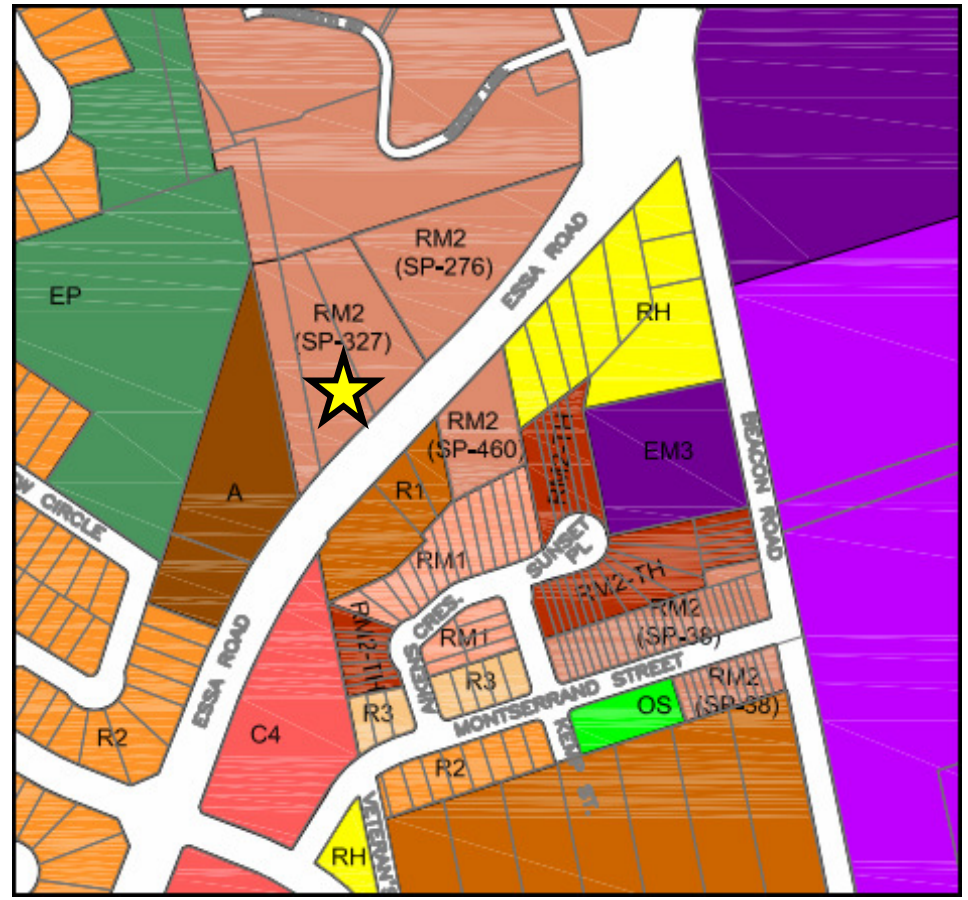
# LAND USE DESIGNATION & ZONING



LAND USE DESIGNATION



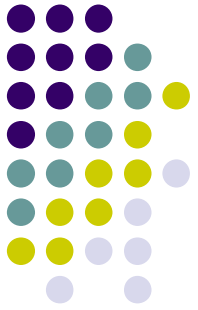
ZONING



**THEMES:**

- MODERN, SIMPLE, AFFORDABLE HOMES WITH CLEAN LINES AND OPEN INTERIORS.
- SOCIAL COMMUNITY WITH OPPORTUNITY TO GATHER IN AMENITY SPACES.
- URBAN SETTING, CLOSE TO EXISTING TRANSIT AND SHOPPING, PARKS AND SCHOOLS.
- WARM MODERN ARCHITECTURE WITH PORCHES AND TUCK UNDER GARAGES.
- HEALTH AND WELL BEING WILL BE KEY FEATURES OF THE OFFERING.
- ENERGYSTAR AS STANDARD LABEL.
- LID AND MODERN XERISCAPING, SOAK AWAY PITS AND RAIN GARDENS.





# CONCEPTUAL DESIGN ELEMENTS

Blocks 3-7 Elevations

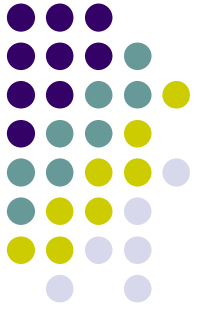


Example Floor Plan

Source: Mosaic Homes



Central Amenity Space



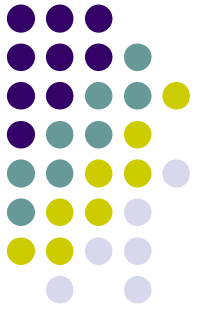
# CONCEPTUAL DESIGN ELEMENTS



Central Amenity Space  
Interface



Architectural Style



# CONCEPTUAL DESIGN ELEMENTS



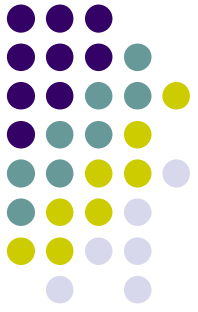
Architectural Style



Landscape Elements



Essa Road Interface

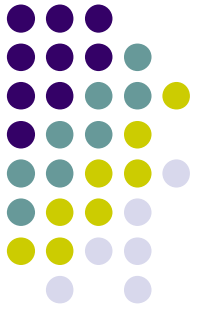


# ZONING BY-LAW AMENDMENT

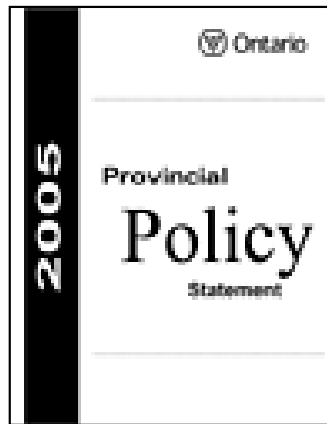
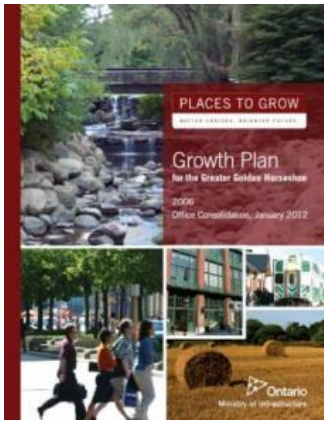
- THE SUBJECT LANDS ARE CURRENTLY ZONED RM2 (SP-327).
- IN ORDER TO ACCOMMODATE THE PROPOSED DEVELOPMENT THE PERMITTED USES AND EXCEPTIONS BELOW ARE REQUIRED:
  - PERMIT ALL USES CONTAINED WITHIN THE RM2 ZONE.
  - PERMIT TANDEM PARKING WITHIN GARAGE.
  - INCREASE MAX. DENSITY FROM 40 TO 60 UNITS PER HECTARE.
  - INCREASE MAX. HEIGHT FROM 10.0 TO 11.0 METRES.
  - INCREASE MAX. GROSS FLOOR AREA FROM 60% TO 72%.
  - REDUCE MIN. FRONT YARD SETBACK FROM 7.0 TO 2.6 METRES.
  - REDUCE MIN. DRIVEWAY LENGTH FROM 6M TO 1.5M.
  - REDUCE MIN. INTERNAL ROADWAY WIDTH FROM 6.4M TO 3.7M (FOR ONE WAY ROADWAY ONLY).
  - REDUCE MIN. AISLE WIDTH ABUTTING 90 DEGREE PARKING FROM 6.4M TO 4.5M (FOR ONE WAY AISLE ONLY).



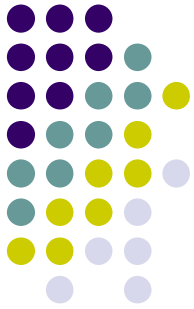
# SUPPORTING STUDIES



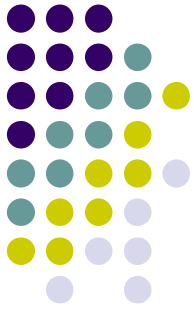
- THE FOLLOWING REPORTS HAVE BEEN COMPLETED TO SUPPORT THE FOLLOWING APPLICATION:
  - PLANNING JUSTIFICATION REPORT.
  - FUNCTIONAL SERVICING REPORT WITH STORMWATER MANAGEMENT COMPONENT.
  - URBAN DESIGN BRIEF.
  - NOISE AND VIBRATION STUDY.
  - ENVIRONMENTAL IMPACT STUDY.



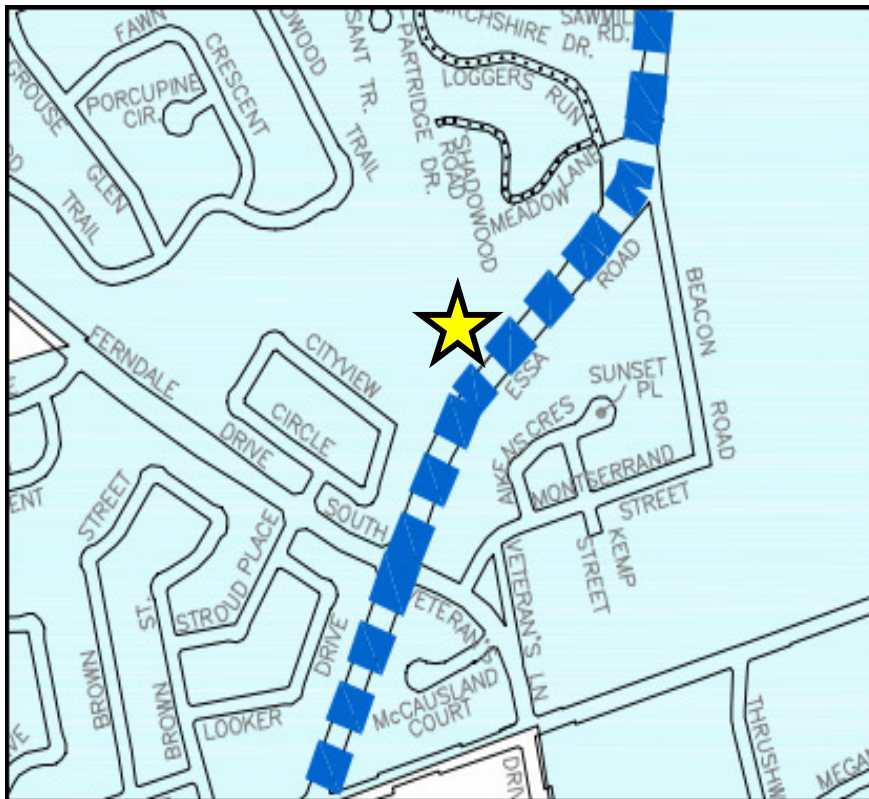
# PLANNING POLICY




- 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 PROXIMAL TO COMMERCIAL AMENITIES AND PLACES OF EMPLOYMENT.



# INTENSIFICATION AREAS



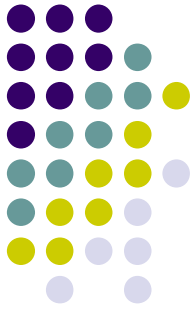
 Secondary Corridor

 Built-up Area

- RESIDENTIAL INTENSIFICATION IS ENCOURAGED ON THE SUBJECT LANDS GIVEN ITS LOCATION ALONG A SECONDARY CORRIDOR ACCORDING TO SCHEDULE I OF THE OFFICIAL PLAN.
- 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.



# CITY OF BARRIE OFFICIAL PLAN: LOCATIONAL CRITERIA



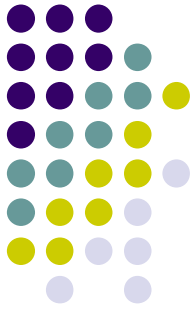
## 4.2.2.3 LOCATIONAL CRITERIA

(A) IN AREAS WHERE A SECONDARY PLAN IS NOT IN EFFECT, THE LOCATIONAL CRITERIA SHALL APPLY.

THE PROPERTY ACHIEVES THE LOCATIONAL CRITERIA FOR HIGH DENSITY RESIDENTIAL BASED ON THE FOLLOWING:

- FRONTAGE ON AN ARTERIAL ROAD.
- ADJACENT TO BARRIE TRANSIT ROUTE 8A/8B, WITHIN WALKING DISTANCE TO 6A/6B.
- IN PROXIMITY TO AN ARRAY OF ELEMENTARY AND SECONDARY SCHOOLS.
- PRIVATE PARKS AND AMENITY SPACE PROVIDED, NEARBY PUBLIC PARKS AND ENVIRONMENTAL PROTECTION LANDS.
- WITHIN 5 MINUTE WALKING DISTANCE TO COMMERCIAL AMENITIES AT ESSA AND FERNDALE.
- MUNICIPAL SERVICES AVAILABLE TO SERVICE THE PROPOSED DEVELOPMENT, AT THE EXPENSE OF THE DEVELOPER.

# CONCLUSION



- PROPOSAL AIMS TO DEVELOP VACANT LOT WITH 60 TOWNHOUSE UNITS.
- LOGICAL LOCATION FOR HIGH DENSITY DEVELOPMENT, WITHIN INTENSIFICATION CORRIDOR.
- OPPORTUNITY TO INCORPORATE ADJACENT (WEST SIDE) CITY OWNED UNOPENED PATTERSON ROAD ROW.
- DEVELOPMENT WILL BE OF HIGH END URBAN DESIGN, PROVIDING HOUSING OPTIONS TO VARIOUS DEMOGRAPHICS.
- 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.

## ZONING TABLE - RM2 ZONE

PROVISION	REQUIRED - RM2 ZONE	PROVIDED
LOT AREA (min.)	720 m <sup>2</sup>	10059.5 m <sup>2</sup>
LOT FRONTAGE (min.)	21 m	111.46 m
FRONT YARD (min.)	7 m	2.60 m
SIDE YARD (min.)	1.8 m	3.10 m
REAR YARD (min.)	7 m	7.68 m
LANDSCAPED OPEN SPACE (min. %)	35.00%	40.59%
DWELLING UNIT FLOOR AREA (min.)	55 m <sup>2</sup> - 65 m <sup>2</sup>	103 m <sup>2</sup> - 136.94 m <sup>2</sup>
LOT COVERAGE (max. %)	35	31.45 %
GROSS FLOOR AREA (max. %)	60	69.44 - 71.45 %
HEIGHT OF MAIN BUILDING (max.)	10	11 m
AMENITY SPACE	720 m <sup>2</sup> (12 m <sup>2</sup> /unit)	2200 m <sup>2</sup> (728 m <sup>2</sup> + 434 m <sup>2</sup> + 1038 m <sup>2</sup> )
ACCESSORY BUILDING SETBACK - SIDE LOT LINE (min)	0.6 m	4.64 m
PARKING	90 SPACES	> 90 SPACES
DENSITY	40 upha	60 upha

