
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 401 ESSA ROAD & PATTERSON ROAD UNOPENED ROAD ALLOWANCE – SEAN MASON HOMES (ESSA RD.) INC.

WARD: 6

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MANAGER OF DEVELOPMENT PLANNING, EXT. #4324

SUBMITTED BY: S. NAYLOR, MES, M.C.I.P., R.P.P., DIRECTOR OF PLANNING *Steph Naylor*

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P.ENG. *R Forward*
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER *C Ladd*

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 as 401 Essa Road and a portion of the Patterson Road unopened road allowance located between Lots 5 & 6, Concession 13, being part of PIN 58914-0009 from Agricultural (A) and Residential Multiple Dwelling Second Density - Special (RM2)(SP-327) to Residential Multiple Dwelling Second Density Special Provision (RM2)(SP) and Environmental Protection (EP), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a. Permit a maximum density of 56 units per hectare, whereas 40 units per hectare is permitted;
 - b. Permit a minimum density of 40 units per hectare;
 - c. Permit a maximum lot coverage of 37%, whereas 35% is permitted;
 - d. Permit a minimum front yard setback of 1.4 metres, whereas 7 metres is required;
 - e. Permit a minimum rear yard setback of 2.3 metres, whereas 7 metres is required;
 - f. Permit a maximum Gross Floor Area of 75%, whereas 60% is permitted;
 - g. Permit a maximum building height of 11 metres, whereas 10 metres is permitted;
 - h. Permit a minimum driveway length of 5.8 metres for units 1-14, whereas 6.0 metres is required;
 - i. Permit a minimum driveway length of 1.5 metres for units 15-45, whereas 6.0 metres is required; and
 - j. Permit Tandem parking within the garages.

3. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

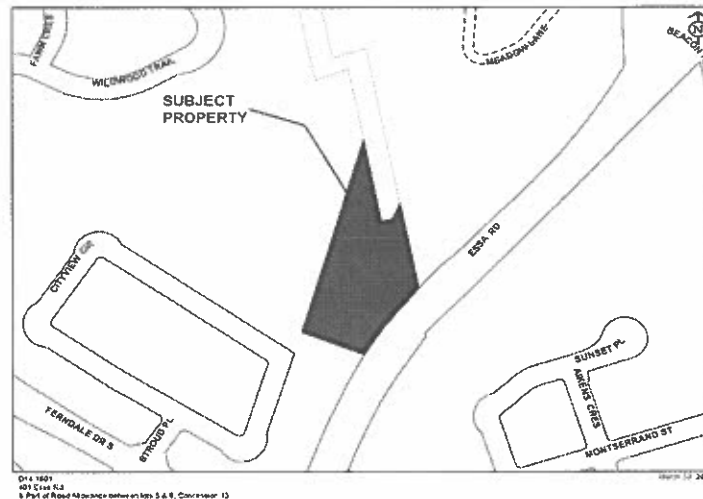
PURPOSE & BACKGROUND

Report Overview

4. 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 Rd.) Inc. for lands known municipally as 401 Essa Road and a portion of the abutting Patterson Road unopened road allowance located to the immediate northeast. The effect of the application would be to permit the development of 45 block/cluster townhouse units with a maximum density of 56 units per hectare (see Appendix "A"). The environmentally sensitive portion of the subject lands associated with the adjacent valley lands and significant woodland feature (Ardagh Bluffs), are proposed to be zoned Environmental Protection (EP) and would be required to be conveyed to the City for Environmental Protection at the time of Site Plan Approval (see Appendix "B"). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of medium density residential development in accordance with both Provincial and Municipal policy.
5. The applicant has also submitted an application for Draft Plan of Subdivision (D12-420), 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 45 residential block/cluster 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.
6. In accordance with Council Motion 14-G-208 (By-law 2015-101), a portion of the Patterson Road unopened road allowance was declared surplus and sold to Sean Mason Homes (Essa Rd.) Inc. on November 25, 2015. These lands were purchased by the applicant with the intent of providing a connection between the subject lands (Phase II) and the existing Phase I development currently under construction at 369-379 Essa Road. The applicant is interested in purchasing an additional (approximately) 539.1m² of the Patterson Road unopened road allowance to complete the development. The Legal Services Department is in the process of preparing the Purchase and Sale Agreement for these lands. All environmentally significant lands associated with the Patterson Road unopened road allowance have been delineated by an Environmental Impact Assessment and will be retained by the City in accordance with Motion 14-G-208.

Location

7. 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 401 Essa Road and has a total lot area of approximately 1.1ha with approximately 82m of frontage on Essa Road.



8. The existing land uses surrounding the subject property are as follows:
- North: City owned lands associated with the Ardagh Bluffs; zoned Environmental Protection (EP).
 - South: Essa Road, existing single detached residential and commercial lands; zoned Residential Single Detached Dwelling First Density (R1) and General Commercial (C4).
 - East: Medium density block/cluster townhouse development under construction (Phase I); zoned Residential Multiple Dwelling Second Density - Special RM2(SP-507).
 - West: Existing single detached residential; zoned Agricultural (A).

Existing Policy

9. The subject property is designated Residential Area within the City's Official Plan and is zoned Agricultural (A) and Residential Multiple Dwelling Second Density – Special (RM2)(SP-327) by the City's Comprehensive Zoning By-law 2009-141. The current site specific provision (SP-327) over the subject lands (Patterson Road unopened road allowance) requires that the lands be used for a rest home in accordance with a previous development proposed for the adjacent lands to the east.
10. 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.

Background Studies

11. In support of the application, the following reports were submitted:
- a) **Planning Justification Report** (February 2016) – 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** – 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** (January 2016) – provides the opinion of Azimuth Environmental Consulting Inc. 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** (January 2016) – 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** (February 2016) – 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** (January 28, 2016) – was submitted as an update to the original Noise Report dated October 30, 2013 and addendum dated January 22, 2014 which were completed for Phase I. 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 Brief** (August 28, 2015) – 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** (February 2016) – concludes that the subject lands will require the connection of sanitary and watermain services to the existing services in Phase I 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.

Neighbourhood Meeting

12. A Neighbourhood Meeting was held on April 14, 2016 to present the proposed development to the local residents (see Appendix "C"). Eleven (11) residents attended this meeting in addition to the applicant, their consultant, Ward 6 Councillor and Planning staff (see Appendix "D"). The concerns raised 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 (56 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, and 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:**

All existing vegetation within the environmentally sensitive lands on site will be maintained. In addition, since the Neighbourhood Meeting, the applicant has confirmed that the existing mature spruce hedgerow toward the southwest corner of the property is now proposed to be maintained as a result of the elimination of one (1) residential dwelling unit. Compensation plantings associated with Phase I are also proposed to the west of this existing spruce hedgerow, adjacent to the City's stormwater management facility. As a result, staff are satisfied that existing tree preservation and the proposed compensation plantings will adequately screen the proposed development from the existing single detached residential properties on Cityview Circle.

- **Increased Height:**

The applicant has requested a site specific zoning provision for an increase in building height to 11 metres. The City's Comprehensive Zoning By-law 2009-141 requires a maximum building height of 10m in the RM2 zone. Staff are satisfied that variance to the building height can be supported as noted below in paragraph 37 of this report.

- **Reduction to the Required Front and Rear Yard Setbacks:**

The applicant has requested a site specific zoning provision for reduced front and rear yard setbacks of 1.4m and 2.3m, respectively. The City's Comprehensive Zoning By-law 2009-141 requires a minimum 7m setback for both the front and rear yards to the main building(s). Staff are satisfied that variances to the front and rear yard setbacks can be supported as noted below in paragraphs 38 and 39 of this report.

- **Insufficient Visitor Parking:**

Planning staff are satisfied that the proposed 105 parking spaces on site would adequately service the proposed development given that this represents a parking ratio of approximately 2.3 spaces/unit, whereby the Zoning By-law requires a minimum of 1.5 parking spaces/unit.

- **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 Traffic Division of the City's Engineering 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 abovementioned 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 hauled off site, 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 implication the proposed development may have on the market value of private property as this is not a land use planning issue.

- Local School Accommodations:

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 22.

- Status of the Patterson Road unopened road allowance and existing municipal connection (path) to adjacent Ardagh Bluffs Trail System (City owned EP lands):

As a condition of the Purchase and Sale Agreement for the Patterson Road unopened road allowance, the applicant is required to provide pedestrian access through the proposed development by way of a restrictive covenant registered on title. Signage is also required to be installed along the Essa Road frontage advising residents that public pedestrian access is permitted through the designated areas of the site to access the adjacent Ardagh Bluffs trail system.

- Preservation of the Environmental Protection Lands:

As identified in Appendix "B" to this report, the environmentally sensitive lands associated with the adjacent Ardagh Bluffs woodland and valley feature are proposed to be rezoned to Environmental Protection (EP) and conveyed to the City. The Lake Simcoe Region Conservation Authority has confirmed that the Environmental Protection (EP) limit as identified on Appendix "B" to this report represents an appropriate delineation of the associated environmentally sensitive lands on subject property.

Amended Concept Site Plan

13. Following the Neighbourhood Meeting and the concerns expressed by local residents, the applicant has made several changes to the preliminary concept plan submitted which identified a total of 46 units (see Appendix "C"). Most notably, the applicant has eliminated one (1) unit (total of 45 units now proposed) and is now proposing to maintain the existing mature spruce hedgerow toward the southwest portion of the property to assist in screening the proposed development from the adjacent single detached residential properties on Cityview Circle. In addition, the visitor parking space originally proposed at the southwest corner of the property has been relocated to a more central location within the site, one (1) additional visitor parking space has been added and

the development limit along the westerly boundary was adjusted slightly to accurately reflect the environmentally sensitive lands associated with the adjacent Ardagh Bluff's woodland and valley feature to the satisfaction of the City and the Lake Simcoe Region Conservation Authority.

Public Meeting

14. A statutory Public Meeting was held on May 16, 2016 to present the subject application to General Committee. A number of written and verbal comments were received in opposition of the proposed development, including a petition with 133 signatories. Additional letters in support of the proposed development were also received. The concerns expressed by both the verbal and written comments reiterated those previously received at the Neighbourhood Meeting as referenced above.

Site Meeting – June 9, 2106

15. On June 9, 2016, Planning staff met with three (3) representatives of Cityview Circle to further discuss the concerns of the local neighbourhood. In addition to the comments identified in paragraph 12 above, concerns were expressed relating to the perceived increase in traffic noise that will be experienced post-development, lighting impacts associated with vehicle headlights as a result of the internal roadway configuration, and the architectural character of the proposed dwelling units. Staff have confirmed through the applicant's noise expert, R. Bouwmeester & Associates, that the Ministry of Environment and Climate Change recommends various acoustical site planning techniques as noise control measures; one of which is "intervening structures as barriers". This concept recommends the use of 'barrier blocks' (larger buildings positioned adjacent to roadways) "to achieve economical and aesthetically acceptable outdoor noise control". In this regard, staff are satisfied that the proposed 'barrier blocks' (Appendix "A", Blocks 1 and 2) will provide an acceptable acoustic environment for the site, as well as for the Cityview Circle residential lots. It is the opinion of R. Bouwmeester & Associates that Essa Road traffic sound levels on Cityview Circle will remain at, or below, existing levels post development. In addition, staff identified that enhanced coniferous plantings at the northerly terminus of the internal roadways would be considered at the time of site plan approval to assist in buffering any headlight spillage. Finally, while staff recognize that the proposed dwelling units do provide an architectural variation to that of the existing single detached residential subdivision of Cityview Circle, the proposed dwelling units are consistent with those approved for Phase 1 and staff are satisfied that the proposed architecture is appropriate and would satisfy the City's vision for the Essa Road Intensification Corridor as an urban streetscape.

Department & Agency Comments

16. The subject application was circulated to staff in various departments and to external agencies for review and comment.
17. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject property is regulated under Ontario Regulation 179/06 of the *Conservation Authorities Act* due to its proximity to a watercourse and steep valley slope. In reference to Schedule H of the City's Official Plan, Level 1 (watercourse) and Level 2 (woodland) Natural Heritage Features are adjacent to the subject lands. In this regard, the subject application was reviewed in the context of the Provincial Policy Statement (PPS), the Lake Simcoe Protection Plan (LSPP), and Ontario Regulation 179/06 under the *Conservation Authorities Act*. LSRCA identified that the significant woodland and its associated setback (minimum 4m) be zoned Environmental Protection (EP) and conveyed to the City in accordance with Appendix "B" to this report. An Edge Management Plan and Ecological Offsetting Strategy would be required to be completed at the time of Site Plan Approval to the satisfaction of the City and LSRCA to account for any unavoidable woodland and buffer loss associated with the proposed development. Additional technical comments were also

- provided which would be required to be addressed through a subsequent Site Plan Approval application.
18. The Engineering Department provided comments indicating that the top of slope limit, stable slope limit, tree canopy limit and any required buffer limit shall all be considered when determining the development limit to the satisfaction of the City and LSRCA. In this regard, Engineering staff later confirmed that the development limit as reflected in Appendix "B" to this report is acceptable. Engineering staff further provided comments indicating that a road allowance widening (ranging from 0m to 2.59m) along the entire Essa Road frontage would be required to be conveyed to the City at the time of 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.
 19. Staff in the Traffic & Parking Services Division indicated that they had no concerns with the Traffic Impact Study submitted in support of the proposed development which concluded that the existing operations of Essa Road would not be impacted by the proposed development. Staff did however identify that a minimum two-way roadway width of 6.4m (gutter-line to gutter-line) would be required in accordance with the approvals granted for Phase I, whereas typically this measurement is taken from edge of asphalt to edge of asphalt.
 20. Parks Planning staff provided comments relating to the proposed development limit and associated EP limits of the site, the provision of public access through the site to the adjacent Ardagh Bluffs trail system, fencing and the provision of a consolidated amenity space in accordance with minimum By-law standards. Parks Planning further commented on the revised site plan attached as Appendix "A" and confirmed that they were generally satisfied with the development limit as reflected on this plan. The balance of Parks Planning comments would be addressed at the time of the subsequent Site Plan Approval.
 21. PowerStream and the City's Fire Department 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.
 22. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board provided comments advising that pupils generated from the proposed development may be accommodated within the local elementary (Trillium Woods Elementary School & St. Catherine of Sienna Catholic Elementary School) and Secondary (Bear Creek Secondary School and St. Joan of Arc Catholic Secondary School) schools; however, 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

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

Provincial Policy Statement (2014) (PPS) and Places to Grow (2012) (The Growth Plan)

24. Staff is satisfied that the proposed development would meet the intent and policies found in both the PPS and the Growth Plan in terms of contributing to the range of housing types available and would serve to make efficient use of land and existing infrastructure. In staffs' opinion, the proposed development is considered to be appropriate, as it would be located on an identified

intensification corridor within an existing built up residential area of the City, which is supported by the availability of existing infrastructure and public transit along Essa Road. In accordance with the Growth Plan requirements to accommodate 40% of new growth within the existing "built boundary" of the City, the proposed application represents intensification of an existing site.

Official Plan

25. 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.
26. There are a number of policies in the Official Plan that generally support the proposed development. Sections 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.2 Residential, 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.
27. Sections 3.3.2.1 (a), (b) and (c) 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. 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, would contribute to a compact urban form and the efficient use of land and resources, support transit, and optimize the use of existing infrastructure and services within an existing built-up area of the City.
28. 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 56 units per hectare, following the dedication of approximately 0.27ha of environmental sensitive lands associated with the adjacent valley feature/woodland on site 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 block/cluster 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 with narrower streets and longer units for tandem parking within the private garages.
29. 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 water mains, 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 south 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 Veteran's Woods Park) and significant passive recreation lands associated with the adjacent City owned EP lands (Ardagh Bluff's) to the immediate north.

30. The development, if approved, would serve to address many of the criteria outlined in 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.
31. 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 (56 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.
32. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent with and in conformity to the City's Official Plan.

Intensification Area Urban Design Guidelines

33. 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 development being proposed in the form of block/cluster townhouses, would provide an alternative housing form to a multiple storey building, but at the same time satisfy the goals of the intensification areas.

Zoning Rationale for Special Provisions (SP)

34. 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

35. While the application is proposing a maximum density of 56 units per hectare, the existing zoning standards for the RM2 zone restrict the allowable density for block/cluster townhouses to 40 units per net hectare. As noted above in paragraphs 28-31, staff are satisfied that the proposed increase in density to 56 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 40-56 units per hectare and would prevent the underdevelopment of the property in an area that has been targeted for intensification.

Lot Coverage & Gross Floor Area

36. The proposed increase in lot coverage and 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 lot coverage (37%, from 35% maximum) and GFA (75%, 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

37. The applicant is proposing that the maximum permitted height of the units be increased from the required 10 metres to 11 metres in order to achieve the desired design to have all parking maintained within the garages of the individual dwelling units. This would be achieved by constructing the dwelling units without basements. Planning staff do not anticipate any negative impacts associated with the proposed 1m increase in height given the preservation of the existing mature spruce hedgerow and additional compensation plantings required, as noted in paragraph 12 (second bullet point) above. In addition, staff are of the opinion that the proposed 11m height would provide a desirable built form along Essa Road and 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.

Reduced Front Yard Setback

38. The applicant is requesting that the minimum required front yard setback be reduced from 7.0 metres to 1.4 metres along the Essa Road frontage. While staff recognize that the reduced front yard setback can be attributed partially to the requirement of a 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 1.4 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 Rear Yard Setback

39. The applicant is proposing a reduced rear yard setback of 2.3 metres, whereas 7 metres is required. Staff recognize that this reduced setback is a result of the new rear lot line that would be established following the conveyance of the environmentally sensitive lands to the City. Should the environmentally sensitive lands be maintained in private ownership by the applicant, this site specific provision would no longer be required other than for a small portion of the southwest corner of the site adjacent to Unit #45, whereby a setback of approximately 4.7 metres has been proposed (Appendix "A"). The setback between the proposed dwelling units and closest existing residential property on Cityview Circle is approximately 50 metres and is separated by the City's stormwater management facility and the roadway. As a result, staff are satisfied that the proposed reduction to rear yard setback is appropriate and would not negatively impact the adjacent City owned lands or residential properties further west.

Reduced Roadway Width

40. While the Zoning By-law requires a minimum internal roadway width of 6.4 metres, the applicant is proposing to provide minimum internal roadway widths of 5.5 metres within the site. The applicant has advised that the intent of the reduced internal roadway width is to act as a natural traffic calming measure. The reduced roadway width (4.5m) established for Phase I, was for the one-way roadway only where 90 degree parking spaces were provided. It should be noted that the Zoning By-law specifies that one-way streets are required to be a minimum of 3.7 metres, however where 90 degree parking spaces are provided, the minimum aisle width is required to be 6.4m. As noted above in paragraph 19, Engineering staff have confirmed that a minimum roadway width of 6.4 meters (gutter-line to gutter-line) in accordance with the Zoning By-law would be required for all internal roadways so as to provide adequate separation distance for two-way traffic. As such, staff are not recommending approval of the requested site specific provision for the reduced internal roadway width.

Reduced Driveway Length & Tandem Parking

41. The Zoning By-law requires a minimum driveway length of 6.0 metres, while the applicant is proposing to provide reduced driveway lengths of 5.8 metres and 1.5 metres for units 1-14 and units 15-45, respectively. Consistent with the approvals granted for Phase I, the applicant is proposing to reduce the requirement for outdoor parking. Subsequently, the majority of the parking (80 of the proposed 105 spaces) would be located internal to the units by way of tandem parking within a garage. Staff are satisfied that the provision of 1.5m driveways for units 15-45 would provide adequate ingress and egress access to the proposed garages for parking. Additionally, staff are satisfied that the reduced driveway length of 5.8m for units 1-14 will be sufficient to accommodate parking for one vehicle as this would exceed the standard parking space length of 5.5m. It should be noted that tandem parking within the garages of these units is also proposed.
42. 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

43. 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.
44. The concept plan and 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 both surface and tandem parking within the garages.

Affordable Housing

45. The Provincial Policy Statement defines "affordable" in the case of home ownership, as the least expensive of:
- a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - b) Housing for which the purchase price is at least 10% below the average price of a resale unit in the regional market area.
46. The County of Simcoe has identified that the median household income for the City of Barrie is \$76,209. This household income would allow the purchase of an affordable unit to a maximum price of \$304,804 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 \$318,550. The applicant has indicated that the proposed average price of the units is targeted at \$250,000 to \$305,000. Based on this proposed price point, the residential housing units would be considered "affordable" as defined by the PPS, would contribute to the affordable housing stock in the City of Barrie, and assist in achieving the 10% per annum target of the Official Plan.

Bonusing

47. 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. In this case, 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) and Residential Multiple Dwelling Second Density - Special (RM2)(SP-327) zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding the above, staff note that the applicant had pre-consulted with staff on the subject development (Phase II), prior to the new Bonusing provisions being adopted by Council in July 2015. As a result, staff have not included a recommendation for any community benefit as a condition of the subject application through implementation of the Bonusing Policies.

Summary

48. 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' opinion, the provision for medium density residential development on the subject lands as 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.
49. In staffs' opinion, the proposed development would provide for appropriate spatial separation from the existing single detached residential properties, particularly those to the southwest 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.

ENVIRONMENTAL MATTERS

50. Should the subject application be approved, the environmentally sensitive lands associated with the existing woodland and valley feature on site, will be conveyed to the City for Environmental Protection at the time of Site Plan approval in order to help ensure the protection of this significant woodland feature in perpetuity.

51. The environmental issues related to the subject property have been identified through the Scoped Environmental Impact Study prepared by Azimuth Environmental Consulting Inc. and have been reviewed by the Lake Simcoe Region Conservation Authority.

ALTERNATIVES

52. There are three 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) and Residential Multiple Dwelling Second Density Special Provision RM2 (SP-367) zoning over the subject property.

This alternative is not recommended as the subject property is ideally suited for this form of medium density 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 in the analysis 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.

Alternative #3

General Committee could approve the subject Zoning By-law Amendment application, as submitted, including the requested Special Provision (SP) related to the reduced internal roadway widths of 5.5m.

This alternative is not recommended as Engineering staff are not comfortable that the proposed reduction would provide adequate separation distance for two-way traffic.

FINANCIAL

53. The proposed rezoning of the subject parcel would permit the development of 45 block/cluster townhouses on the subject lands. The annual municipal property tax revenue based on an average selling price of approximately \$280,000.00 per unit, is estimated to be \$144,902.65 for the site. The current tax revenue is \$5,796.11. Therefore, the estimated municipal property tax increase would be \$139,106.54 based on 2016 tax rates.
54. Building permit application fees as an average are estimated to be in the order of \$1,811.55 (2016 rate) per unit which would represent a total fee of approximately \$81,519.75 for the 45 units proposed.
55. Current development charges for a townhouse unit is \$31,495.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$1,380,960.00 for the proposed development. This rate would be adjusted for inflation each year as of January 1st. The fee is calculated and paid at the time of issuance of the building permit.

56. The Education levy is currently \$1,759.00 per unit which represents a total levy of \$79,155.00.
57. A parkland contribution would be required based on the density formula as contained within the Official Plan, *Planning Act*, and By-law. In order to do the calculations the owner must supply an appraisal of the land, which is used to determine the amount owed. This fee is calculated and collected based on the land value as of the date before issuance of the Building Permit.
58. 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. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure would be the responsibility of the owner. Further, all costs associated with snow removal, landscape maintenance and site lighting would be the responsibility of the developer/future condominium corporation. The City would not incur additional operating and maintenance costs associated with extending municipal services to the area such as fire protection, policing, boulevard landscaping maintenance and increased contributions to reserves to plan for the eventual replacement of the municipal assets as these services are already in place. The concept plan has made provision for on-site waste management and participation in the City's waste rebate/recycling program and would be further reviewed at the time of Site Plan Approval.

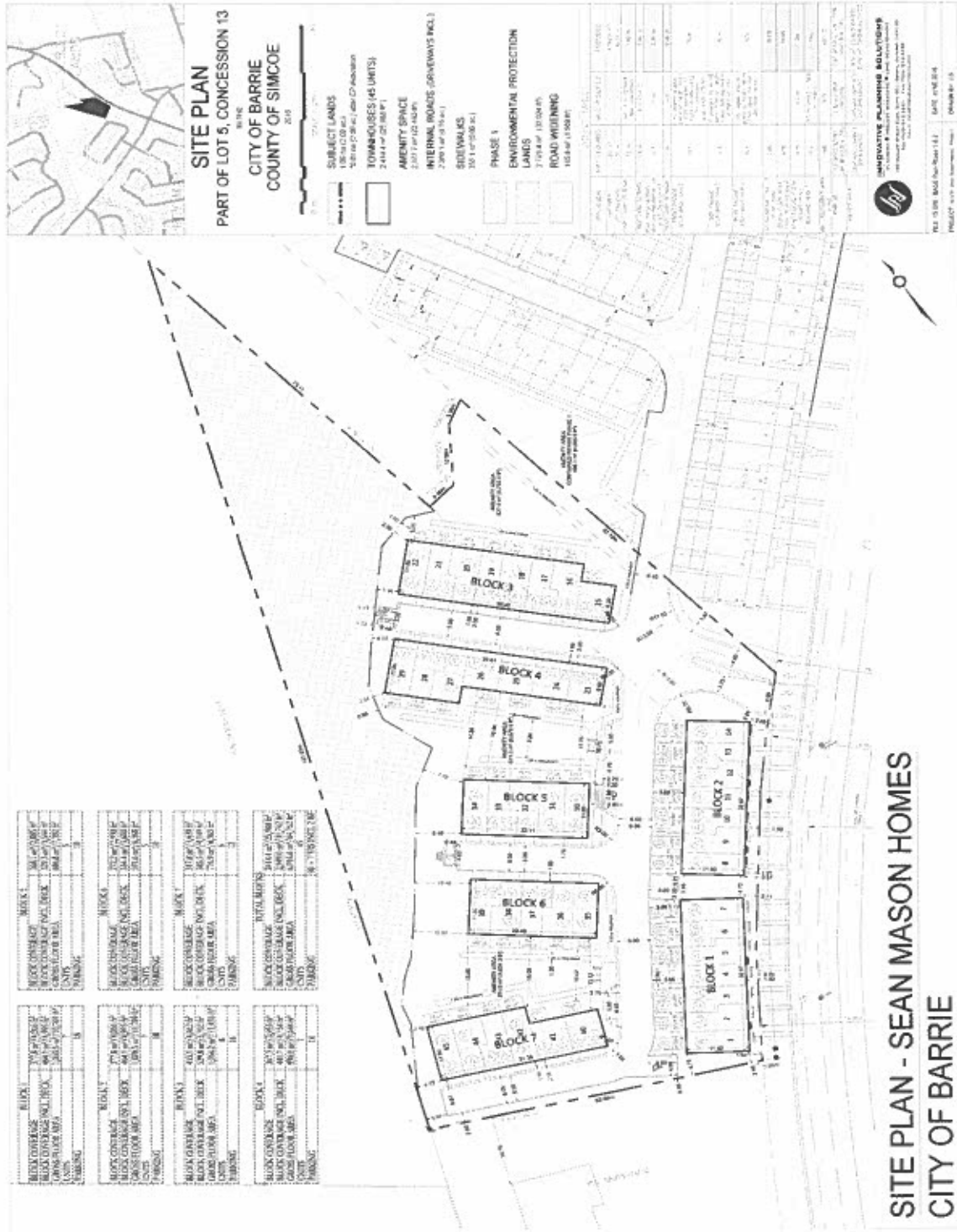
LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

59. The recommendations included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
 - Inclusive Community
60. In accordance with Council's goals, the proposed development would provide for affordable housing as outlined in paragraphs 47 and 48 above, promote and facilitate community connections and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Conceptual Site Plan (45 units)
 Appendix "B" – Proposed Zoning By-law Amendment Schedule
 Appendix "C" – Original Concept Plan (46 units)
 Appendix "D" – Minutes of April 14, 2016 Neighbourhood Meeting

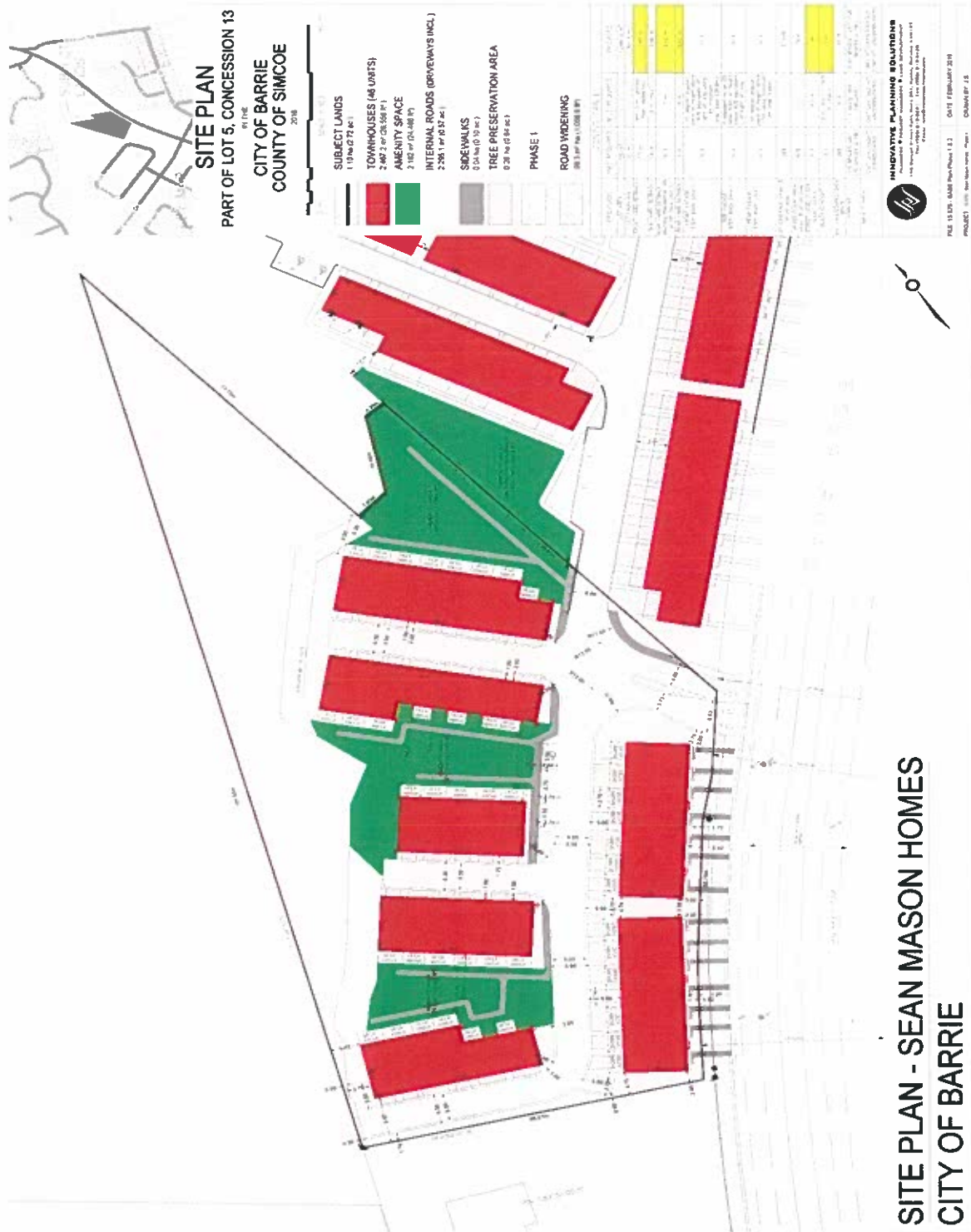
APPENDIX "A"

Conceptual Site Plan (45 units)



APPENDIX "C"

Original Concept Plan (46 units)



APPENDIX "D"

Minutes of April 14, 2016 Neighbourhood Meeting

NEIGHBOURHOOD (WARD 6) MEETING

THURSDAY, APRIL 14, 2016

PROPOSED AMENDMENT TO THE ZONING BY-LAW

401 ESSA ROAD

File Manager: Carlissa McLaren, Planner
Councillor: Councillor Michael Prowse
Recording Secretary: Megan Varga
Applicant: Sean Mason Homes (Essa Rd.) Inc.
Consultants: John Stuart, Innovative Planning Solutions
Attendance: 11 residents were in attendance.

The meeting commenced at 7:00 p.m.

Carlissa McLaren welcomed everyone to the neighbourhood meeting. She provided a brief explanation of the purpose and intent of the neighbourhood meeting and the public meeting process. She advised that the public meeting is being held on May 16, 2016. She indicated that home owners within a 240 metre radius of the proposed development had been circulated information about tonight's meeting.

John Stuart provided a presentation and discussed slides concerning the following topics:

- Application Context
- Land Use Designation & Zoning
- Site Design
- Aerial Overview
- Conceptual Design Elements
- Landscape Plan
- Zoning By-law Amendment
- Supporting Studies
- Planning Policies
- Intensification Areas
- City of Barrie Official Plan: Locational Criteria
- Conclusion

John opened discussion to the public.

Questions/Comments:

1. Along the back line there are mature trees. They are staked. This is a concern if we lose them for privacy.
 - Stakes are indicating where the slope starts.
 - The large evergreens need to be removed to remove the septic and they are past their life cycle.
 - Replanting will occur with mature trees.
 - Trees create a sound buffer.
2. Parking/driving along left limit will create more noise. Noise will bounce off the houses and be worse coming from Essa Road.
3. You can't force cars to park in the garages.
 - There won't be driveways so they won't have a choice.
4. It is a bedroom community, vehicles will be leaving early to get to the City of Toronto and make more noise.
5. The protected EP land is down the slope, it won't help with the noise.
6. Is the last corner unit on the left necessary?
 - The alternate would be 6 story buildings
7. What happens to the adjacent property to the South?
8. Flip the backyards for the left row of houses.
 - The houses would then be closer to the fence line.
9. Density is too high for this development.
 - The EP area is actually reducing the density.
10. For Phase 1, driving up Essa you just see a wall.
 - It isn't done yet.
11. What is the set back of Phase 1?
 - 2.6 from the property line.
12. You have to look at the big picture for traffic.
13. Patterson Road ROW – will that be maintained?
 - Yes
14. Will Beacon go to Harvey?
 - No
15. Adjacent to the storm water pond, new units will be looking down on backyards on Cityview. More mature trees are needed to block this.
16. Street lighting will be a concern.
17. Visually looking from Essa seems to be the priority. Cityview residents are more concerned about how the back looks.
18. Last building on the left is too close to Cityview.
19. The green space will encourage "bad" teenagers.
20. You can't guarantee that this development will be the social gathering that you are promoting.

- Studies and exiting “pocket neighbourhoods” demonstrate that this type of development works. People buy into the concept.
21. Looking at the development from Cityview, because of the grade, the development will be higher than three stories.
 22. Where will all the kids go to school?
 - The School Board is asked for comment and have planners that look after that.
 23. If this goes through can we look at how our property values are affected for taxes purposes?
 - MPAC
 24. Was there an initial application for 6 story building?
 - We don’t believe so
 25. What height and diameter and species of trees will be installed?
 - Parks Planning Department will decide.
 26. Individual parking spot at the back left corner is a major concern.
 27. Wat about garbage pickup?
 - It will all be private pickup.
 28. What are the widths of roadways?
 - 5.5 meters
 29. Can emergency vehicles access the units with the proposed road widths?
 - Yes
 30. Where do visitors park?
 - The end left space and 6 others.
 31. How many units will there be?
 - Phase 2 is proposed for 46 units.
 32. Would you consider reducing the number of units?
 - No
 33. If a 4-6 story building would be built would it have the same density?
 34. What will we see at the slope from Cityview?
 - Hoping for a green wall, if not then a cement retaining wall
 35. What is the green wall material?
 - Enviro logs made of soil.
 36. The Province of Ontario’s Intensification plan removes greenspace. What’s the plan for Barrie?
 - 5 corridors were selected for this program.
 37. The fire pit was removed from the plan.
 38. Development is inevitable. What we want to see is something decent to look at and maintain property values.
 39. Once it is built we are stuck with it.
 40. Where is Phase 3 going?
 - There is no Phase 3 planned.
 41. What other areas on Essa are the City of Barrie intensifying?

There were no other questions or concerns from the public. Carlissa invited everyone to attend the public meeting on May 20, 2016.

She thanked everyone for coming and noted that her business cards are at the door if anyone wishes to submit their comments to her by email or in writing.

She also requested everyone to fill out a survey about their experience here tonight.

The meeting ended at 8:30 p.m.