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**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATION FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT (THE SOHO JAMES INCORPORATED (C/O BRYAN TOTEDA) – 390 ESSA ROAD

**WARD:** 6

**PREPARED BY AND KEY CONTACT:** E. TERRY, RPP  
PLANNER, EXT. 5135

**SUBMITTED BY:** A. MILLER, RPP  
DIRECTOR OF PLANNING AND BUILDING SERVICES (ACTING)

**GENERAL MANAGER APPROVAL:** A. MILLER, RPP  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

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**RECOMMENDED MOTION**

1. That the Official Plan Amendment and Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of The Soho James Incorporated c/o Bryan Toteda to establish a new defined policy area in the Official Plan for the lands known municipally as 390 Essa Road, Barrie to permit a maximum density of 220 units per hectare and to rezone from “Residential One” (R1) to “Residential Apartment Second Density” with Special Provisions (RA2) (SP-XXX) be approved.
2. That the following Special Provisions (SP) be referenced in the implementing of Zoning By-law 2009-141 for the subject lands:
  - a) Minimum Landscaped Open Space Area of 27.11%, whereas, the By-law requires 35%;
  - b) Minimum Landscape Buffer of 1.5 metres, whereas, the By-law requires 3 metres;
  - c) Maximum Parking Lot Coverage of 43.4%, whereas, the By-law requires 35%;
  - d) Minimum parking ratio of 1 parking space per dwelling unit; and
  - e) Contingent upon an active memorandum of understanding with an affordable housing provider to manage the tenancy of units as affordable, a minimum parking ratio of 0.6 parking spaces per supportive housing unit is permitted, “Supportive Housing Unit” is defined as Not-for-Profit Housing, Rent Geared to Income Housing, Urban Native Housing, or any form of rental housing where rental costs are regulated by an affordable housing provider and this may also include co-op housing supported by the affordable housing provider.

3. That the applicant establish an entry feature for the subject property and design elements of the lobby that pay homage to the historic nature of the existing home and retaining wall to the satisfaction of City staff during the Site Plan review.
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 PLN023-19.
5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law.

## **PURPOSE & BACKGROUND**

### Report Overview

7. The purpose of this Staff Report is to recommend approval of the application, as amended, to establish a new defined policy area in the Official Plan for the lands known municipally as 390 Essa Road, Barrie to permit a maximum density of 220 units per hectare and to rezone from Residential One (R1) zone to Residential Apartment Second Density with Special Provisions (RA2) (SP-XXX) zone.
8. Through detailed review of the applications, as submitted, consideration of public input, and consultation with staff, the proposal for development of this property has been modified by the applicant. The revised concept plan (Appendix "A" Revised Concept Plan) illustrates 74 units with potential for 7 supportive housing units in partnership with Redwood Park Communities or a similar affordable housing provider. Staff have recommended that an alternate parking ratio of 0.6 parking space per supportive housing unit explicitly for the supportive housing units be applied and a parking ratio of 1 space per dwelling unit for the balance of the dwelling units be permitted.
9. The subject lands are part of the Essa Road Intensification Corridor, and as such Planning staff support the change in height and density to permit a 6-storey mid-rise building. The addition of higher density residential development will complement the existing commercial uses immediately adjacent to the subject project and will contribute to transit-supportive densities for this intensification corridor.
10. Staff have identified that the subject property is not a designated heritage property but has historical value that would be appropriate to acknowledge through design elements of this new development. The applicant has provided a preliminary concept design of an entry feature that aims to achieve this objective (see Appendix "B") however, the details of these design elements can be explored in more detail at the site plan stage.
11. With the conclusion of the technical review and community consultation processes, which included a Neighbourhood Meeting on January 15, 2019 and a Public Meeting on April 1, 2019, staff have determined that the proposal has regard for matters of provincial interest as outlined in the Planning Act, is consistent with the Provincial Policy Statement (2014), and conforms to the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Barrie Official Plan (2010). As such, these applications are being recommended for approval.

## ANALYSIS

### Location

12. The subject property, legally described as Con 13 Part Lot 6 Plan 67 Part Lot 19 Part Road Allowance Registered Plan 51R17476 Parts 1 and 2 and municipally known as 390 Essa Road is located on the east side of Essa Road, north of Veteran's Drive. The property is bounded by Essa Road, a commercial plaza and residential uses. The property is approximately 3,502 square metres in lot area and with a frontage of 65.1m along Essa Road.
13. The existing land uses surrounding the subject property are as follows:

#### **North**

Across the street fronting onto Essa Road are several recently constructed residential townhouse and proposed stacked townhouse dwellings.

#### **South**

Directly abutting the subject lands to the south is an established single detached neighbourhood. To the southwest are lands designated for commercial uses fronting onto Essa Road. A commercial plaza occupies the neighbouring lands, including uses such as a pharmacy, fast food restaurant establishments, and health care services.



File #: D14-1656

Address: 390 Essa Road

■ SUBJECT PROPERTY



#### **East**

Directly abutting the property to the east are residential dwellings, including a four-storey walk up apartment and an approved but not yet constructed six storey walk up condominium. Further east are lands used for light industrial purposes, in particular CTV and Bell broadcasting towers.

#### **West**

Primarily occupied by an existing residential neighbourhood, characterized mainly by single detached residential dwellings.

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Existing Policy

14. The property is designated as 'Residential' in the City's Official Plan, and zoned as Residential One (R1) zone in Comprehensive Zoning By-law 2009-141. The lands are in the Holly Planning Area and Essa Road is identified as an Intensification Corridor on Schedule I (Intensification Areas) of the City's Official Plan.

Supporting Information

15. In support of the application, the following studies and supplementary information was submitted. For additional information on all materials, please refer to Appendix "F" – Technical Study Descriptions.
- Planning Justification Report (Innovative Planning Solutions, September 2018, update June 18 2019)
  - Urban Design Brief (Innovative Planning Solutions, September 2018)
  - Functional Servicing Report (Pinestone Engineering Ltd., August 2018)
  - Arborist Report (Landmark Environmental Group Ltd., September 2018)
  - Parking Study (Tatham Engineering, April 2019)
  - Geotechnical Investigation (Peto MacCallum Ltd., July 2018)

Public Consultation

16. A Neighbourhood Meeting was held on January 15th 2019. Approximately 15 members of the public were in attendance, along with the applicant, consulting team and planning staff. Comments provided by residents for this redevelopment proposal included:
- Provision of sufficient parking to accommodate the proposed development;
  - Traffic concerns with respect to the proposed access on Essa Road and conflicts with existing access locations in the vicinity of the subject lands;
  - Privacy and screening for existing residential properties to the east;
  - Impact of drainage on adjacent residential properties to the east; and,
  - Ensuring the proposed building elevation rendering provided in support of the subject applications is realized at the time of site construction.
17. A Public Meeting under the Planning Act was held on April 1, 2019. Four members of the public provided comments at General Committee. Comments/questions were related to parking, drainage, building elevation renderings being realized, historical value of the dwelling unit and retaining wall, inclusion of barrier free units, and, availability of active transportation infrastructure.
18. The comments/concerns expressed through the public consultation process are listed in the following Public Comments section of Staff Report PLN023 -19. Each comment is followed by a response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.

Public Comments

19. Concern with provision of parking and proposed access on Essa Road

The Parking Study concluded that recognizing that supportive housing units typically generate less parking demand than market rental units, a tiered parking rate structure is recommended to address the parking needs. Staff have considered this along with the proximity to retail, the fact that this

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site is located on an intensification corridor, has transit and the partnership with an affordable housing provider to regulate the supportive housing units. The City's Traffic and Parking Services staff have reviewed the application and has helped identify the appropriate location for access to the site. City staff are agreeable to the parking rate and the location of the access to the site. The 1:1 parking ratio for the market rental units are consistent with the MU ('Mixed-use') parking standards therefore staff are not concerned with the provision of visitor parking for this site.

20. Over-intensified Site

Essa Road is identified as an intensification corridor and as such increased densities are in line with the City's established vision. The applicant has responded to this initial concern by reducing the proposed building footprint. The proposed development adds rental units and affordable units to the stock of the City and contributes to the City's affordable housing targets. The R1 Zone was reflective of the use prior to the property being identified as along an intensification corridor and large residential lots, formerly on septic systems were common. The area is redeveloping to more intensive forms of development.

21. Privacy

Extensive landscaping is proposed to buffer the development to the south. The applicant provided a revised Tree Inventory Protection Plan to this effect which will be confirmed at the site plan stage. The applicant also responded to this concern by increasing the rear yard setback and reducing the number of balconies to the greatest extent possible along the rear of the building to address issues of privacy.

22. Cultural Heritage Value

The dwelling unit on the subject property is not on the City's Municipal Heritage Register. However, Planning staff and the community feels that the property does have cultural heritage value. The applicant's engineering consultant and City engineering staff agree that maintaining the existing stone wall in full would compromise the servicing strategy for the site. City Staff have spoken with the applicant about the use of heritage features in the design of the lobby and an entrance feature to the site to reflect the cultural heritage value of the retaining wall and the existing home. The proposed building design makes use of architectural elements such as bricks, stones, shrubs etc. that pay homage to the existing dwelling. This will be added as a condition site plan approval.

23. Potential issues with drainage

The Functional Servicing Report and the Geotechnical Investigation Report submitted in support of this application has identified that the technical requirements for redeveloping this property can be achieved without adverse effects on the surrounding environment. If approved, detailed engineering would be required to demonstrate that redevelopment can be supported for all technical standards to the satisfaction of the City.

24. Location of garbage enclosure

Standard practice for urban design will require the final site plan for this project to include details such as the location of the requirements for the waste management option proposed for the development, to the satisfaction of the City. It has been shared with the applicant the preference to locate the garbage closer to the commercial property. These detailed elements have not been finalized at this stage of the process but will be part of the Site Plan Control discussions.

25. Render and Design

Detailed renderings, elevations and floorplans have been prepared by ACK Architects to give the public a better sense of what the building is envisioned to look like. Planning Staff will ensure that the renderings form part of the approved plans for site plan approval, therefore the actual constructed building will need to substantially resemble the approved renderings provided with these applications.

Department and Agency Comments

26. The subject application was circulated to staff in various departments and to external agencies for review and comment. In general, the comments received indicated no concern with the principle of development at this location. The City will require conveyances and technical design considerations to meet the Master Planning objectives for municipal infrastructure and the delivery of services, including:

- a) A 34m wide road allowance is required for Essa Road. The owner will be required to dedicate property to secure a varying road allowance widening over a portion of the Essa Road frontage (2.75m widening tapering out to 0m).
- b) The owner shall protect for an additional 1m future widening along the entire Essa Road frontage by not locating any buildings or structures in this area to support the addition of buffered bicycle lanes by the year 2051.
- c) That the owner agree to pay cash-in-lieu of parkland dedication in accordance with current policy.
- d) Planning staff from the Simcoe County District School Board has reviewed the applications and has no objections.

**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 the City of Barrie; will utilize existing and available infrastructure (sewage, storm and water) and public service facilities such as transit, recreation facilities and schools; provides for an

alternate housing type in this neighbourhood; provides a compact form of development that minimizes impacts to climate change; is designed with a pedestrian oriented built form with direct access to transit and active transportation connections; and will provide cash-in-lieu towards public open space and contribute to the mix of land uses available to the larger community.

**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. Web 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 as the development is within the settlement area of the City of Barrie, is 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; contributes to the range of medium to high density residential units in the form of a mid-rise building, adds higher density residential lands to the adjacent commercial uses to provide a mix of development in the area; and includes compact, medium to high density development that utilizes serviced lands, thereby promoting cost efficiency and minimizing the consumption of land.
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, will utilize existing and available infrastructure and facilities, has the density to be transit supportive with direct access to transit and the active transportation network, and provides a compact form of development with enhanced landscaping that will contribute to minimizing the impacts to climate change.
33. Policies 1.1.3.3, 1.1.3.4 and 1.1.3.5 identify a requirement to identify appropriate locations and promote opportunities for intensification and redevelopment, and to establish minimum targets for intensification within built up areas. The proposal is consistent with this policy as the property is within a designated intensification corridor. A density target of at least 50 persons and jobs per hectare in accordance with the overall intensification targets for the City.
34. 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 in an area where sufficient infrastructure and public service facilities exist, and has direct access to the neighbouring commercial plaza, transit and the active transportation network.
35. Policies 1.6.3, 1.6.6.1 and 1.6.6.2 identify 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 these policies as the subject land will be serviced by existing municipal sewage and water services.
36. 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.

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37. 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, and directly located on a transit route.
  38. Policy section 3.1 Natural Hazards, requires that 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.
  39. Based on the foregoing, the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

**Growth Plan for the Greater Golden Horseshoe (2019) (the Growth Plan)**

40. The Growth Plan for the Greater Golden Horseshoe (2019) (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. Web link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
41. In accordance with the Guiding Principles found in Section 1.2.1 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 throughout their lifetime. The density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing Essa Road transit route. The proposal also introduces a range of housing options into a neighbourhood to contribute to the existing mix of commercial and lower density residential uses in this community.
42. 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, is focused in a built-up area that is serviced by transit, is close to public service facilities, and is not within or adjacent to hazardous lands.
43. 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; and integration of green infrastructure and low impact development as much as possible. This proposal has multiple transportation options including active and public transportation, direct access to public service facilities such as public open space, and the inclusion of a compact built form that would aid in the mitigation of climate change impacts by efficiently using land and municipal services.
44. Policy 2.2.2 of the Growth Plan requires that a minimum of 50% of all residential development occurring annually within the City will be within the existing built-up area by the time that the next municipal comprehensive review is approved and in effect. 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 50% target.
45. 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 addition of a variety of apartment unit types.



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46. Based on the foregoing, the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2019).

**Official Plan (OP)**

47. The Official Plan provides guidance for the 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 managing growth so that the City's capacity to provide a healthy community environment is achieved. Web link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Pages/Official-Plan.aspx>
48. The Official Plan Amendment Application under review is to establish a new Defined Policy to permit a maximum density of 220 units per hectare. The proposed development provides a much-needed restock of rental units, which will help to increase the rental housing supply that the City of Barrie needs. The increased density proposed by the development will help the City to reach the goals set forth in its Affordable Housing Strategy by providing additional supportive housing units and a greater diversity of rental choices than what currently exists.
49. According to Schedule I of the Official Plan, the target density for Secondary Intensification Corridors is 50 units per hectare. This density calculation should be applied over the entire corridor and used on a site specific basis only as a tool in determining the functionality of the site. The proposed application represents an efficient use of the subject lands. The increased density requested would recognize a population increase that can be supported by existing amenities including a grocery store, other retail establishments, transit, and multiple public parks, within the local neighbourhood. The increased density will assist in addressing an affordable housing shortage within the City of Barrie and provide much needed opportunities to accommodate this demand. Given the above, the level of density is considered appropriate.
50. There are a number of policies in the Official Plan that support the development of these lands for higher density residential. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure, the provision of a range and mix of housing types at appropriate locations, and promoting a balance of land uses to achieve a complete community structure.

**Community Context**

51. Policies 2.3 (d) and (g) identify 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. Intensification represents an opportunity to develop complete communities, and is an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services. The proposed development is in a location targeted for intensification and proposes to meet the density objectives of an intensification corridor using a higher density multiple dwelling built form, utilizing existing infrastructure and services, supporting the use of public transit and contributing to the mix of land uses at this location.

**General Policies**

52. 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 transit are available and will contribute to the development of a vibrant pedestrian friendly streetscape providing “eyes on the street”.

53. Policies 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities 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-utilized parcels within existing urban areas.
54. 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 that 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

55. 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% of gross annual household income for low and moderate income households; or
  - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
56. The proposed development will possess a combination of supportive rental units and regular market rents. The supportive units will be supported by an affordable housing provider to ensure that these units stay affordable. The proposed development facilitates greater availability to affordable housing units that are in proximity to jobs, services, community facilities, and public transit.
57. The Goals for Residential Land Use outlined in Section 4.2.1, outline the need to promote a sense of neighbourhood, foster complete communities through a mix of land use, develop high-quality public open space, and plan for new medium and high density development in Intensification Areas. These goals are represented in the principle of development for the subject lands, including the development of higher density residential units and providing cash-in-lieu of parkland to contribute to the mix of land uses available immediately adjacent to a commercial plaza. The urban design principles for this intensification area are intended to enhance the pedestrian experience, provide a sense of space along this corridor, and pay homage to the cultural heritage value of the existing property.
58. Section 4.2.2.2 (e) of the Official Plan on Residential Densities states that high density residential development shall consist of developments which are in excess of 54 units per net hectare. The proposed development is considered high density given the proposed density of 220 units per hectare. Due to the proximity to transit, commercial uses and the vision of the Essa intensification corridor, staff are satisfied that this density is appropriate.

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59. Section 4.2.2.3 (b) outlines the locational criteria for intensification stating that medium and high density residential development should be encouraged to locate in the Intensification Nodes and Corridors identified in Schedule I Intensification Areas of the Official Plan. The subject lands are located in an Intensification Corridor.
60. Policies 4.2.2.6 (a), (b) and (c) outline the basic Intensification policies. The proposed development would satisfy the intensification policies as the residential development is located on an Intensification Corridor; is proposing a compact built form; will utilize existing municipal infrastructure, is adjacent to and supports public transit; and, promotes energy efficiency through compact design.

#### Servicing and Transportation

61. 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.
62. 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 detailed technical investigation for the proposed development, including the implementation of innovative stormwater management measures, will adequately address these policies through the Site Plan Control process.
63. The required provisions outlined in Section 5.4 Transportation, specifically Section 5.4.2.1 have been applied to the subject lands, which is located along arterial road, Essa Road, as identified on Schedule D Roads Plan. A road widening and road widening protection were identified for the development of these lands in accordance with Schedule E Road Widening Plan and the Multi Modal Active Transportation Master Plan, and will be required to be dedicated to the City as well as incorporated into the final development plans through the Site Plan Control process.
64. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.1 (d), 5.4.2.3 (a), (c), and (f) detail how new development, specifically in intensification areas, shall encourage and promote public transit. This development conforms to these policies through the provision of increased densities that supports the local transit service, provides pedestrian connections to municipal sidewalks, the active transportation network in accordance with Section 5.4.2.4 (b), transit stops.

#### Implementation

65. As part of the recommendation for approval of the Official Plan Amendment and Zoning By-law Amendment applications for the subject lands, staff have identified that cash-in-lieu of parkland will be required in accordance with Section 6.4 Parkland Dedication Requirements and this is acknowledged by the applicant.
66. In accordance with the standard practice established by the Memorandum dated May 29, 2017, bonusing shall not apply to developments within the Intensification Areas as identified on Schedule I Intensification Areas in the City's Official Plan if they comply with the mixed use zoning standards for height and density. This property is located on Essa Road, on an identified Intensification Corridor. The requested special provisions in the RA2 zone exceed the height standards in the

Mixed Use Corridor (MU2) therefore Section 6.8 Height and Density Bonusing will apply to this project.

67. Based on the foregoing, the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan. The conceptual site plan, attached to Staff Report PLN023 -19 as Appendix "A" does, in the opinion of staff, meet the general intent of the Official Plan policy for the identified Intensification Corridor on Essa Road.

Comprehensive Zoning By-law 2009-141

68. At the time of submission of this application, By-law 2015-097, to add Section 5.4 Mixed Use to Zoning By-law 2009-141 was still under appeal. The Mixed Use zoning standards were intended to implement the policy basis for Intensification Nodes and Corridors identified on Schedule I Intensification Areas in the City's Official Plan. It was therefore determined that the special provisions requested to the zoning standards of the Residential Apartment Second Density zone (RA2) should also be reviewed in accordance with the urban design characteristics for intensification areas as well as the Mixed Use Corridor (MU2) zone for this designated Intensification Corridor. Although now in effect, the applicant has not requested the change in the zoning from RA2 to MU2 because the application was already submitted and justified as RA2.

69. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from Residential One (R1) to Residential Apartment Second Density Exception RA2 (SP-XXX).

Zoning Rationale for Special Provisions (SP)

70. It is anticipated that the following special provisions will provide appropriate and flexible standards to successfully guide the development of this property to facilitate the requested built form as well as the basic intent of the MU2 standards in the RA2 zone by including the following special provisions.

Landscaped Open Space

71. The applicant is proposing a minimum Landscaped Open Space of 27.11%, whereas the By-law requires 35%. Landscaped open space is intended to provide separation between land uses and to ensure a site is not entirely devoid of greenspace. The proposed applications have a deficiency of 7.89% of landscaped open space from the zoning by-law. Sufficient landscape areas will be located along Essa Road to ensure a pleasing streetscape is created. In general, the landscape areas provide sufficient area for green space on the parcel.

Landscaped Buffer

72. The applicant is proposing a minimum Landscaped Buffer of 1.5m, whereas the By-law requires 3m. In order to accommodate adequate parking to service the development, and given the orientation of the parking lot it is necessary to locate the parking lot to the rear of the site. It should be noted that the minimum 1.5m landscape strip is only caused by a "pinch point" due to the angular nature of the lot / development. The landscape buffer tapers out immediately from 1.5m at the pinch point to an average of 5.5 metres along the rear lot line. Given the tapered nature of the landscape buffer, as well as the relatively small area where the variance is necessary, negative impacts on the adjacent property are anticipated to be minimal. The adjacent property will be adequately screened through the use of vegetation and a 2.0m tight board privacy fence along the property line. Additionally, the parking area is located to the rear of the adjacent residential property where potential impacts are anticipated to be minimal. Staff are satisfied that the landscaped buffer proposed in this context is appropriate.

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Parking Lot Coverage

73. The applicant is proposing a maximum Parking Lot Coverage of 43.4% whereas the By-law requires 35%. The general intent and purpose of establishing a maximum parking lot coverage is to ensure that there is an adequate supply of amenity and landscaped space surrounding buildings and/or structures, and that impervious areas are minimized to the extent possible. Ample amenity space is provided in the forms of common spaces and balcony amenities, which offsets the increased parking lot coverage and parking spaces. In addition, a reduced parking ratio has been employed to further reduce the coverage. Staff are satisfied with the proposed parking lot coverage.

Parking

74. The applicant is proposing 72 parking spaces consisting of 1 space per market rental unit and 0.6 spaces per supportive housing unit, whereas the by-law requires 1.5 spaces per unit. The general intent and purpose of establishing minimum parking requirements is to ensure that developments contain enough parking spaces to accommodate parking needs on site. The requested reduction in required parking recognizes the availability of public and active transportation options within close proximity to the proposed development. The spaces will be rented out separate from the individual units. Given the opportunity for alternative modes of transport coupled with availability of affordable units, the development provides for a transit-supportive environment that mitigates potential negative impact on the function of the site in regards to parking. There is sufficient parking for those who will require a parking space and proximity to alternative modes of transport for those who do not. This location should be considered an optimal location for the City to consider such a proposal and determine its long terms impacts.
75. Although a number of special provisions have been requested, staff do not consider the variation to the standards to be significant in terms of the site specific project. As noted above, staff have not recommended the change in the zoning from RA2 to MU2. The development concept will be evaluated and refined to the satisfaction of the City during the Site Plan Control process.

Site Plan Control

76. Should Council approve the proposed Official Plan Amendment and Zoning By-law Amendment applications, the development of the project would be subject to Site Plan Control per Section 41 of the Planning Act and in accordance with By-law 99-312. Site Plan Control addresses the detailed design and technical development of the site in accordance with current policy, standards and design guidelines. To ensure more than just the basic standards of development are applied to the final design of the project, a concept plan and urban design brief were required for review as part of the subject application.
77. Elements of detailed design that will be applied at the Site Plan stage include, but are not limited to:
- a) Streetscape and built form design in accordance with the principles of the Intensification Urban Design Guidelines;
  - b) Pedestrian accessibility, walkability and direct linkages to transit;
  - c) Required resident parking;
  - d) Service Infrastructure, stormwater management, water balance and phosphorous loading; and
  - e) Location and availability of waste storage/collection and snow storage.

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## **ENVIRONMENTAL MATTERS**

78. There were no environmental matters to be considered in the development of this recommendation.

## **ALTERNATIVES**

79. The following alternatives are available for consideration by General Committee:

### **Alternative #1**

General Committee could deny the proposed Official Plan and Zoning By-law Amendment applications for Residential Apartment use and maintain the existing density and (R1) zone for the subject lands.

This alternative is not recommended as the redesignation and rezoning of these lands will instigate the development of a large underutilized parcel in an intensification corridor. The proposal is to add higher density residential into the mix of land uses in this area thereby promoting a complete neighbourhood with pedestrian connections and opportunities for successful commercial uses.

### **Alternative #2**

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

This alternative is not recommended, as the collaboration with staff has resulted in the original application being amended to ensure the required SP's are generally consistent with the Intensification Urban Design Guidelines and the City's initiatives for designing intensification projects, including the streetscape orientation of buildings to create and encourage a pedestrian friendly, active transportation and transit user interface.

## **FINANCIAL**

80. The proposed rezoning of the subject parcel, at a minimum, would permit the development of 74 apartment units. The annual property tax revenue based on the cost of the building at approximately \$22,000,00.00 for the proposed development is \$1,653.00 for each of the potential 74 units for a total of \$122,322.00. The current tax revenue from the property is \$6,048.52. Therefore the estimated municipal property tax increase would be approximately \$116,273.48.
81. Building permit application fees as an average are estimated to be in the order of \$2210.26 per unit which would represent a total fee of approximately \$163,559.22 for the estimated 74 units proposed. (2019 rate, subject to an annual inflation adjustment on January 1st of each year). Permit fees based on \$20.90/m<sup>2</sup>. Area of building appear to be 1304.3m<sup>2</sup> x 6 storeys for a total of 7,825.8m<sup>2</sup>.
82. Current development charges for an apartment unit is \$20,770.00 per Bachelor and 1-Bedroom Apartment dwelling unit, and \$29,048 per 2-Bedroom + apartment dwelling unit, therefore the development charge revenue is estimated to be \$ 1,826,710.00 for the estimated 74 units. (2019 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1st of each year).
83. The Education levy is currently \$1,759 per unit, which represents a total levy of \$130,166.00 for the estimated 74 units. (2019 rate)

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84. A cash in lieu of parkland contribution will be required. The amount is currently \$5,418 per residential unit, which represents a total levy of \$400,932.00 for the estimated 74 units (2019 rate). Cash in Lieu of Parkland fees are subject to an annual inflationary adjustment on January 1st of each year, and will be re-assessed in the fall of 2019 which may result in a revision to the Cash in Lieu of Parkland rates.

**LINKAGE TO 2018–2022 STRATEGIC PLAN**

85. The recommendations included in this Staff Report support the following strategic priority of Council:

Building strong neighbourhoods

86. In accordance with Council's goals, the proposal represents development on a vacant site on a designated intensification corridor with higher density residential uses. The introduction of the mid-rise built form along the corridor will provide an alternative housing option, and promotes the integration of residents to support a diverse and complete community with a mix of land uses and rental.

Attachments: Appendix "A" – Proposed Defined Policy Area  
Appendix "B" – Proposed Zoning By-law Amendment  
Appendix "C" – Conceptual Site Plan  
Appendix "D" – Proposed Elevation  
Appendix "E" – Proposed Entry Feature  
Appendix "F" – Technical Study Descriptions

APPENDIX "A"

DRAFT Official Plan Amendment – Part B

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

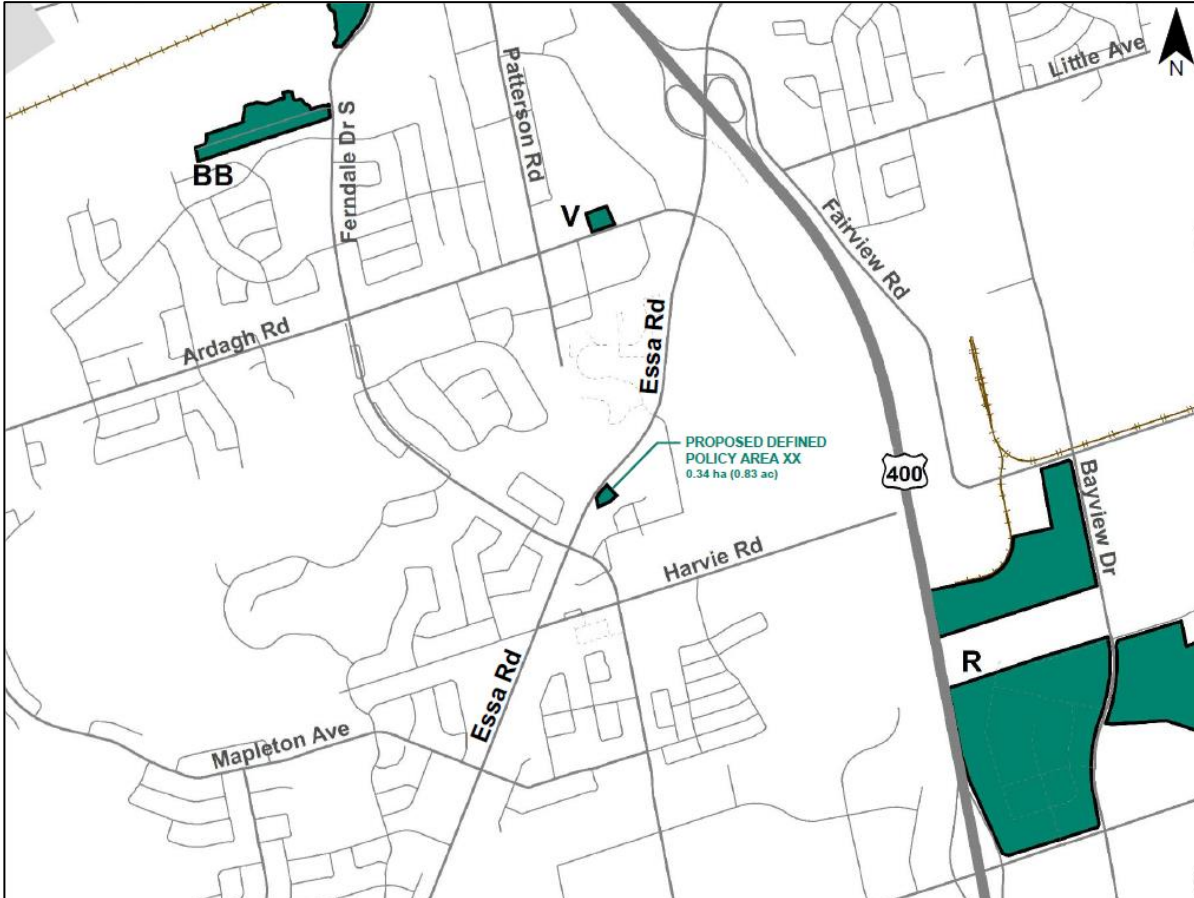
1. Lands shown on Schedule C known as Part 1, Plan of Part of Partlot 19, Registered Plan 67, in the City of Barrie in the Holly Planning Area and known municipally as 390 Essa Road shall be permitted a maximum density of 220 units per net hectare notwithstanding the provisions of Subsection 4.2.2.2 of this Plan.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

3.0 INTERPRETATION

The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.





APPENDIX "B"

Proposed Zoning By-law Amendment



**BY-LAW NUMBER 2019-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 Zoning By-Law No. 2009-141 by rezoning lands described as Part 1, Plan of Part of Partlot 19, Registered Plan 67, City of Barrie, and County of Simcoe, municipally known as 390 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone."

**WHEREAS** the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

**AND WHEREAS** the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 390 Essa Road;

**AND WHEREAS** the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE HEREBY ENACTS AS FOLLOWS:**

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part 1, Plan of Part of Partlot 19, Registered Plan 67, City of Barrie, and County of Simcoe, municipally known as 390 Essa Road, in the City of Barrie, from the Residential One (R1) Zone to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone as shown in Schedule "A" attached hereto, and Schedule "A" attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following additions shall be made to Residential Apartment Second Density Special Provision (RA2 (SP-X)) Zone:
  - a. A minimum landscaped area of 27.11% shall be permitted;
  - b. A minimum landscaped buffer of 1.5m shall be permitted;
  - c. A maximum of 43.4% parking lot coverage shall be permitted;
  - d. Minimum parking ratio of 1 parking space per dwelling unit
  - e. Contingent upon an active memorandum of understanding with an affordable housing provider to manage the tenancy of units as affordable, a minimum parking ratio of 0.6 parking spaces per supportive housing unit is permitted. "Supportive Housing Unit" is defined as Not-for-Profit Housing, Rent Geared to Income Housing, Urban Native Housing, or any form of rental housing where rental costs are regulated by an affordable housing provider. This may also include co-op housing supported by the affordable housing provider.



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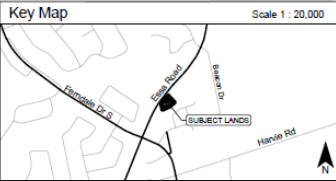
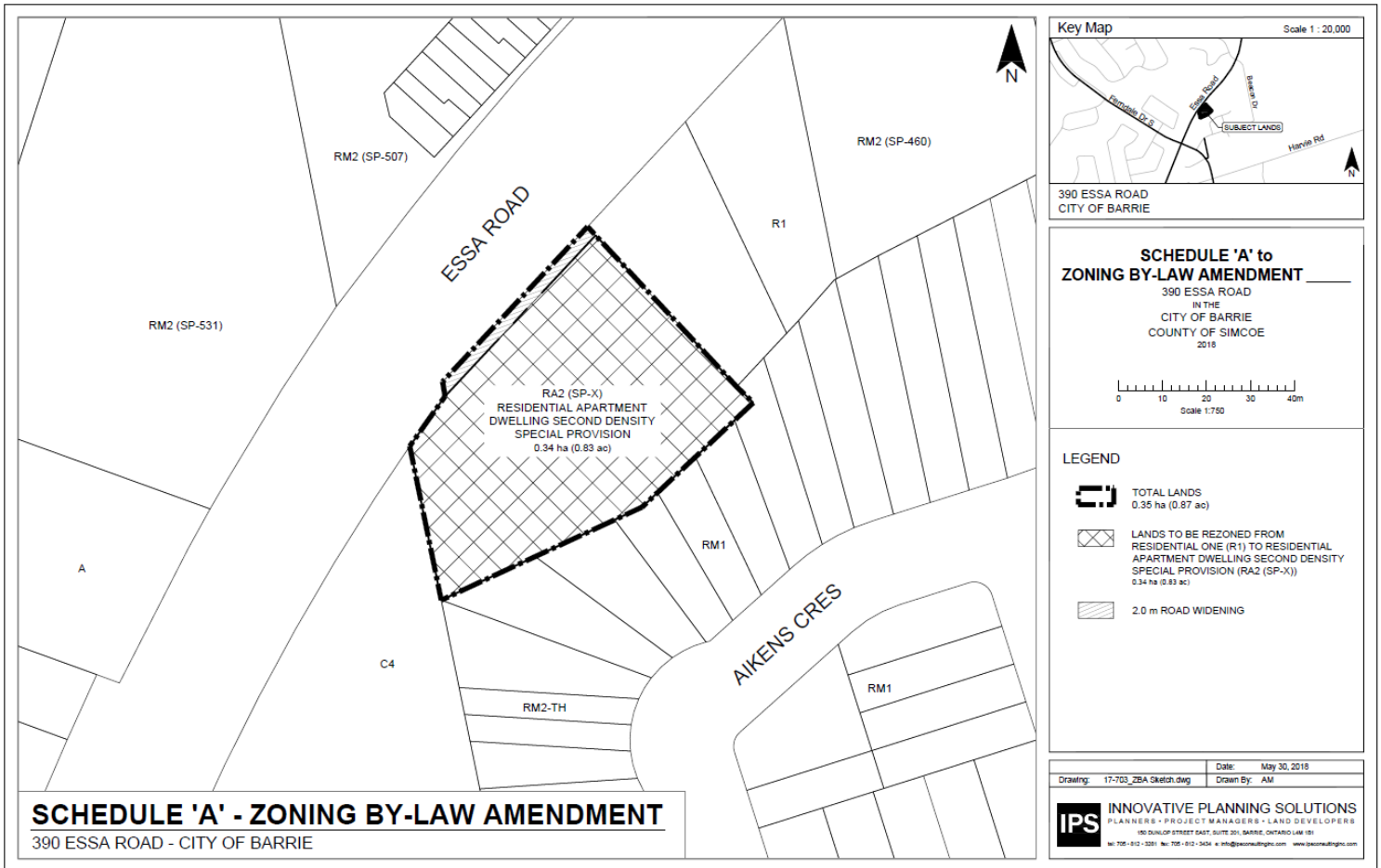
3. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

**BY-LAW** read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this \_\_\_\_ day of \_\_\_\_\_ 2019.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



390 ESSA ROAD  
CITY OF BARRIE

**SCHEDULE 'A' to ZONING BY-LAW AMENDMENT**  
390 ESSA ROAD  
IN THE CITY OF BARRIE  
COUNTY OF SIMCOE  
2018

Scale 1:750

- LEGEND**
- TOTAL LANDS  
0.35 ha (0.87 ac)
  - LANDS TO BE REZONED FROM RESIDENTIAL ONE (R1) TO RESIDENTIAL APARTMENT DWELLING SECOND DENSITY SPECIAL PROVISION (RA2 (SP-X))  
0.34 ha (0.83 ac)
  - 2.0 m ROAD WIDENING

**SCHEDULE 'A' - ZONING BY-LAW AMENDMENT**  
390 ESSA ROAD - CITY OF BARRIE

Drawing: 17-703\_ZBA\_Sketch.dwg Date: May 30, 2018  
Drawn By: AM

**IPS** INNOVATIVE PLANNING SOLUTIONS  
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Tel: 705-932-3281 Fax: 705-932-3434 e: info@innovativeips.com www.innovativeips.com

APPENDIX "C"

Proposed Concept Plan (April 2019)



APPENDIX "D"

Proposed Elevation (April 2019)



APPENDIX "E"

Proposed Entry Feature (June 2019)



Entrance Feature Concept  
390 Essa Road

Blending the Past with the Present

Architecture Designed by ACK with support from the City of Barrie.



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**APPENDIX “F”**

**Technical Study Descriptions**

**a) Planning Justification Report (Innovative Planning Solutions, September 2018 & June 2019)**

The Planning Justification Report described the surrounding area and general details for the proposed development of this property. The detail includes the identification of the site as forming part of an Intensification Corridor on Schedule I Intensification Areas in the City's Official Plan, and the planning justification for the development of the property for mid-rise residential uses rather than the single detached dwelling that currently exists on site. The Planning Report also supports the residential land use and its contribution to the mixed use environment intended for an intensification corridor.

An addendum to the PRJ was provided to Staff on June 18, 2019 illustrating a revised concept plan and providing a rationale for the associated Special Provision requests.

The analysis included basic justification for consideration of the application in accordance with the applicable Provincial and City documents, including the Provincial Policy Statement, Places to Grow, the City's Official Plan and Intensification initiatives. In the opinion of the Planning Consultant, this project met the goals and directives of these documents.

**b) Urban Design Brief (Innovative Planning Solutions, September 2018)**

The Urban Design Brief provided a contextual analysis and described the site design. The document outlines the City's Urban Design policies and guidelines. The Brief concludes that “With a strong urban streetscape, coupled with quality design as required by the City's Urban Design Guidelines this development is poised to become a functional component of the urban fabric and bring much needed rental units to [the] City”.

**c) Functional Servicing Report (Pinestone Engineering Ltd., August 2018)**

The Functional Servicing Report reviewed the existing servicing infrastructure in the vicinity of the site, and provided recommendations for the provision of sanitary drainage, water distribution, and storm water management in accordance with City of Barrie standards. The consulting team concluded that the proposed development can be serviced utilizing the existing surrounding infrastructure on Essa Road. The proposed servicing for the development can be achieved without any adverse impacts to the existing municipal services along Essa Road.

**d) Arborist Report (Landmark Environmental Group Ltd., September 2018)**

The Arborist Report included a tree inventory, assessment and preservation report to assess the existing trees on the subject site, indicated those trees that can be preserved and the methods for protecting the same. Further, those trees that cannot be preserved either because of poor or declining health, structural deficiencies or to facilitate the proposed development on the site, are shown to be removed. The applicant also provided a landscape plan illustrating the introduction of a mix of proposed deciduous, coniferous trees and shrubs.

**e) Parking Study (Tatham Engineering, April 2019)**

The Parking Study provided a review the proposed parking supply for the development by residential unit type (i.e. market rental vs supportive housing). The study concluded that recognizing that supportive housing units typically generate less parking demand than market rental units, a tiered parking rate structure is recommended to address the parking needs for 390 Essa

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Road. In this respect it is recommended that parking be provided for the 7 supportive units at a rate of 0.6 spaces per unit; whereas parking for the 67 market rental units be provided at a rate of 1.0 space per unit. For a total of 72 parking spaces.

**f) Geotechnical Investigation (Peto MacCallum Ltd., July 2018)**

The Geotechnical Investigation assessed the subsurface conditions at the site, and based on that information, provide comments and geotechnical engineering recommendations for building foundations, site servicing, infiltration parameters and pavement design. The report concluded that site soils can remain on-site for reuse.