
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
ENCORE DEVELOPMENT GROUP
521 AND 525 ESSA ROAD

WARD: 7

PREPARED BY AND KEY CONTACT: A. GAMEIRO, B.E.S., PLANNER
EXT. 5038

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

GENERAL MANAGER APPROVAL: R. FORWARD, M.B.A., M.Sc., P.ENG
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

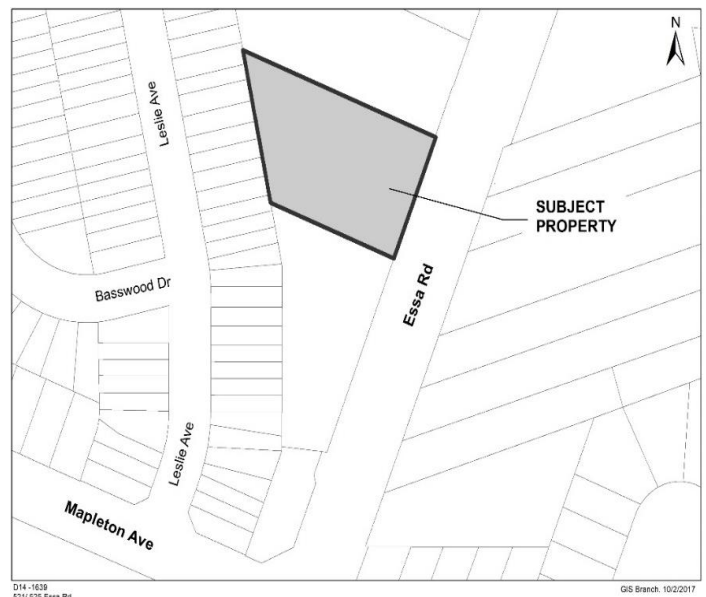
1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions (IPS), on behalf of Encore Development Group, to rezone the lands known municipally as 521 and 525 Essa Road (Ward 7) from 'Single Detached Residential First Density' (R1) to 'Residential Multiple Dwelling Second Density - Special' (RM2)(SP) be approved.
2. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands:
 - a) A front yard setback of 2.5 metres to the main building, whereas subsection 5.3.1 requires a minimum front yard setback of 7 metres;
 - b) A front yard setback of 0.5 metres for a porch, whereas subsection 5.3.5.1 requires a minimum front yard setback of 3 metres for a porch;
 - c) A rear yard setback of 5.4 metres to the main building, whereas subsection 5.3.1 requires a minimum rear yard setback of 7 metres;
 - d) A rear yard setback of 4.7 metres for a porch and stairs, whereas subsection 5.3.5.1 requires a minimum rear yard setback of 5 metres for porches and stairs;
 - e) A lot coverage of 41%, whereas subsection 5.3.1 permits a maximum lot coverage of 35%;
 - f) A gross floor area of 139%, whereas subsection 5.3.1 permits a maximum gross floor area of 60%;
 - g) A minimum outdoor amenity area of 12 m² per unit in an unconsolidated form such as balconies, at-grade greenspaces and rooftop terraces, whereas subsection 5.2.5.2(b) requires a minimum outdoor amenity area of 12 m² in a consolidated form;
 - h) A maximum building height of 14.85 metres, whereas subsection 5.3.1 permits a maximum building height of 10 metres;

- i) A maximum density of 109 units per hectare, whereas subsection 5.2.5.1(a) permits a maximum building density of 40 units per hectare for block/cluster townhouse developments;
 - j) A driveway length of 5.5 metres, whereas subsection 5.2.5.2(d) requires a minimum driveway length of 6 metres for block/cluster townhouse developments;
 - k) Tandem parking (garage and driveway) for the southerly townhouse block, whereas subsections 4.6.1 and 4.6.2.5 prohibit tandem parking for multi-residential developments;
 - l) A secondary means of access of 5 metres from the rear face of the southern-most townhouse block, whereas subsection 5.3.3.2(d) requires a minimum secondary means of access of 7 metres from the face of a building at ground level in the form of landscaped open space; and
 - m) Back-to-back townhouses shall also be permitted.
3. That the written and oral submissions received relating to the 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 matters raised in the submissions and identified within Appendix "C" to Staff Report PLN008-18.
 4. 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

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 521 and 525 Essa Road (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application is to permit the development for thirty-six (36) back-to-back townhouse units in three (3) buildings/blocks and twelve (12) standard townhouse units in one (1) building/block. Planning staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of residential infill development and intensification in accordance with both Municipal and Provincial policy.
6. The intent of the proposed Zoning By-law Amendment is to allow a built form that is consistent with the Mixed Use Corridor (MU2) zone in By-law No. 2015-097 which was adopted by Council on October 6, 2015. The MU2 zone standards are intended to implement the City's policies and vision for intensification corridors. The Mixed Use By-law was appealed to the Ontario Municipal Board (OMB) for reasons associated with traffic. It is important to note that the actual zone standards were not appealed to the OMB. Therefore, Planning staff encourage that new developments along the Essa Road Intensification Corridor be generally consistent with the MU2 standards in By-law No. 2015-097. The special zoning provisions being proposed for the subject lands align with this Council adopted by-law and the City's vision for the future of Essa Road.



Location

7. The subject lands have an area of approximately 0.45 hectares (1.12 acres) and 54.86 metres of frontage on Essa Road. The subject lands are generally located on the west side of Essa Road, north of Mapleton Avenue and east of Leslie Avenue, within the Holly Planning Area. The subject lands are legally described as Part Lots 10, 11 and 12 on Registered Plan 1080, known municipally as 521 and 525 Essa Road.
8. The existing land uses surrounding the subject property are as follows:

North: Lands directly north of the subject property are zoned 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP) and are occupied by the Roberta Place Long Term Care Facility and Retirement Lodge, fronting onto Essa Road. The Roberta Place parking lot is located immediately adjacent to the proposed development.

South: Abutting the south side of the subject lands is an existing automotive repair facility which is currently zoned 'General Commercial' (C4). Further south on the west side of Essa Road is an existing commercial development which includes a grocery store and medical offices, as well as a variety of retail stores and restaurant uses.

East: East of the subject lands, there are existing residential developments, consisting of townhomes and single detached dwellings.

West: Directly west of the subject lands is a residential subdivision consisting of single and semi-detached dwelling units. The lots directly abutting the subject lands contain semi-detached dwellings that are zoned 'Multi-Residential Second Density – Townhome' (RM2-TH). Further west, there is also an existing elementary school, church and recreation centre.



Existing Policy

9. The subject lands are designated 'Residential Area' within the City of Barrie Official Plan and are zoned 'Single Detached Residential First Density' (R1) in accordance with the City's Comprehensive Zoning By-law 2009-141, as amended. The predominant use of land within the 'Residential Area' designation shall be for all forms and tenure of housing. The proposed townhouse development is permitted within the 'Residential Area' designation, however, it is not permitted within the 'R1' Residential Zone.

Supporting Information

10. In support of the subject application, the following reports and studies were submitted. For information with respect to each report, please refer to Appendix 'B' – Technical Study Descriptions.
- a) Planning Justification Report, prepared by Innovative Planning Solutions (IPS), dated September 19th, 2017.
 - b) Affordance Housing Report, prepared by Innovative Planning Solutions (IPS), dated September 19th, 2017.
 - c) Urban Design Brief, prepared by Innovative Planning Solutions (IPS), dated September 19th, 2017.
 - d) Functional Servicing Report and Stormwater Management Report, prepared by Pinestone Engineering, dated June 23rd, 2017.
 - e) Tree Inventory, Analysis and Preservation Report, prepared by Landmark Environmental Group Ltd., dated August 2017 (Revised March 2018).
 - f) Noise/Vibration Impact Assessment, prepared by Valcoustics Canada Ltd., dated September 8, 2017.

Neighbourhood and Public Meetings

11. A Neighbourhood Meeting was held on November 7, 2017 to present the proposed development to local residents. Approximately, twenty-five (25) residents were in attendance in addition to the applicant's planning consultant, Ward 7 Councillor Andrew Prince, and Planning staff. Following this, a statutory Public Meeting was held on December 18th, 2017 to present the proposed development to General Committee. The questions and concerns expressed through the public engagement process included: parking supply on the site; the provision of amenities and the supply of community facilities, services and infrastructure; privacy and buffering from adjacent residential land uses; increased noise and traffic on Essa Road; urban design; site drainage and grading; tree preservation; and, increased density on the Essa Road corridor. A detailed description of the questions and concerns expressed through the public engagement process have been identified and addressed in Appendix 'C' – Public Input and Staff Responses.

Amended Concept Plan

12. Following the Neighbourhood and Public Meetings and the concerns expressed by local residents and staff through the technical review process, the applicant has made several changes to the original concept plan submitted which proposed 48 back-to-back townhomes in form of three (3) buildings/blocks. Most notably, the applicant has made the following revisions to the concept plan:

- a) Reduced the total unit count of the back-to-back townhomes from forty-eight (48) to thirty-six (36) by removing four (4) units from each townhouse block and relocating them along the south side of the site in form of a traditional townhouse block with twelve (12) units. The total unit count on the site remains at forty-eight (48) units.
 - b) Increased spatial separations between the back-to-back townhouse blocks to satisfy the operational needs of the City's Fire Services Department.
 - c) A slight increase in the rear yard setback for the western-most back-to-back townhouse block.
 - d) The relocation of the in-ground waste disposal bins from the west end of the driveway where they were visible from the street to the west side of the traditional townhouse block which will screen the enclosures from view of the street.
 - e) A 1.5 metre internal sidewalk and a 1 metre landscape planting strip adjacent to the back-to-back townhouse blocks to increase pedestrian circulation through the site, screen proposed utilities (i.e. gas and hydro meters) and soften the sides of the buildings.
13. The revisions to the concept plan not only result in a more efficient layout, but will also allow for the preservation of the cedar boundary hedge along the south side lot line which will provide a buffer between the proposed development and the adjacent commercial automotive site to the south. The revisions will also allow the applicant to preserve some of the existing mature trees located in the rear yard of the subject lands in order to provide a buffer for the existing low-density residential lots to the west. Where any trees are removed, the applicant will be required to provide additional/oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Department.

Department & Agency Comments

14. The subject application was circulated to staff in various City departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided in Appendix 'D' – Department and Agency Comments.

ANALYSIS

Policy Planning Framework

15. The following provides a review of the applicable Provincial policies, as well as the City of Barrie's Official Plan and Zoning By-law 2009-141, as amended.

Provincial Policy Statement (PPS), 2014 and the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017

16. The Provincial Policy Statement (PPS) in brief, contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses, avoiding land use patterns which may cause public health and safety concerns and promote efficient and cost-effective development.
17. The PPS further states that new development should occur adjacent to existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected needs for the next 20 years.

18. According to the Provincial Policy Statement (PPS), 2014, the subject lands are located within a settlement area. Policy 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Additionally, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment.
19. The Growth Plan for the Greater Golden Horseshoe, 2017 (The Growth Plan) is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on urban growth centres, intensification corridors and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs and easy access to stores and services to meet daily needs.
20. According to the Growth Plan, the subject lands are located in a 'Built-up Area'. Section 2.2 of the Growth Plan states that population and employment growth shall be accommodated by directing a significant portion of new growth to built-up areas of the community through infill and intensification. Additionally, Section 2.2.2.1 states that by year 2031, and for each year thereafter, a minimum of 60 percent of all residential development occurring annually within each upper and single-tier municipality will be within the built-up area. The subject application will result in infill and intensification within an existing residential neighbourhood that is fully serviced with municipal water, storm and sanitary sewer systems, and will provide additional housing opportunities in the City.
21. Planning staff is satisfied that the proposed development is consistent with the policies found in both the Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (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 and services.
22. In Planning staff's opinion, the proposed development is considered to be appropriate and consistent with the PPS as the subject lands are located within the built-up area of the City; is located within close proximity to commercial uses; is supported by the availability of existing infrastructure and public transit along Essa Road; and, is in close proximity of schools and parks.
23. In accordance with the Growth Plan, the focus of this proposal is on compact development that reduces the rate at which land is consumed and provides a density that is transit supportive. Furthermore, the proposal aids in achieving the requirement to accommodate 60% of new growth within the existing 'built boundary' of the City by 2031. Finally, this development proposal aids in achieving the requirement that growth be focused on the strategic growth areas, which include designated intensification nodes and corridors.
24. Notwithstanding that the proposed development is considered to be consistent with Provincial Policy, all development proposals must also be reviewed on a site-specific basis to confirm that they are consistent with municipal policies and requirements, and are appropriate for the area in which they are proposed.

Official Plan

25. The Official Plan identifies the City of Barrie as the regional centre for the area and Simcoe County's principal urban area in terms of population, employment and the delivery of services.
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 and 3.3 Housing, 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. In addition, the proposed

development was reviewed in association with the Residential Area and Intensification policies of the Official Plan.

27. The proposed development is generally consistent with the policies and vision of the Official Plan, as it relates to infill and intensification, providing increased densities, directing growth to take advantage of existing services and infrastructure, promoting energy efficiency, and the provision of a range and mix of housing types at appropriate locations.

General Residential Policies

28. The subject lands are designated 'Residential Area' within the City's Official Plan – please see Appendix "I". Lands designated 'Residential Area' are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.
29. Policy 4.2.1.3 of the Official Plan requires that the integration of new development within existing residential areas must be accomplished in a compatible manner, including architecture, landscaping and streetscaping. Planning staff are of the opinion that the building height (14.85 metres) and configuration of the proposed development combined with the provision of proper buffer planting/vegetation and tight board fencing, will provide an appropriate transition to the abutting low-density semi-detached residential lots to the west on Leslie Avenue.
30. In accordance with Section 4.2.2.2 (e) of the Official Plan, high density residential development shall consist of developments which are in excess of 54 units per hectare. The Official Plan further states that high density developments in excess of 150 units per hectare shall be restricted to locations within the City Centre. In this regard, the subject application is proposing a density of approximately 109 units per hectare on an intensification corridor which is located outside of the City Centre. As such, the proposed development is considered to be high density residential in accordance with the Official Plan.
31. Section 4.2.2.3 of the Official Plan provides locational criteria for medium and high density residential development. Specifically, Policy 4.2.2.3 (b) states that medium and high density development is encouraged in the Intensification Corridors and should be directed to locate close to parks, schools and local commercial facilities, and adjacent to arterial or collector roads.
32. The subject lands are located on Essa Road, a designated Intensification Corridor that is targeted to develop at a density of 50 units per hectare – please refer to Appendix "K". It is important to note that while 50 units per hectare is the target density, not all properties will 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 of 50 units per hectare is to be achieved along the entire corridor over time.
33. The proposed development meets the City's locational criteria with respect to high density development as the subject lands are located within walking distance to City parks (Mapleton Park, Harvie Park and Holly Community Park; both less than 500 m away from the subject property) and two schools (Holly Meadows Elementary School and Trillium Woods Elementary School). The subject lands are also located in close proximity to many commercial facilities along Essa Road, particularly the Holly Meadows Commercial Plaza located approximately 170 metres south of the subject lands on the corner of Essa Road and Mapleton Avenue. The property is also located along an arterial roadway (Essa Road) whereby access to the proposed development would be obtained and on which transit and municipal sanitary, storm and water services are available.

34. Planning staff are satisfied that the development proposal conforms to the above residential policies of the Official Plan given that the proposed development is located on an arterial road; provides for an alternative housing form in the area (back-to-back townhomes) at an increased density; will contribute to a compact urban form and the efficient use of land and resources; supports transit and optimizes the use of existing infrastructure and services within the built-up area of the City; and, is located within close proximity to parks, schools and local commercial facilities.

Residential Design Policies

35. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering.
36. The proposed density of 109 units per hectare is higher than that of the adjacent density of the semi-detached dwellings to the west of the subject land. However, the density of the proposed development is consistent with the density of other infill developments that have been approved along the Essa Road Corridor. More critical than the density of the development is the built form being proposed on the subject lands and how it functions and integrates within the surrounding neighbourhood. The applicant is proposing a density of 109 units per hectare for a built form that is 4.85 metres higher than the maximum height (10 metres) permitted in the adjacent RM2-TH Residential zone to the west. The applicant is proposing sufficient parking, a high quality design and appropriate building setbacks, in addition to other features such as amenity spaces, landscape buffers and vegetation which are outlined in greater detail below. Combined, these features will ensure that the proposed development functions effectively without negatively impacting surrounding land uses.
37. The concept plan and parking plan submitted in support of the subject application and included as Appendices "E" and "G" of this staff report, identify that sufficient parking would be accommodated on-site through surface and structured parking for residents and visitors of the proposed development. The plans also provide for an appropriate amenity area in the form of outdoor open space, balconies and rooftop terraces, as well as buffering (i.e. landscape buffers) from lower density residential lots to the west.
38. The elevation plans submitted in support of the subject application and included as Appendices "F" and "H" of this staff report, identify that the exterior finishes of the proposed buildings demonstrate high quality design and appropriate building materials in accordance with the City's Intensification Area Urban Design Guidelines.
39. Planning staff note that there are existing mature trees located in the rear yard of the subject lands. These trees are located entirely within the boundaries of the subject lands. Parks Planning and Forestry Operations staff have noted that most of these trees are in healthy condition and would serve as an effective buffer between the proposed development and the existing low-density residential lots located adjacent to the subject lands. The applicant has been advised that staff will require the preservation of these trees through the site plan control process. Where any trees are removed, the applicant will be required to replace them with over-sized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Department. The applicant will also be required to install a 2 metre high tight board fence to provide additional buffering between the proposed development and adjacent residential lands. Planning staff will also encourage the applicant to approach adjacent residential property owners to discuss the opportunity to provide additional buffer planting on their properties should they agree to do so. Finally, the applicant will be preserving the existing cedar boundary hedge along the south side lot line as it provides an effective buffer to the existing commercial lands to the south. The northern side yard abuts an existing parking lot to the north, however, the applicant will be required to provide buffer planting along the north side lot line as well.

40. The applicant has also provided a residential parking rate of 1.5 spaces per unit and 1,924 m² of unconsolidated amenity space on the site. This will ensure that there is not only an adequate supply of parking on the site, but sufficient amenity space for the enjoyment of future residents.
41. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to location, density, landscaping and amenity areas, and providing an appropriate transition and buffering between adjacent land uses.

Intensification Policies

42. The proposed development was reviewed in association with the Intensification policies of the Official Plan. These policies implement the City of Barrie Intensification Study that was completed in 2009 which encourages residential intensification to be directed to the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas.
43. Intensification corridors are defined as "*Intensification areas along major roads, arterial or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels*".
44. The development, if approved, would serve to address many of the criteria outlined in the Intensification Study and the Intensification Policies of the Official Plan. The subject property has frontage on Essa Road, which in accordance with Schedule "I" of the Official Plan, is identified as an Intensification Corridor – please refer to Appendix "K". The proposed development would also contribute to a more compact urban form and efficiently use land and resources, support transit, and optimize the use of existing infrastructure and services.
45. Further, Section 4.2.2.6(c) identifies that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.
46. In Planning staff's opinion, the proposed development would satisfy the intensification policies noted above, as it provides for a density of 109 units per hectare through a compact built form; the project is considered infill development that utilizes existing municipal infrastructure; is adjacent to and supports public transit; supports active transportation given its location to commercial uses, parks and schools; and, promotes energy efficiency through compact design.

Intensification Area Urban Design Guidelines

47. 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 doing so, it is recommended that human-scaled (approximately 4-8 storeys), mixed-use buildings should abut the intensification corridors. In this regard, buildings should be positioned to frame abutting streets, main entrances should be directly accessible from public sidewalks and the front streetwall 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. In accordance with the above, the proposed townhomes are considered a compact high density development. The proposed development also has a strong street presence, is pedestrian-oriented, transit supportive and can be serviced by existing infrastructure.

48. While staff would typically encourage mixed-use buildings with ground-floor commercial uses for a site located along an intensification corridor in accordance with the Intensification Area Urban Design Guidelines, the applicant has indicated that they are not proposing commercial uses given the availability of commercial uses within the immediate vicinity. Having said that, it is important to note that Planning staff have established new zoning standards for the City's Intensification Areas (By-law No. 2015-097). The new standards generally require that mid-rise, mixed-use buildings between 5 and 8 storeys in height should be established along the intensification corridors. The Intensification Area standards also permit stand-alone residential buildings below 5-storeys within the City's intensification corridors.
49. For purposes of comparison, the proposed development is generally in conformity with the development standards for the intensification corridors, save and except the minimum front yard setback of 1 metre for 75% of the frontage and 5 metres for 25% of the frontage (2.5 metres proposed along the entire frontage), rear yard setback of 7 metres (5.4 metres proposed) and prohibition on tandem parking (tandem parking proposed for the traditional townhouse block). Given that the Intensification Area zoning standards are still under appeal at the Ontario Municipal Board (OMB), Planning staff are not recommending that the approval of the subject application be contingent on satisfying the Intensification Area zoning standards that have not yet been approved by the OMB.

Tall Buildings and Shadowing

50. In January 2014, the City introduced new policies for Tall Buildings within Section 6.6 of the Official Plan. These policies are applicable to any proposed building above 3-storeys in height; particularly within the Urban Growth Centre and the Intensification Nodes and Corridors. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
51. The Tall Buildings policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.
52. Section 6.6.4(e) of the Official Plan states that where taller buildings are proposed adjacent to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. In this regard, buildings should be located away from areas directly adjacent to lower scale buildings. It is important to note that the policies further state that the compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as intensification corridors.
53. Planning staff note that the proposed development will consist of 3-storey townhomes and as such, the Tall Buildings policies of the Official Plan do not apply to this site. However, Planning staff feel that consideration has been given to the Tall Buildings Policies in Section 6.6 of the Official Plan which is evident in the design of the proposed development. As illustrated in the proposed concept plan and building elevations (attached as Appendix E, F, G and H to this report), the majority of required parking will be located within the proposed buildings and to the interior of the site, away from the street. An articulated roofline constructed at 3 storeys along the Essa Road Frontage will also provide for a more visually interesting skyline and the variation in building materials is intended

to enhance the visual appearance of the façade of the proposed buildings. The proposed buildings will also be located close to the street with pedestrian connections to the municipal sidewalk so as to enhance the pedestrian realm of Essa Road. In addition, there are no public parks/open spaces immediately abutting the proposed development which would be impacted by shadows. Finally, the proposed development will provide an appropriate transition from the Essa Road intensification corridor to the two-storey single and semi-detached dwellings located to the west of the subject lands.

Transition to Low-Density Residential Land Uses

54. While the subject lands are located along the Essa Road Intensification Corridor in which medium and high density developments ranging from five (5) to eight (8) storeys in height are encouraged, new developments are expected to provide an appropriate transition to low-density residential land uses. It is important to note that there are many ways in which a new development can provide an appropriate transition to low-density residential land uses, which include the provision of building step-backs to reduce height and shadowing impacts of tall buildings, increased setbacks to provide appropriate spatial separation between buildings, buffering in the form of oversized planting/vegetation, and tight board fencing.
55. Although the proposed development is considered to be high density development as defined in the City's Official Plan, the built form is not considered to be a tall building. In order to provide an appropriate transition to the existing two-storey semi and single-detached dwellings to the west, an amenity area is proposed between the proposed buildings and the residential lands to the west. The applicant will also be retaining the mature trees located in the rear yard, where feasible, and will provide over-sized buffer planting in the form of 4 metre high coniferous trees (2 metres typically required), as well as a two (2) metre tight board fence along the rear lot line to the satisfaction of the City's Engineering Department. Additionally, the adjacent residential lots also have increased rear yard setbacks ranging from 9 to 14 metres, which is greater than the minimum 7 metre standard required by the zoning by-law. This will further increase the separation distance between the proposed development and adjacent residential dwellings. As such, Planning staff are satisfied that the proposed development will provide an appropriate transition from the Essa Road Intensification Corridor to the residential lands to the west.

Housing Policies

56. It is a goal of the Official Plan to provide an appropriate range of housing types, unit sizes, affordability and tenure arrangement at various densities and scales that meet the needs and income levels of current and future residents. Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourages the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure.
57. The applicant is proposing 32 back-to-back townhouse units and 16 traditional townhouse units. Back-to-back townhouse units are a new housing product in the City of Barrie which provide a compact built-form that efficiently uses the land. Traditional townhomes are also considered be a more compact and efficient built-form than traditional forms of housing such as single and semi-detached dwellings. The applicant has noted that the proposed townhomes will be sold for approximately \$450,000 per unit. Based on data obtained from the Canadian Real Estate Association, the year to date (2017) average price for all homes in the City of Barrie is \$520,624. The proposed units will be sold for approximately \$70,624 less than the average price of housing in the City of Barrie.
58. In Planning staff's opinion, the proposed development would satisfy the housing policies noted above as the proposal to provide back-to-back townhouses represents a newer built form in the City of Barrie, increasing the range of housing types, while the compact and efficient nature of townhouse products provides for a more affordable home ownership option.

Policy Summary

59. Based on the policies identified above, Planning staff are of the opinion that the proposed development is considered to be generally consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for medium and high density residential development and provides for an appropriate density that would serve to utilize existing municipal services and infrastructure in accordance with the intensification policies of the City's Official Plan, yet remains compatible with surrounding commercial and residential land uses, all while providing the entirety of the development a more affordable rate.

Zoning By-law 2009-141

60. The subject lands are zoned 'Single Detached Residential First Density' (R1) in Zoning By-law 2009-141, as amended. Under the current zoning, the subject lands can only be developed with a single detached dwelling per lot.
61. The applicant is proposing to amend the zoning of the subject lands to 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP) to facilitate the development of 36 back-to-back townhouse units in the form of three (3) blocks/buildings and 12 traditional townhouse units in the form of one (1) block/building. Special zoning provisions are being requested to implement the proposed development concept. These special zoning provisions will allow for a built-form that is generally consistent with the redevelopment of the City's intensification corridors as envisioned by the 'Mixed-use Corridor' (MU2) zone that was approved by Council on October 5, 2015 (By-law No. 2015-097) but remains under appeal.
62. The 'Mixed Use Corridor' (MU2) standards vary from the 'Multi-residential Second Density' (RM2) standards in that they permit increased building heights and densities, as well as reduced zoning standards as it relates to building setbacks, lot coverage, the location of amenity areas and parking rates for residential uses. These standards are intended to help facilitate the City's vision for the Essa Road Intensification Corridor which is identified as a Mixed-use and Residential Avenue in the City's Urban Design Guidelines for Intensification Areas. Mixed-use and Residential Avenues are encouraged to develop with medium and high density mixed-use developments with a strong street presence so as to create an active pedestrian and transit-oriented environment.
63. Planning staff are of the opinion that the proposed zoning by-law amendment maintains the general intent and purpose of the zoning by-law as the special zoning provisions being requested will facilitate a development that is generally consistent with the policies, vision and standards for the City's intensification corridors.

Zoning Rational for Special Provisions (SP)

Front Yard Setback

64. The applicant is requesting a front yard setback of 2.5 metres for the main building and a front yard setback of 0.5 metres to a front porch/stairs, whereas the zoning by-law requires front yard setbacks of 7 metres to a main building and 3 metres to a porch in the RM2 zone. However, the MU2 zone allows for a front yard setback of 1 metre for 75% of the frontage and 5 metres for 25% of the frontage for commercial uses to accommodate street furniture and patios. Further, the MU2 zone requires a front yard setback of 3 metres for ground floor residential uses, and requires that front yard areas be seamlessly connected with the abutting sidewalk.
65. The general intent and purpose of establishing minimum front yard setbacks is to ensure that there is an adequate separation between a building and any property line abutting a street. In the context of a traditional residential development, front yard setbacks provide sufficient space for parking, amenity space, landscaping, grading and servicing.

66. It is important to note that this is a high density residential development located along an intensification corridor in which buildings are encouraged to have a strong street presence to promote pedestrian activity and encourage the use of public transit. Amenity areas are also encouraged to be unconsolidated in the form of outdoor rooftop spaces, terraces and private balconies rather than consolidated amenity areas at-grade. Parking areas are also encouraged to be located underground, within a structure, or to the rear/interior of a site where they can be screened by buildings or landscaping so as to minimize the presence of motorized vehicles along the corridor. In this way, front yard parking areas are now being replaced by attractive building facades, landscaping and amenity areas such as front porches and outdoor patios.
67. According to the concept plan submitted in support of this application, it appears that the proposed buildings and front porches will be located within close proximity to the street. Parking is also located within the proposed buildings and the interior of the site so as to minimize the presence of large parking areas and motorized vehicles along the Essa Road Corridor.
68. In this specific case, the reduction of the front yard setbacks for the main buildings and front porches are warranted as they will facilitate the development of a high density residential site that is consistent with the urban design guidelines and vision for the City's Intensification corridors. Consequently, Planning staff are of the opinion that the proposed reductions in the front yard setbacks are consistent with the general intent and purpose of the zoning by-law.

Rear Yard Setbacks

69. The applicant is requesting a rear yard setback of 5.4 metres for Building No. 3 and 4.7 m for the porches/stairs of the said building, whereas the zoning by-law requires rear yard setbacks of 7 metres for a main building and 5 metres for porches/stairs in the RM2 zone. It is important to note that the MU2 zone does not have specific rear yard setback provisions for porches/stairs. Rather, the MU2 zone requires a minimum rear yard setback of 7 metres for buildings and accessory structures such as porches and stairs. The general intent and purpose of requiring minimum rear yard setbacks is to provide space for access, a private amenity area, landscaping, and separation between buildings on adjacent lots.
70. In this case, the applicant is seeking to reduce the rear yard setback by 1.6 metres for the main building and 0.4 metres for the rear porches/stairs, which is considered minor. This setback is not being requested for the entirety of Building No. 3 on the site, but rather for a constraint point on the southwestern corner of the building due to the irregular shape of the subject lands. The majority of Building No.3 and the rear porches/stairs are in compliance with the zoning by-law standards for the RM2 zone.
71. The applicant is also proposing a 270.48 square metre amenity area at the rear of the site adjacent to Building No.3 which provides separation between the proposed development and adjacent low-density residential lots to the west. The adjacent residential lots also have increased rear yard setbacks ranging from 9 to 14 metres, which is greater than the minimum 7 metre standard required by the zoning by-law. This will further increase the distance separation between the proposed development and adjacent residential dwellings. Further, the applicant will be required to preserve the existing mature trees in the rear yard, where possible, as they provide an effective buffer between the proposed development and adjacent residential land uses. Where any trees cannot be preserved, the applicant will be required to replace them with oversized buffer planting in the form of 4 metre high coniferous to the satisfaction of the City's Engineering Department. In addition to buffer vegetation, the applicant will be required to install a 2 metre high tight board fence along the rear lot line in accordance with City standards.

72. Planning staff are satisfied that the reduction in the rear yard setback is appropriate as the reduction is minor and will still allow for sufficient access to the proposed units and provides adequate space for landscaping, buffering and separation between the proposed development and the residential dwellings on adjacent lots west of the subject lands.

Secondary Means of Access (Southern Townhouse Block to South Side Lot Line)

73. The applicant is proposing a secondary means of access of 5 metres from the rear façade of the southern townhouse block to the south side lot line, whereas the zoning by-law requires a minimum secondary means of access of 7 m consisting of landscaped open space. The general intent of requiring a 7 metre secondary means of access is to ensure that individual townhouse units have private amenity areas that function as rear yards, provide separation from neighbouring buildings and to ensure that there is enough space for residents to exit the dwelling in the case of an emergency.
74. Typically, the Zoning By-law requires a 7 metre rear yard setback in the RM2 zone, which is comparable to the secondary means of access standard for block/cluster townhomes. In this case, a 5 metre secondary means of access from the southern townhouse block still provides for an appropriate private amenity area for each of the townhouse units. Further, the residents of this development will also have access to a shared amenity area at the rear of the site, as well as public parks located within the surrounding neighbourhood. As such, the future residents of this development will have sufficient amenity area both on and off the site to enjoy leisure-time activities.
75. Planning staff are also satisfied that there will be an appropriate spatial separation between the proposed townhouse block and the commercial building located on the parcel to the south. The commercial building located to the south currently enjoys a side yard setback of approximately 31 metres. Therefore, there will be a spatial separation of approximately 36 metres between the proposed townhouse block and the commercial building located on the adjacent parcel to the south. In addition to this, there will be a cedar hedge and a 2 metre high tight board fence between the two lots, which will maintain privacy between both land uses.
76. Finally, the southern townhouse block will have access points at both the front and the rear of each unit, which will allow residents to safely exit the building in the case of an emergency. The rear yards of the townhouse units are also not proposed to be fenced in, which will provide future residents with unobstructed access to the rear of the site and Essa Road. Therefore, Planning staff feel that a secondary means of access of 5 metres for the southern townhouse block is acceptable.

Density, Gross Floor Area (GFA) and Lot Coverage

77. While the applicant is proposing a density of 109 units per hectare, Section 5.2.5.1(c) of the Zoning By-law restricts the allowable density for block/cluster townhouses to 40 units per hectare. The applicant is also requesting a maximum gross floor area (GFA) of 139%, whereas a maximum GFA of 60% is permitted in the RM2 zone. Additionally, the applicant is requesting a maximum lot coverage of 41%, whereas a maximum lot coverage of 35% is permitted. The general intent and purpose of establishing maximum density, gross floor area (GFA) and lot coverage provisions is to ensure that a property is not overdeveloped, and to ensure that a development can function to serve the basic needs of its occupants (i.e. municipal services, parking supply, amenity area and waste management facilities).
78. It is important to note that the 'Mixed Use Corridor' (MU2) Zone does not identify maximum density, GFA or lot coverage standards. Instead, lot coverage standards have been replaced by minimum and maximum floor space indices to ensure that a property is developed at a higher density. This ensures that designated intensification areas are in fact developed at higher densities in accordance with Provincial and Municipal Policies which encourage the efficient use of land and the optimization of existing services.

79. The impacts of increased density, GFA and lot coverage can be mitigated not only through a higher degree of urban and architectural design, but improved engineering design practices as well. The proposed increases in density, GFA and lot coverage are not considered to be significant and are not expected to generate negative impacts on the design/function of the site. The proposed development contains an adequate supply of parking, amenity area, landscaped open space, waste management facilities and can be fully serviced with municipal sanitary, storm and water services. Furthermore, the proposed increases in density, GFA and lot coverage are consistent with the MU2 zoning standards and are considered to be appropriate within the City's intensification corridors.
80. Planning staff are of the opinion that the proposed density of 109 units per hectare, gross floor area (GFA) of 139% and lot coverage of 41% are considered appropriate and would serve to implement the MU2 zone standards and the intensification policies of the PPS, the Growth Plan and the City's Official Plan.

Building Height

81. The applicant is proposing back-to-back and traditional block/cluster townhouse units, both of which are permitted in the RM2 and MU2 zones. The RM2 zone permits a maximum building height of 10 metres, while the MU2 zone requires a minimum building height of 7.5 metres and permits a maximum building height of 25.5 metres. The proposed development will have a maximum building height of 14.85 metres, which is consistent with the standards of the MU2 zone and is only 4.85 metres greater than the maximum height permitted (10 metres) in the adjoining RM2-TH zone to the west. Planning staff are of the opinion that the proposed building height maintains the intent of the MU2 zone while being respectful of the adjacent established single and semi-detached residences to the west of the subject property. The proposed built form is not considered to be a tall building and provides an appropriate transition between the Essa Road Intensification corridor and the adjacent low-density (2 to 3 storeys) residential land uses to west.

Outdoor Amenity Area

82. In accordance with Section 5.2.5.2 of the Zoning By-law for RM2 uses, a minimum consolidated outdoor amenity area of 576 square metres (12 square metres per unit) is required to be provided on site. In this regard, the applicant has demonstrated that a total consolidated outdoor amenity area of 270.48 square metres can be accommodated at the rear of the site. This area will consist of a green space with retained mature trees and some oversized infill planting for buffering from adjacent land uses. Additionally, the applicant is proposing to include 1,653.52 square metres of unconsolidated amenity area in form of private balconies and rooftop terraces. This equates to a total of 40 square metres of amenity area per unit on the site, which greatly exceeds the minimum required by the Zoning By-law in the RM2 zone.
83. The 'Mixed Use Corridor' (MU2) zone requires a minimum of 12 square metres of outdoor amenity space per residential unit in an unconsolidated form, including landscape open space, rooftop amenities, private balconies and/or other outdoor amenity areas. As such, a total outdoor amenity area of 576 square metres would be required for the subject site. Given that the size and configuration of the proposed amenity area is consistent with the MU2 standards, staff are satisfied that there is sufficient amenity space being provided on the site.

Driveway Length and Tandem Parking

84. The applicant is proposing a driveway length of 5.5 metres for the units located within the traditional townhouse block located on the south side of the site, whereas subsection 5.2.5.2(d) of the Zoning By-law requires a minimum driveway length of 6 metres for townhouse units. It is important to note that the Zoning By-law requires a minimum width of 2.7 metres and a minimum length of 5.5 metres for residential parking spaces. The proposed driveways meet the minimum size requirements for

residential parking spaces in the Zoning By-law. As such, Planning staff feel that the reduction in driveway length is considered appropriate.

85. The applicant is also proposing tandem parking for the traditional townhouse block located on the south side of the site. The parking configuration for the traditional townhouse block will include one (1) space in the driveway and one (1) in the garage. Sections 4.6.1 and 4.6.2.5 of the Zoning By-law require that all multi-residential parking spaces have unobstructed access to a drive aisle and/or laneway. The intent of this zoning provision is to ensure that residents have convenient access to their parking stalls. In this case, the tandem parking spaces will be restricted to the units of the traditional townhouse block only. The proposed tandem parking spaces will also have direct access to the private laneway that runs through the centre of the site. As such, the proposed tandem parking spaces will not generate negative impacts on the flow of traffic into and through the site, and will not result in unreasonable delays to the future residents of the development. Consequently, Planning staff are of the opinion that tandem parking is considered appropriate in the form that is being proposed on this site.

Site Plan Control

86. The property is subject to Site Plan Control through which Planning staff and the City's technical review team will address the development and detailed design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, urban design, building orientation/massing/placement etc.
87. Although the detailed design of the proposed development would occur through the Site Plan Control process, Planning staff and our technical review team have taken a proactive approach in working with the applicant and their consulting team to address issues early-on in the planning process. For example, Planning staff and our technical review team have worked with the applicant to identify tree preservation limits on the site in an effort to ensure that the applicant preserves existing vegetation, where possible, in order to provide a buffer between the subject lands and adjacent land uses. Specifically, the applicant will be preserving the cedar hedge along the south side lot line. Further, Parks Planning and Forestry Operations staff have advised that the applicant shall preserve existing mature trees located in the rear yard, where possible, as they provide an effective buffer between the proposed development and adjacent low-density residential lots to the west. Where the removal of trees is necessary, staff will require that the applicant replace each tree with additional/oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Department. The applicant will also be required to install a 2 metre high tight board fence along the rear and north side lot lines to provide an additional buffer and privacy for adjacent land uses.
88. The concept plan and elevation drawings submitted provide a general indication of how the property would be developed and the ultimate design of the future buildings. While a formal application for site plan approval has not been submitted to date, staff note that consideration has been given to urban design through the provision of detailed design elements such as an articulated roofline, a combination of brick/stone and composite panel façade materials, iron and frost glass balcony railings, enhanced landscaping/amenity areas, along with parking that is situated to the interior of the site and within the main buildings.

Bonusing

89. The Bonusing Policies (Section 6.8) within the Official Plan currently 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 'Single Detached Residential Dwelling First Density' (R1) zoning on the subject lands permits. However, on May 29, 2017, a memorandum

was provided to Council which identified that development proposals within the City's intensification nodes and corridors that generally comply with the 'Mixed Use Corridor' (MU2) zoning standards would not be subject to Bonusing Policies. As this parcel is considered to be within the Essa Road Intensification Corridor and generally complies with the MU2 zoning standards, Bonusing Policies would not apply.

Previous Development Approvals

90. It is important to note the following intensification projects along the Essa Road corridor that have been previously recommended by Planning staff and ultimately approved by Council:

Municipal Address	Application #	Density (Units/Hectare)	Building Height	Approval Date
497, 503, 507 & 513 Essa Road	D14-1367	99 UPH	3-4 Storeys	January 24, 2005 (By-law 2005-026)
355-361 Essa Road	D11-1359	53 UPH	3-4 Storeys	January 23, 2006
91 Coughlin Road	D11-1531	54 UPH	3-Storey	June 29, 2010
380 Essa Road	D14-1499	74 UPH	3-Storey	May 9, 2011 (By-law 2011-057)
536-540 Essa Road	D14-1505	80 UPH	4-Storey	June 4, 2012 (By-law 2012-102)
300 Essa Road	D09-OPA017 D14-1473R	138 UPH	4-12 Storeys	April 29, 2013 (By-law 2013-078)
369 & 379 Essa Road	D14-1570	60 UPH	3 Storeys	September 29, 2014 (By-law 2014-130)
556, 560 & 568 Essa Road	D14-1566	106 UPH	8 Storeys	August 24, 2014 (By-law 2014-092)
534, 536 & 540 Essa Road	D14-1583	55 UPH	3 Storeys	June 29, 2015 (By-law 2015-073)
401 Essa Road	D14-1601	56 UPH	3 Storeys	June 27, 2016 (By-law 2016-069)
570, 576 & 576 Essa Road	D14-1609	84 UPH	6 Storeys	March 27, 2017 (By-law 2017-020)

91. It is evident from the above table that the proposed development is in keeping with the densities and the form of development previously established for this Intensification Corridor. Planning staff note however that while the proposed development has the physical characteristics of a medium density development with the provision of a private amenity space requirement, it is able to utilize the land more efficiently with a higher density and as such falls under the high density classification of the Official Plan. This application, if approved, would permit a development that exceeds the standards for typical medium density developments (10 metre height and density of 40 units per hectare), but is still less than 150 units per hectare and therefore is appropriate on an intensification corridor. Staff note that it is anticipated that these types of developments will be more common within the intensification areas, as they take advantage of existing infrastructure and services, and assist the City in meeting and achieving its population targets.

Summary

92. Planning staff have reviewed the public, department and agency comments received and have considered the proposed Zoning By-law Amendment application in regard to conformity with relevant Provincial Policy and the City's Official Plan. In staff's opinion, the provision of thirty-six (36) back-to-back townhouse units and twelve (12) traditional townhouse units is considered appropriate and conforms to relevant Provincial Policy, the City's Official Plan and the policy planning framework established for intensification, while being respectful of existing low density residential developments.

ENVIRONMENTAL MATTERS

93. Tree preservation and landscape buffer treatments have been discussed in detail in the analysis section of this staff report. Existing trees on site will be preserved, where possible, and complimented with oversized infill and/or buffer planting.

ALTERNATIVES

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

Alternative #1

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current 'Single Residential First Density' (R1) zoning on the subject lands.

This alternative is not recommended as the subject property is ideally suited for mid-rise (medium-high density) residential development in the form and density proposed given the full range of services and facilities available in the area. The proposed amendment is also in keeping with Provincial and Municipal policy for the City's intensification areas.

Alternative #2

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

This alternative is not recommended as the subject lands are located within an Intensification Corridor and can be generally developed in accordance with the City's intensification policies and zoning standards as envisioned by Council, that assist the City in achieving its population targets, and is in a form that is respectful and compatible with adjacent land uses.

FINANCIAL

95. The proposed Zoning By-law Amendment, if approved, will result in the development of thirty-six (36) back-to-back townhouse units and twelve (12) traditional townhouse units. Through the Site Plan Control process, the applicant will be required to enter into a Site Plan Agreement with the City that includes the payment of fees and securities for site development.
96. If approved, the proposed residential development will generate the following fees:

Fee	Amount	Total
Finance Administration Fee	\$70.00/unit	\$3,360.00

Development Charges	\$33,478.00/unit	\$1,606,944.00
Education Levy	\$1,759.00/unit	\$84,432.00
Cash-in-lieu of Parkland	\$5,150.00/unit	\$247,200.00
Building Permits	\$19.10/sq.m.	\$117,549.04 (approx.)

97. If approved, the proposed development of forty-eight (48) townhouse units will result in a total annual tax rate of \$64,500 (at the 2017 rate) for the subject lands.
98. The developer will be responsible for all capital costs for the new infrastructure required within the development limits. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure would be the responsibility of the future condominium corporation. Further, the owner would be required to register a Plan of Condominium over the subject lands and as a result, all costs associated with snow/waste removal, landscape maintenance and site lighting would be the responsibility of the condominium corporation.
99. The City will also incur minimal additional operating costs associated with increased demand for municipal services outside of the development limits. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are actively planned throughout the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2014-2018 COUNCIL STRATEGIC PLAN

100. The recommendations included in this staff report relate to the Inclusive Community and Responsible Spending pillars of the 2014-2018 Strategic Plan. More specifically, the recommendations aid in achieving the goals under each respective pillar.

Pillar	Goal	How it is Achieved
Inclusive Community	Encourage Affordable Housing	Townhomes in the form proposed are considered a more compact and affordable form of housing.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.

Attachments: Appendix "A" – Draft Zoning By-law
 Appendix "B" – Technical Study Descriptions
 Appendix "C" – Public Input and Staff Responses
 Appendix "D" – Department and Agency Comments
 Appendix "E" – Proposed Concept Plan
 Appendix "F" – Proposed Parking Plan
 Appendix "G" – Proposed Building Elevations – Back-to-Back Townhouse Blocks
 Appendix "H" – Proposed Building Elevations – Traditional Townhouse Block
 Appendix "I" – Official Plan Land Use Map
 Appendix "J" – Zoning By-law Map
 Appendix "K" – Intensification Corridor Map

APPENDIX "A"

Draft Zoning By-law



Bill No. XXX

BY-LAW NUMBER 2018-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 521 and 525 Essa Road, shown on Schedule "A" to this By-law from Single Detached Residential First Density (R1) to Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX).

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

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

1. **THAT** the zoning map is amended to change the zoning of 521 and 525 Essa Road from Single Detached Residential First Density (R1) to Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 5.3.1 of Zoning By-law 2009-141, a front yard setback of 2.5 metres to the main building shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3.5.1 of Zoning By-law 2009-141, a front yard setback of 0.5 metres to a porch shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of Zoning By-law 2009-141, a rear yard setback of 5.4 metres to the main building shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.3.5.1 of Zoning By-law 2009-141, a rear yard setback of 4.7 metres to a porch shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.

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6. **THAT** notwithstanding the provisions set out in Section 5.3.1 of Zoning By-law 2009-141, a maximum lot coverage of 41 percent shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 7. **THAT** notwithstanding the provisions set out in Section 5.3.1 of Zoning By-law 2009-141, a maximum gross floor area of 139 percent shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 8. **THAT** notwithstanding the provisions set out in Section 5.2.5.2(b) of Zoning By-law 2009-141, a minimum outdoor amenity area of 12 square metres per residential unit in an unconsolidated form shall be required in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 9. **THAT** notwithstanding the provisions set out in Section 5.3.1 of Zoning By-law 2009-141, a maximum building height of 14.85 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 10. **THAT** notwithstanding the provisions set out in Section 5.2.5.1(a) of Zoning By-law 2009-141, a maximum building density of 109 units per hectare shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 11. **THAT** notwithstanding the provisions set out in Section 5.2.5.2(d) of Zoning By-law 2009-141, a minimum driveway length of 5.5 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 12. **THAT** notwithstanding the provisions set out in Sections 4.6.1 and 4.6.2.5 of Zoning By-law 2009-141, tandem parking shall be permitted for the southerly townhouse block (Building No. 4) in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 13. **THAT** notwithstanding the provisions set out in Section 5.3.3.2(d) of Zoning By-law 2009-141, a secondary means of access of 5 metres shall be permitted for the southerly townhouse block (Building No.4) in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 14. **THAT** a minimum building separation distance of 9 metres be required for back-to-back townhouse blocks in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 15. **THAT** back-to-back townhouse units shall also be permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 16. **THAT** the remaining provisions of Zoning By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.

17. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2018.

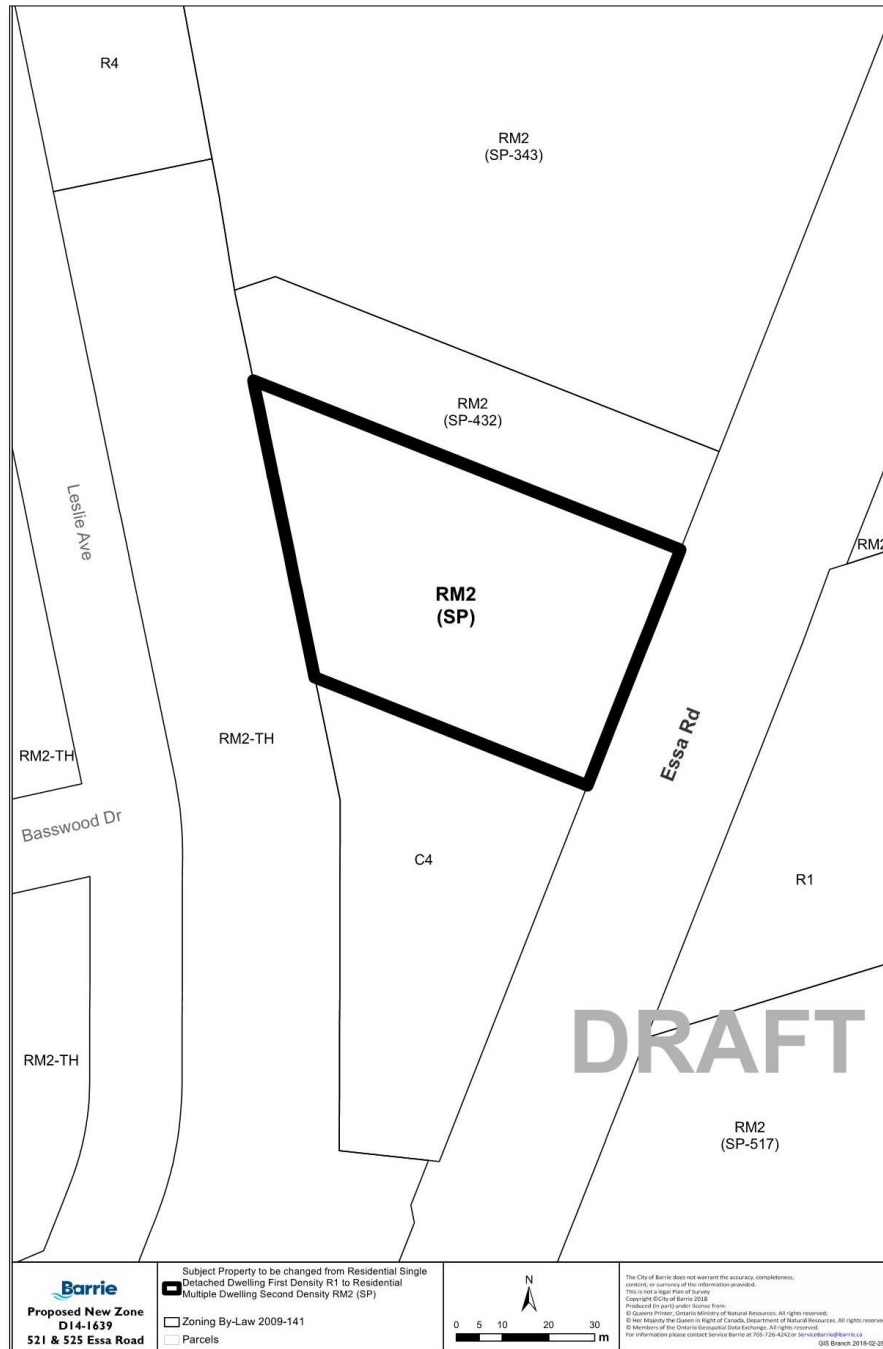
READ a third time and finally passed this **date** day of **month**, 2018.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

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



MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "B"
Technical Study Descriptions

Planning Justification Report (September 19th, 2017)

Provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the Planning policy basis and opinion of Innovative Planning Solutions Inc. that the proposal is an appropriate form of development and location for residential intensification in accordance with both Provincial and Municipal Policy.

Affordable Housing Report (September 19th, 2017)

Provides an overview of the proposed development and a comparison between the sale price of the units and affordable housing rates as defined in the Official Plan and the Ministry of Municipal Affairs and Housing (MMAH). According to the report, the proposed development is considered to be a more affordable form of housing.

Urban Design Brief (September 19th, 2017)

Provides an overview of the policies and guidelines that direct urban design within the City of Barrie. The Brief confirms that the proposed development is generally consistent with the Urban Design Guidelines of the Official Plan and in the Intensification Urban Design Guidelines.

Functional Servicing Report and Stormwater Management Report (June 23rd, 2017)

Provides that the subject lands will have frontage and access on Essa Road for the purpose of this development and that the proposed development can be adequately serviced with respect to sanitary, storm and watermain services through connections to the existing services located on Essa Road. The report further concludes that stormwater management will be addressed on site in accordance with City and Ministry of Environmental and Climate Change (MOECC) guidelines for both quality and quantity control measures and the proposed development will not negatively impact the existing operation of Essa Road.

Tree Inventory, Analysis and Preservation Report (August 2017, Revised March 2018)

Provides an assessment of the existing vegetation on the subject lands and makes recommendations on tree preservation, and how to protect trees during construction. The report concludes that most of the existing trees within the site need to be removed due to poor health. In order to minimize the impacts of the development on adjacent properties, trees are being retained wherever possible, predominantly on the west and south sides of the subject lands. By following the Tree Preservation Methodologies, the Tree Preservation and Removals Plan and by maintaining the Tree Preservation and Siltation Control Fencing and Limit of Tree Preservation fencing as set out in the report throughout the entire construction period, there should be little chance for tree damage outside the area designated for tree and brush clearing. The applicant and their Landscape Consultant have also been advised that where any trees located adjacent to the west boundary of the site are to be removed, they shall be replaced with oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Department. This requirement will be implemented through the Site Plan Control process.

Noise/Vibration Impact Assessment (September 8, 2017)

Provides an assessment of potential noise impacts on the proposed residential building as it relates to traffic noise generated from Essa Road as well as provides recommendations to ensure that MOE indoor noise guidelines can be met for all dwelling units. The report concludes that the proposed residential building can be developed in a manner that satisfies the requirements of the MOE guidelines for transportation noise.

APPENDIX "C"**Public Input and Staff Responses****Neighbourhood Meeting – November 7, 2017**

A Neighbourhood Meeting was held on November 7, 2017 whereby approximately 25 residents were in attendance. The questions and concerns expressed at the Neighbourhood Meeting are identified and addressed below:

1. Insufficient Parking

The proposed parking ratio for the site is 1.5 spaces per residential unit in accordance with the multi-residential parking requirements in Section 4.6.1 of the Zoning By-law. The 1.5 parking spaces per unit being proposed is higher than the 1 parking space per residential unit permitted by the 'Mixed-use Corridor' (MU2) zoning requirement for the City's Intensification Corridors. The proposed parking rate is considered appropriate given that it is consistent with the requirements of the Zoning By-law and the subject site is located in close proximity to services and public transit. The City also has an interest in promoting active transportation, especially in intensification areas.

2. Insufficient Amenities, Facilities and Services to Support the Development

The subject site is located along an arterial roadway (Essa Road) which is a designated intensification corridor whereby access to the proposed development would be obtained, and, on which transit and municipal sanitary, storm and water services are available. The subject site is also located within walking distance to City Parks (Mapleton Park, Harvie Park and Holly Community Park) and two schools (Holly Meadows Elementary School and Trillium Woods Elementary School). The subject lands are also located within close proximity to many commercial facilities along Essa Road, particularly the Holly Meadows Commercial Plaza located on the corner of Essa Road and Mapleton Avenue.

3. Privacy and Buffering from Adjacent Low-Density Residential Land Uses

The applicant is proposing a rear yard setback of 5.4 metres for the main building and 4.7 metres to a porch, whereas the Zoning By-law requires a minimum rear yard setback of 7 metres and 5 metres in the RM2 Residential Zone. It is important to note that the subject site is an irregular shaped lot in that the rear lot line runs diagonally in a southwest-northeast direction. As such, the reduced rear yard setback will occur at one corner of the back-to-back townhouse block located at the rear of the site. The remainder of the building will comply with and/or exceed the minimum rear yard setback requirements of the Zoning By-law.

There will also be a 270.48 square metre amenity area located between the back-to-back townhouse block and the adjacent residential lots to the west. Additionally, there are currently large mature coniferous trees located at the rear of the site which provide a buffer between the site and the adjacent residential lands to the west. These trees are located entirely within the subject site and therefore, do not qualify as shared boundary trees. While the applicant's arborist has deemed some of these trees to be unhealthy and recommended that they be removed, the City's Parks Planning Division and Forestry Operations Department have inspected the trees and feel that the majority are in good health and should be retained, with the exception of two coniferous trees located at the north-western corner of the site. Parks Planning and Forestry Operations staff have confirmed that the preservation of these trees will be strongly encouraged through the Site Plan Control Process. Where tree removal is required and/or warranted, the applicant will be required as a condition of Site Plan Approval, to replace each tree with oversized buffer planting in the form of 4 metre high coniferous trees at a ratio of 2:1. Furthermore, the applicant will also be required to install a 2 metre high tight board fence along the rear lot line of the property in accordance with City standards.

4. Increased Noise and Traffic Congestion along Essa Road

The City's Traffic Services Department has noted that the size of the proposed development does not trigger the need for a Traffic Study as the unit count is below 75 units. Furthermore, Essa Road is a designated intensification corridor which contains a wide variety of uses and activities, and is a main artery through the City of Barrie. Essa Road is a busy arterial road and the proposed development is not expected to have a significant impact on the traffic and noise levels along the corridor. Finally, Essa Road is an area of the City which is under constant change due to policies that encourage infill and intensification along the corridor. In saying this, Essa Road is slated to evolve from a corridor consisting of automobile-dependent low-density residential uses and traditional commercial strip plazas to a mixed-use corridor consisting of medium and high density developments with a strong street presence where pedestrian activity and active transportation (i.e. transit, cycling, walking, etc.) are encouraged.

5. High Quality Urban Design

Planning staff acknowledge that residents have expressed concerns with the design and building materials used on past developments on Essa Road. Consequently, Planning staff are taking a firm and cautious approach in the urban design review of future developments along Essa Road through the Site Plan Control process to ensure that all future developments maintain a high quality of design in accordance with the City's Intensification Area Urban Design Guidelines. The applicant will also be required to clearly label building materials on the elevation plans that are submitted in support of a future Site Plan Control application, which would be included in the site plan agreement which is registered on title of the subject property. As such, the subject lands will be required to develop in accordance with the site plan agreement.

6. Drainage and Grading

Residents expressed site drainage and grading as issues of concern. Based on the Functional Servicing Report submitted in support of the proposed development, the required stormwater storage value for the site will be provided using surface ponding within the parking area and storm water retention tanks located in the parking level of each townhouse block, which will be discharged in accordance with City of Barrie Design Standards. With respect to lot grading, developers are required to match the existing grade at the property line. Furthermore, the grading of the subject site will be reviewed in detail by City Engineering staff through the Site Plan Control Process to ensure compliance with City policies and standards.

7. Tree Preservation

There was concern expressed about the preservation of boundary trees located between the subject lands and adjacent residential lots. The City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. This is typically dealt with through site plan approval. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law. Individual trees on private property may also be protected under a Site Plan Agreement. Also, developers cannot remove, injure or harm shared boundary trees without the written consent of the adjacent property owner. Furthermore, developers are required to install tree protection fencing in accordance with City standards. Construction activity is not permitted within the tree protection zone and tree protection fencing is inspected by City staff on a regular basis throughout the construction process. If a shared boundary tree is damaged, the developer is responsible for replacing the tree or financially compensating the adjacent property owner.

The applicant will be preserving the existing hedge located along the south side lot line which will provide a buffer between the proposed development and the adjacent commercial automotive site. Additionally, there are currently large mature coniferous trees located at the rear of the site which provide a buffer between the site and the adjacent residential lands to the west. These trees are located entirely within the subject site and therefore, do not qualify as shared boundary trees. While the applicant's arborist has deemed some of these trees to be unhealthy and recommended that they be removed, the City's Parks Planning Division and Forestry Operations Department have inspected the trees and feel that the majority are in good health and should be retained, with the exception of two coniferous trees located at the north-western corner of the site. Parks Planning and Forestry Operations staff have confirmed that the

preservation of these trees will be strongly encouraged through the Site Plan Control Process. Where tree removal is required and/or warranted, the applicant will be required as a condition of Site Plan Approval, to replace each tree with oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Services Department.

8. Intensification and Increased Density

Residents are concerned about increased densities along the Essa Road Corridor as it is changing the character of the area. It is important to note that Essa Road is a designated intensification corridor in which higher building densities and heights are encouraged. This is further supported by both City and Provincial Planning policies. As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (109 units per hectare) is appropriate for lands within an intensification corridor. Staff are also satisfied that the site design and requirements such as parking, access, landscaping, amenity space and tree preservation can be accommodated and will be adequately addressed through the Site Plan Control process without adversely impacting adjacent properties. Additionally, staff are satisfied that the proposed increase in building height from 10 metres to 14.85 metres is reasonable and will provide an appropriate transition between the adjacent low density residential development to the west and the anticipated higher density built form along the Essa Road Intensification Corridor. Finally, the applicant will be required to preserve existing trees located at the rear of the site wherever possible and provide additional oversized buffer planting, as well as a tight board fence to maintain privacy for the low density residential development to the west.

9. Inadequate Amenity Space

The amenity space as proposed includes a consolidated outdoor amenity area of 270.48 square metres at-grade located at the rear of the site. An additional 1,653.52 square metres of unconsolidated amenity area in the form of private balconies and rooftop terraces is being proposed. In total, this equals 40 square metres of amenity area per residential unit, which vastly exceeds the minimum of 12 square metres required by the Zoning By-law and is consistent with the 'Mixed Use Corridor' (MU2) Zone standards which permit an unconsolidated amenity area for multi-residential developments. Additionally, there are City parks located within walking distance (500 m) of the subject site (Mapleton Park, Harvie Park and Holly Community Park).

Public Meeting – December 18, 2017

A Statutory Public Meeting was held on December 18th, 2017 to present the development proposal to General Committee. Five members of the public spoke. The concerns expressed reiterated those previously received at the Neighbourhood Meeting as referenced above, in addition to the following:

1. Construction Method Being Proposed – Wood Frame vs. Steel Frame

Questions were received regarding the construction of the frame-structure of the proposed townhouses. Specifically, members of the public wanted to know if the townhouses will be constructed using wood or steel frame construction. The applicant's Planning Consultant confirmed that the proposed development would be constructed using wood frame construction.

2. Affordable Housing, Higher Densities, Traffic and Safety

Comments were made regarding the City's need for growth, affordability and higher density housing, as well as concerns associated with traffic and safety issues on Essa Road. Favourable comments were also expressed with the revised development proposal to lower the number of back-to-back townhouse units as it will provide more space on the site and address some of the concerns raised at the Neighbourhood Meeting. The implementation of further traffic calming measures was recommended along the Essa Road corridor to ensure community safety.

3. Tree Preservation

Questions were received regarding tree preservation on the site. Specifically, residents wanted to know if the applicant would be preserving some of the mature trees on the site and wanted to ensure that boundary trees would be protected.

As noted above, the City of Barrie requires the preservation and incorporation of existing trees into new development proposals wherever practical and feasible. This is typically dealt with through site plan approval. All trees in development areas that are part of an ecological woodlot (0.2 hectares or greater irrespective of property boundaries) are protected under the provisions of the Private Tree By-law. Individual trees on private property may also be protected under a Site Plan Agreement. Also, developers cannot remove, injure or harm shared boundary trees without the written consent of the adjacent property owner. Furthermore, developers are required to install tree protection fencing in accordance with City standards. Construction activity is not permitted within the tree protection zone and tree protection fencing is inspected by City staff on a regular basis throughout the construction process. If a shared boundary tree is damaged, the developer is responsible for replacing the tree or financially compensating the adjacent property owner.

The applicant will be preserving the existing hedge located along the south side lot line which will provide a buffer between the proposed development and the adjacent commercial automotive site. Additionally, there are currently large mature coniferous trees located at the rear of the site which provide a buffer between the site and the adjacent residential lands to the west. These trees are located entirely within the subject site and therefore, do not qualify as shared boundary trees. While the applicant's arborist has deemed some of these trees to be unhealthy and recommended that they be removed, the City's Parks Planning Division and Forestry Operations Department have inspected the trees and feel that the majority are in good health and should be retained, with the exception of two coniferous trees located at the north-western corner of the site. Parks Planning and Forestry Operations staff have confirmed that the preservation of these trees will be strongly encouraged through the Site Plan Control Process. Where tree removal is required and/or warranted, the applicant will be required as a condition of Site Plan Approval, to replace each tree with oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Services Department.

4. Affordable Housing

A member of the public asked the applicant if a portion of the development had been considered for affordable housing. As noted in the Analysis Section of this report, the applicant is proposing a compact and efficient built-form consisting of small units, which are considered to be more affordable than traditional forms of housing such as single and semi-detached dwellings. The applicant has noted that the proposed townhouse units will be sold for approximately \$450,000. Based on data obtained from the Canadian Real Estate Association, the year to date (2017) average price for all homes in the City of Barrie is \$520,624. The proposed units will be sold for approximately \$70,624 less than the average price of housing in the City of Barrie.

APPENDIX "D"

Department and Agency Comments

The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided below.

Lake Simcoe Region Conservation Authority (LSRCA)

1. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied from a watershed management perspective that the proposed development is consistent with the Natural Heritage and Natural Hazard Policies of the Provincial Policy Statement (PPS) and conforms to the Lake Simcoe Protection Plan (LSPP) and as such, they have no objection to the approval of the subject application.
2. The proposed development will be subject to the LSRCA Phosphorous Offsetting Policy (2018). The phosphorous budget associated with this development will be reviewed in detail by the LSRCA through the Site Plan Control process.

School Boards

3. The Simcoe County District School Board (SCDSB) provided comments indicating that they had no objections to the proposed development and provided their standard warning clause with respect to the availability of public schools and bussing which are to be included into all purchase and sale or lease agreements.
4. The Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating that they had no objection to the approval of the subject application.

Engineering Department

5. Based on a review of the Functional Servicing Report submitted in support of the subject application, the City's Engineering Department provided comments indicating that the proposed development can be accommodated by the surrounding municipal infrastructure. A road widening of 2 metres has also been identified along the entire Essa Road frontage. A detailed review of the site layout/circulation, servicing, water distribution, stormwater management and grading will be undertaken through the Site Plan Control process. The proposed development will be required to comply with all of the City's design policies.
6. Parks Planning staff and Forestry Operations staff have reviewed the Tree Preservation Plan and have noted that some minor revisions are required through the Site Plan Control Process. Specifically, these changes relate to the trees located on the west side of the site. Staff have confirmed that some of these trees that have been deemed unhealthy by the applicant's arborist and slated for removal are in fact in a healthy condition and should be preserved. The preservation of these trees will not only provide an effective buffer, but will also reduce development costs for the applicant. Parks Planning staff have confirmed that as a condition of Site Plan Approval, any trees that require removal along the west side of the site shall be replaced with oversized buffer planting in the form of 4 metre high coniferous trees to the satisfaction of the City's Engineering Department, so as to maintain an effective buffer between the proposed development and adjacent residential land uses. Finally, the applicant will also be required to submit a detailed landscape submission through the Site Plan Control process through which the landscape design of the site will be reviewed in detail and refined.
7. Traffic Services provided comments which noted that that a Traffic Study is not required for the proposed development as the unit count is below 75 units.

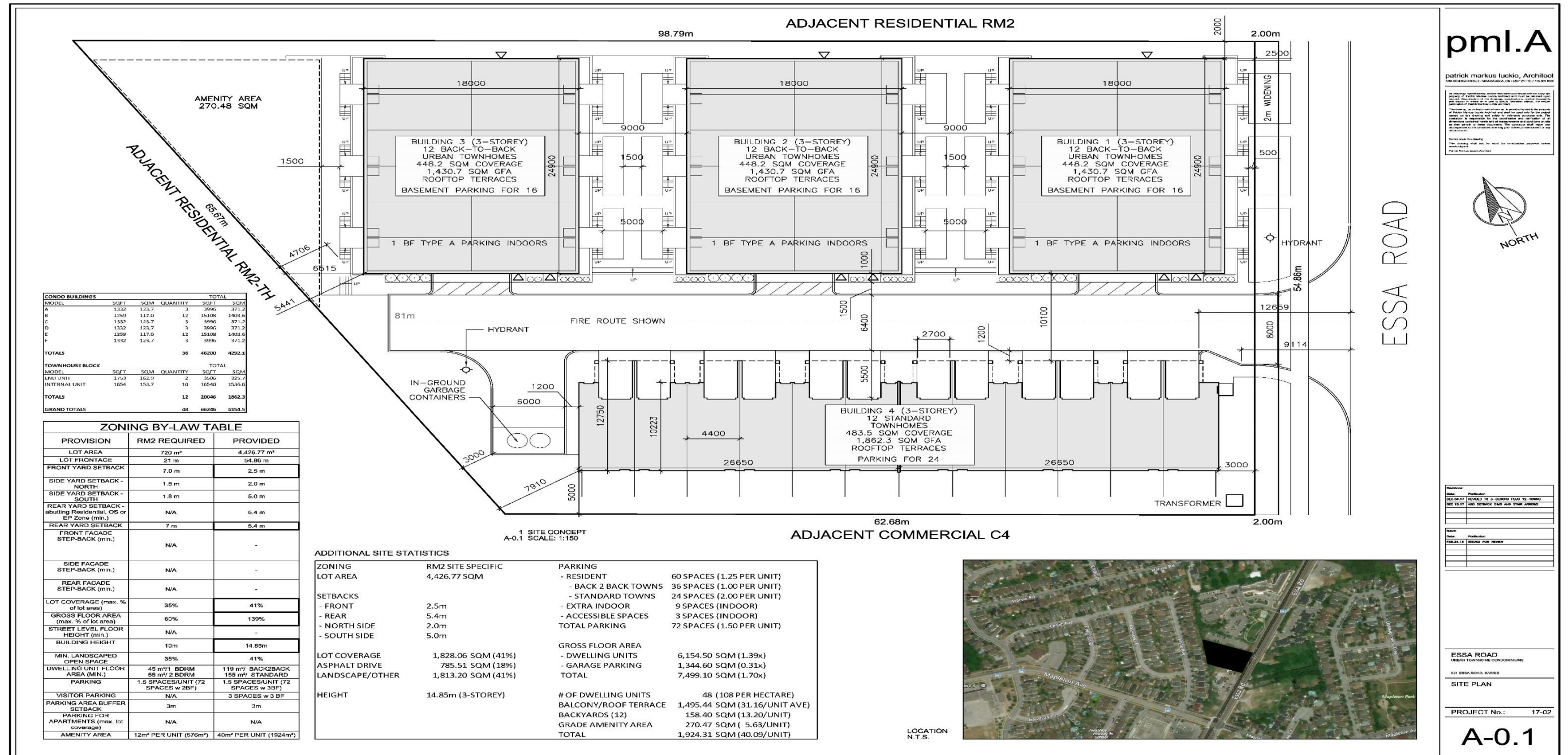
Fire Services

8. Barrie Fire Services is satisfied with the proposed development based on the fact that the applicant has provided a separation distance of 9 metres between the back-to-back townhouse blocks and a ladder can be set-up between the proposed townhouse blocks at a 70 degree angle. As such, the development proposal meets the operational requirements of Barrie Fire Services.

Other Agencies

9. Bell Canada, Enbridge Gas, Metrolinx, Alectra Utilities, and the City's Building Services Division and Municipal Law Enforcement provided comments indicating that they had no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revision or outstanding matters will be addressed through the Site Plan Control process.

Proposed Concept Plan



APPENDIX "F"

Proposed Building Elevations – Back-to-Back Townhouse Blocks



1000
300
5500
6400
2700
3642
2375
ENTRANCE
METER
HYDRANT
GARBAGE
TRANSFORMER

ESSA ROAD

1 PARKING PLAN
A-0.1b SCALE: 1:150

ESSA ROAD
URBAN TOWNHOUSE CONDOMINIUMS
A21 ESSA ROAD, BARRIE
PARKING PLAN
PROJECT No.: 17-02
A-0.1b

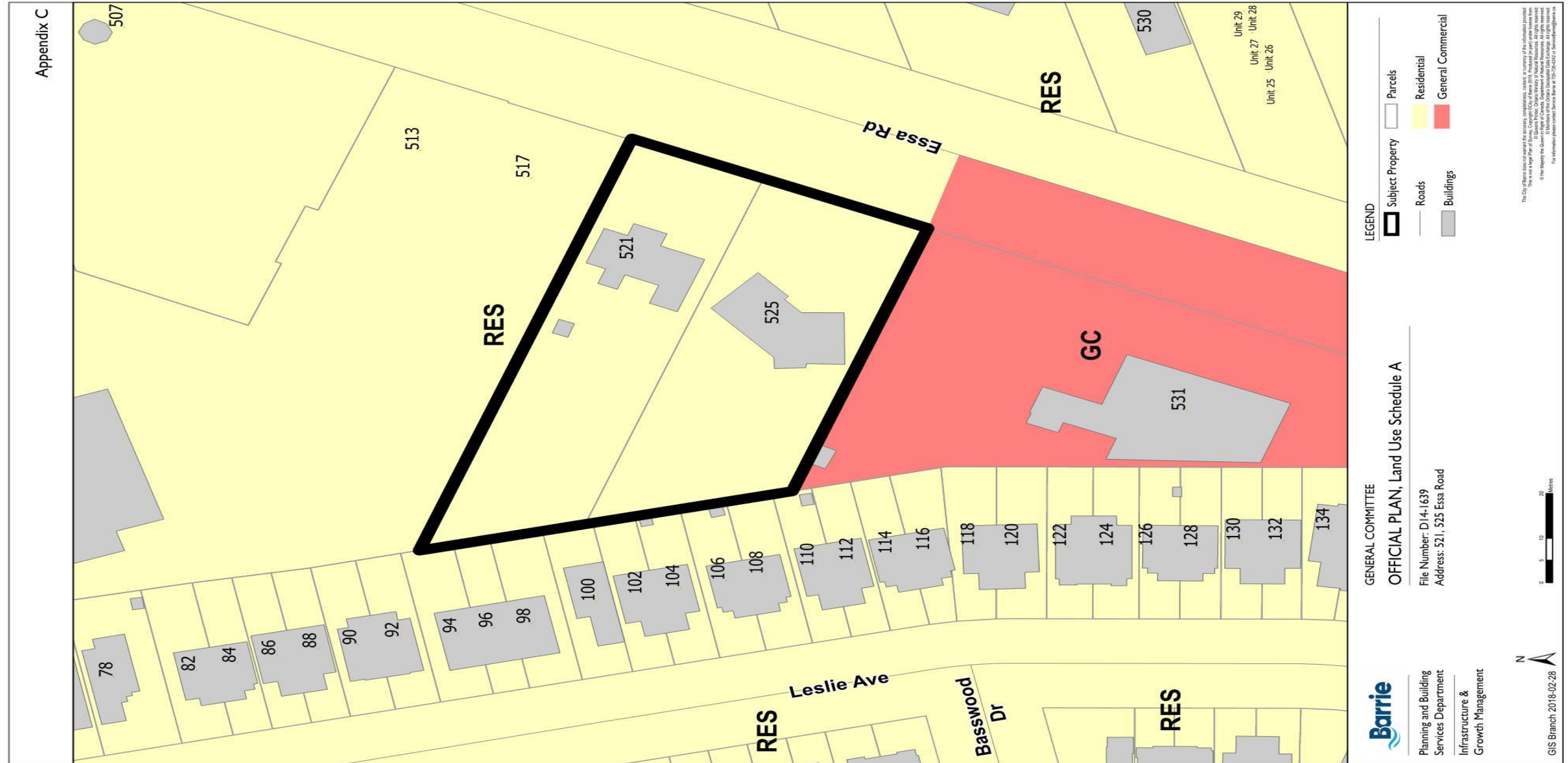
APPENDIX "H"

Proposed Building Elevations – Traditional Townhouse Block (South Side of the Site)

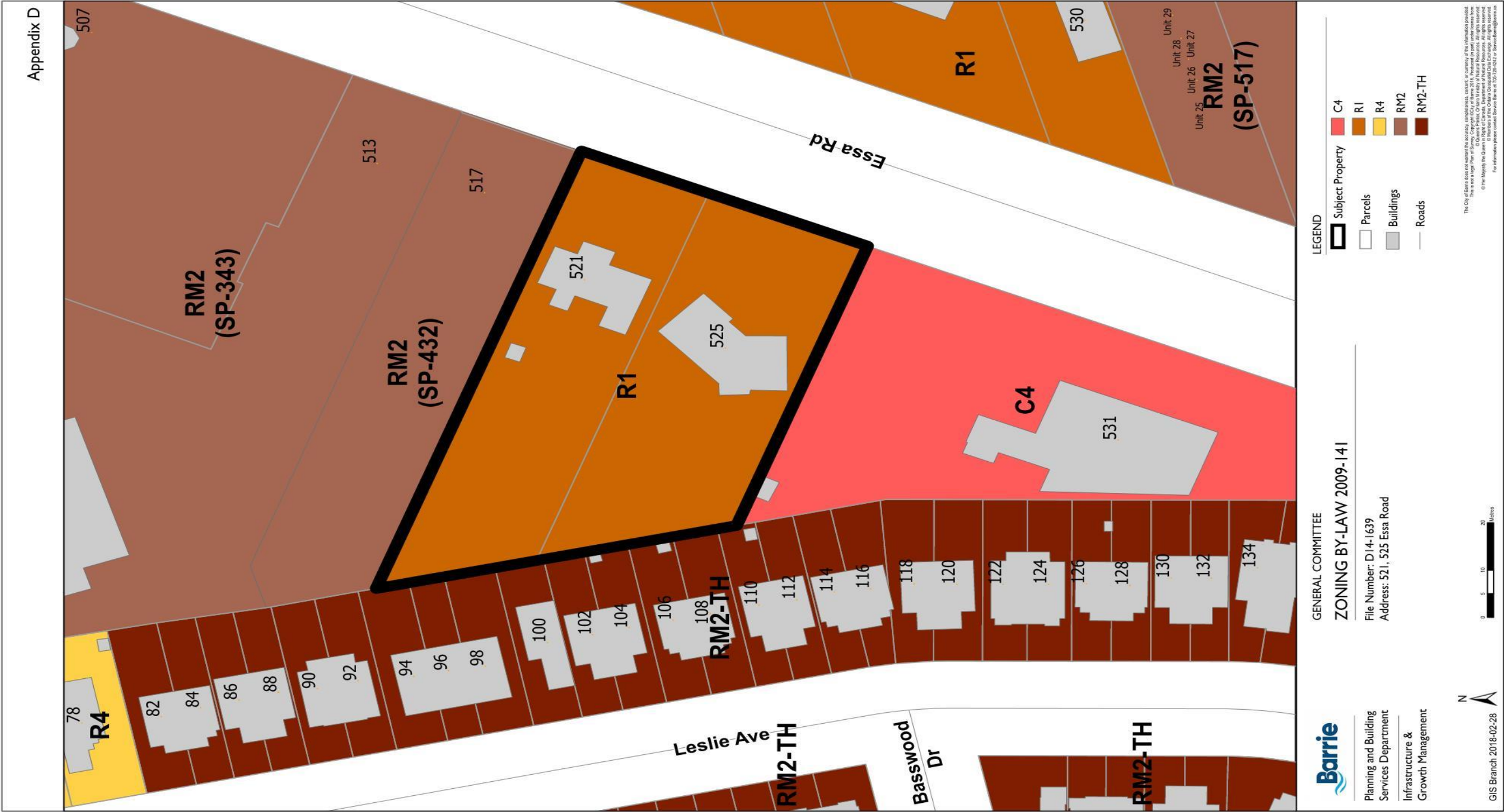


APPENDIX "I"

Official Plan Land Use Map



APPENDIX “J”
Zoning By-law Land Use Map



APPENDIX “K”

Intensification Corridor Map

