
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR A ZONING BY-LAW AMENDMENT (2591451 ONTARIO INC.) - 829 ESSA ROAD

WARD: 7

PREPARED BY AND KEY CONTACT: C. KITSEMETRY, RPP, PLANNER, EXT. 4430

SUBMITTED BY: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: A. MILLER, RPP, 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 on behalf of 2591451 Ontario Inc. to rezone the lands known municipally as 829 Essa Road (Ward 7) from Residential Multiple First Density (R1) to Mixed Use Corridor with Special Provisions (MU2) (SP-XXX), be approved.
2. That the following Special Provisions (SP), be referenced in the site-specific Zoning By-law for the lands known municipally as 829 Essa Road:
 - a) In addition to the uses permitted on Table 5.4.1, a street townhouse is a permitted use in the MU2 zone;
 - b) Notwithstanding section 5.4.2.3, a maximum of 10 street townhouse units shall be permitted in a row whereas a maximum of 8 units in a townhouse block is the standard;
 - c) Notwithstanding Table 5.4.2, a minimum front yard setback of 6 metres is required to the garage for each street townhouse unit whereas no standard is provided;
 - d) Notwithstanding Table 5.4.2, a minimum side yard setback of 2.6 metres shall be required for the end street townhouse units whereas a maximum of 3 metres is the standard;
 - e) Notwithstanding Table 5.4.2, a minimum rear yard setback of 6 metres is required for each street townhouse unit whereas 7 metres is the standard abutting a Residential zone;
 - f) A minimum setback of 6 metres for secondary means of access shall be permitted for each street townhouse unit whereas 7 metres is the typical standard;
 - g) Notwithstanding Table 5.4.2, a minimum ground level floor height of 3 metres is permitted for each street townhouse unit whereas 4.5 metres is the standard;
 - h) Notwithstanding Table 5.4.2, a maximum building height of 10 metres is permitted for each street townhouse unit whereas a minimum of 7 metres and maximum of 16.5 metres is the standard;

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- i) Notwithstanding section 5.4.3.2 a), the front yard setback shall be landscaped open space with a maximum 60% of the front yard for each street townhouse unit permitted as a driveway and/or parking space whereas a fully paved surface is the standard;
 - j) Notwithstanding section 5.4.3.2 b), a minimum front yard setback of 4.5 metres is required to the face of the building for each street townhouse unit whereas a minimum of 3 metres is the standard; and
 - k) Notwithstanding section 5.4.4.0, a minimum landscape buffer is not required for the lands zoned as Mixed Use Corridor abutting a Residential zone whereas 3 metres is the standard.
 3. That notwithstanding the provisions of By-law 99-312 the development of the subject property known municipally as 829 Essa Road, shall be subject to Site Plan Control.
 4. 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, and as further detailed in Staff Report DEV001-20.
 5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this Staff Report is to recommended approval of the application to permit the rezoning of the property municipally known as 829 Essa Road from Residential Single Detached First Density (R1) to Mixed Use Corridor with Special Provisions (MU2)(SP-XXX). The concept plan illustrates 10 street townhouse units at the corner of Essa Road and Athabaska Road. Staff Report PLN004-20 provides a recommendation to approve this project based on the objective of creating a complete community through infill intensification.

Location

7. The subject property is located on the west side of Essa Road, at the northwest corner of the intersection of Essa Road and Athabaska Road, within the Ardagh Planning Area. The subject property is known municipally as 829 Essa Road and has a total area of 0.143 hectares (0.35 acres). Currently, the parcel has a street frontage on **Essa Road** is 24.4 metres (80.0 feet) and following the dedication of the sight triangle, because of the added angle, the frontage will be approximately 25.6 metres (84.0 feet). The frontage on **Athabaska** is currently 54.8 metres (179.7 feet) and following the dedication of the sight triangle, the frontage will be approximately 49.8 metres (163.3 feet).

8. The existing land uses surrounding the subject property are as follows

North

Single detached residential (R1)

East

Essa Road, City owned lands zoned as Light Industrial (LI)

South

Athabaska Road, single detached residential (R3)

West

Single detached residential (R3)



Existing Policy

9. The property is designated as Residential in the City's Official Plan with frontage on Essa Road, which is a designated Intensification Corridor on Schedule I – Intensification. The property is zoned as Residential Single Detached First Density (R1) in Comprehensive Zoning By-law 2009-141.

Supporting Information

10. In support of the application, the following studies and supplementary information was submitted:
- a) Planning Justification Report (Innovative Planning Solutions, April 2019)
 - b) Stormwater Management and Functional Servicing Report (Pinestone Engineering Ltd., February 6, 2018)
 - c) Tree Inventory, Analysis and Preservation Report (Landmark Environmental Group, April 12, 2019)
 - d) Geotechnical Report (Central Earth Engineering, Dec. 21, 2018)
 - e) Noise Feasibility Study (Howe Gastmeier Chapnick Limited, August 13, 2019)
 - f) Traffic Brief (JD Engineering Inc., October 9, 2019)
11. For additional information with respect to the supporting information submission, please refer to Appendix "C" – Technical Study Descriptions. These studies can be found in their entirety at: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward7/Pages/829-Essa-Road.aspx>

Public Consultation

12. A Neighbourhood Meeting was held on September 17, 2019 to present the proposed development concept to the local community. Approximately sixty three (63) residents were in attendance in addition to the Planning consultant, Ward 7 Councillor Gary Harvey and Planning staff.
13. A Public Meeting was held on October 28, 2019. General Committee was provided with agency comments, a petition (with 192 signatures) and five (5) pieces of written correspondence from

residents outlining their concerns. Twelve (12) residents provided verbal comments at General Committee raising concern with this redevelopment proposal. Since the time of the Public Meeting, additional emails have received by Planning staff and the Ward Councillor.

14. Correspondence was also received from 933901 Ontario Inc. outlining their request that the applicant participate in cost sharing for the reconstruction of Essa Road. The details of this request will be facilitated through discussion between the land owner and representatives for 933901 Ontario Inc. and implemented as needed through the Site Plan Control process.
15. The comments and concerns expressed by the residents at both the Neighbourhood Meeting and the Public Meeting in relation to this redevelopment proposal are listed in the Public Comment section of Staff Report PLN004-20. This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible. The staff response is supplemented by the Comment Response Matrix provided by Innovative Planning Solutions dated December 19, 2019 attached to Staff Report PLN004-20 as Appendix "D".

Public Comments

16. Proposed building height and loss of privacy

It is recognized that the introduction of multiple units on this site would create additional dwellings in closer proximity than the existing built form. The revision to the concept plan has attempted to reduce the impact on the surrounding residential properties by increasing the requested reduction in the rear yard setback to 6m from 5m as well as offer preservation of more trees and landscaping in the general area of the rear yards. Planning staff have also suggested placing a maximum building height of 10m as a special provision in the site specific zoning by-law.
17. Proposed increase in density and orientation of development towards Athabaska Road

Staff have reviewed the justification provided by the applicant as well as the policy basis for infill intensification projects and are in general agreement this redevelopment can be successfully integrated into this neighbourhood. As the project is oriented towards Athabaska Road rather than Essa Road, staff evaluated the proposal based on the property being on an Intensification Corridor as well as by using the general locational criteria for intensification outside of Intensification Areas. The site meets the criteria for development on an Intensification Corridor, as well as for intensification outside of an Intensification Area. Through the Site Plan Control process, Planning staff will ensure that the streetscape elements on both the Athabaska Road and Essa Road frontages are enhanced to reflect the neighbourhood character.
18. Potential issues with stormwater management

The Functional Servicing and Preliminary Stormwater Management Report submitted in support of this application has identified that the technical requirements for redeveloping of this property can be achieved without adverse effects on the surrounding environment. If approved, detailed engineering would be required to demonstrate that redevelopment can be supported to all technical standards to the satisfaction of the City.
19. Potential issues with residential traffic and potential traffic light installation at the intersection of Essa Road and Athabaska Road

Transportation staff identified that increase to traffic counts would be minimal for the introduction of the 10 unit townhouse block and did not require a traffic study. After the concern expressed at the Neighbourhood Meeting, the applicant submitted a Traffic Brief to the City. The brief concluded that the traffic counts and proposed driveway locations met the standards of the City for safety and road access.

The question of the potential for a traffic signal at the intersection of Essa Road and Athabaska Road was also raised. Planning staff have confirmed that the design of Essa Road does not contemplate signals at this intersection.

20. Relocation of the existing transit shelter on Athabaska Road

As illustrated on the Conceptual Site Plan (Appendix "B"), there is an existing transit shelter located on Athabaska Road, along the current side yard for this property. The shelter will be required to be moved 6m west along the City boulevard to permit the driveway for the end townhouse unit. The relocation would take place on City lands and will be subject to coordination and approval with Transit staff who will ensure no interference with existing road access, sight lines and pedestrian safety.

21. Concern with limited parking and existing on-street parking issues

Zoning By-law 2009-141 requires 1 parking space per street townhouse unit. The Conceptual Site Plan shows a driveway that can fit 1 vehicle and a garage that is oversized to permit the parking of an additional vehicle, plus general storage. Visitor parking is not required to be provided with single detached, semi-detached or street townhouse units and there is no restriction to on street parking in this neighbourhood outside of the winter parking restrictions.

22. Construction traffic, noise and ongoing neighbourhood disturbance

Staff appreciate that this area, in particular on and along Essa Road, is impacted by ongoing urbanization of the roadway, service upgrades and new development to the south of Athabaska Road. Best management practices are used to reduce the impact on residents, including specific traffic routes for vehicles, hours of work and general safety of the site. The development of one townhouse block at this location is not anticipated to significantly add to the ongoing construction activities.

23. Reduction in property values

Planning staff have no comment on the perceived impact that the proposed development may have on the market value of private property as this is not a land use planning matter.

Department and Agency Comments

24. The subject application was circulated to staff in various departments and to external agencies for review and comment. Where applicable, the comments have been specifically referenced in this report as supporting information. In general, the comments received indicated no concern with the principle of redevelopment at this location.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

26. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>.
27. The proposed development is consistent with this policy in that it is located within the settlement area of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit and schools; provides for an alternate housing type in this neighbourhood; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk to support active transportation. Further, the amended concept plan submitted in support of the application would, in staff's opinion, mitigate the impacts the proposed development may have on the adjacent single detached residential properties through the preservation of boundary trees and promote "rear yard" privacy for the existing single detached homes to the north and west.

Provincial Policy Statement (2014)

28. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety at the following link: <http://www.mah.gov.on.ca/Page215.aspx>.
29. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- a) The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - b) The integration of street townhouse units, as proposed, aids in achieving a range and mix of residential development in the area;
 - c) The proposal includes compact, medium to high density development that utilizes serviced lands within the settlement area, thereby promoting cost efficiency and minimizing the consumption of land.

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30. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed development is consistent with these policies in that it is located within the settlement area of Barrie, will utilize existing and available infrastructure and public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk.
31. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 70 units per hectare, whereas a minimum target of 50 units per hectare has been set for Intensification Corridors. When considering the density for an Intensification Corridor, the surrounding area is also part of the review. The proposed development has a density of 70 units per hectare. The increased density on the subject site can be considered with respect to the target density of 50 units per hectare due to the limited density created by the existing single detached built form in proximity to the project.
32. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing medium to high density housing adjacent to an existing low density residential neighbourhood, where sufficient infrastructure and public service facilities exist, and is designed with walkway connections to the municipal sidewalk to support active transportation.
33. Policy 1.6.3, 1.6.6.1 and 1.6.6.2 identifies the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing and municipal sewage and water services. Service infrastructure on Essa Road is also going through an upgrade as a result of planned urban expansion to the south in the Salem Secondary Plan Area.
34. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
35. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built form, directly located on a transit route and is intended to integrate development in a way that preserves mature urban tree cover.
36. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with the Provincial Policy Statement (2014).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

37. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. The document can be found in its entirety at the following link: <https://www.placestogrow.ca>

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38. In accordance with the Guiding Principles found in Section 1.2 of A Place to Grow, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living. The density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing transit service on both Essa Road and Athabaska Road. The proposal also contributes to a range of housing options into this neighbourhood. The townhouse built form provides an alternate unit size, target population and cost to create a complete community, and the applicant has committed to protecting mature urban tree cover where possible.
39. Section 2.2.1.2 directs growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, is focused in a built-up area that is serviced by transit and near public service facilities, and is not within or adjacent to hazardous lands.
40. Section 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; and integration of green infrastructure and low impact development as is possible. Additionally, the site has multiple transportation options including active and public transportation, availability of public service facilities, and the inclusion of a compact built form that would aid in the mitigation of climate change impacts by efficiently using land and municipal services.
41. Section 2.2.2 requires that a minimum of 40% of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40% target.
42. Section 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes to support the achievement of complete communities. The proposed development conforms to this policy through the provision of street townhouses that contribute to a variety of housing types in this neighbourhood.
43. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan (OP)

44. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan in its entirety can be found at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Pages/Official-Plan.aspx>
45. As noted above, the subject lands are designated Residential within the City's Official Plan. Lands that are designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.

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46. There are a number of policies in the Official Plan that support the proposed development. These policies 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.
47. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multiple unit development at medium and high densities in order to provide a complete range of housing options for the City's residents. Further, intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools and open space. The proposed development is considered to be consistent with this policy in that it proposes a higher density multiple residential development with an alternative housing form from what currently exists in the area, utilizes existing infrastructure and services, and supports the use of public transit.

General Policies

48. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and transit are available.
49. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.
50. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development of street townhouses would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City and is generally consistent with the density targets of the Official Plan.

Affordable Housing

51. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
52. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered "affordable" as defined by the 30% household income calculation. However, the target price of \$375,000.00 does meet the criteria of 10% below the average

purchase price in the regional market area (\$445,582.00). It is the opinion of staff that the type of units proposed, largely 2-bedroom townhouses, will contribute to a type of residential housing that is more affordable in the City of Barrie.

Land Use Policies

53. Section 4.2.2.3 (b) Locational Criteria details that medium and high density residential development should be encouraged to locate in the Intensification Nodes and Corridors identified in Schedule I of the Official Plan, and generally towards areas that are:
- a) Adjacent to arterial and collector roads;
 - b) In close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
 - c) Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.
54. The subject application is for a redevelopment of residential land that is currently fronting on an identified intensification corridor. The property is located adjacent to Essa Road, an arterial road as identified on Schedule D: Roads Plan of the Official Plan; has direct access to public transit and is in general proximity to schools, community parks, and commercial development; and is in an area where there are existing and upgraded services and facilities such as roads, sewers and watermains. Staff recognize that the orientation of the proposed street townhouse block is towards Athabaska Road, not Essa Road which is the Intensification Corridor, but the policy does not specify the orientation of corner lot development.
55. As the proposed orientation of the townhouse block is not towards the Intensification Corridor, the proposal was also reviewed in accordance with the full policy context for considering residential intensification outside of the Intensification Areas, including but not limited to policy 4.2.2.6 (d) which requires the proponent to demonstrate:
- a) That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
 - b) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - c) That public transit is available and accessible;
 - d) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focussed;
 - e) That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and
 - f) That consideration is given to the preservation of heritage resources.
56. The applicant provided this review using a Comment Matrix in the correspondence dated December 19, 2019 and attached to Staff Report PLN004-20 as Appendix "D". The analysis details how this redevelopment proposal meets the criteria for intensification outside of Intensification Areas.

57. It is the opinion of Planning staff that the proposed development would satisfy the intensification policies noted above, as it provides for a compact built form that can transition into the existing single detached neighbourhood; the development will utilize existing municipal infrastructure; is adjacent to and supports public transit; and will be required to incorporate high quality urban design through the Site Plan Control process.
58. Based on the foregoing, Planning staff are of the opinion that the redevelopment of this property can satisfy both the Intensification Corridor policies and the locational criteria for intensification outside of an Intensification Area, and can therefore be supported.

Servicing and Transportation

59. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
60. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2 (a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies through the subsequent site plan approval process.
61. The Official Plan further identifies goals to promote healthy communities, activating living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms to these policies through the provision of an increased density to support the local transit service, by providing pedestrian connections to municipal sidewalks.
62. Based on the provisions identified above, staff are of the opinion that the proposed development is consistent with or does not conflict with the City's Official Plan.

Comprehensive Zoning By-law 2009-141

63. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from Residential Single Detached First Density (R1) to Mixed Use Corridor with Special Provisions (MU2)(SP-XXX). Further to the public process and consultation with staff, the Special Provisions requested in the original application have been revised to reflect the updated concept attached to Staff Report PLN004-20 as Appendix "B".

Revised Conceptual Site Plan (October 28, 2019)

64. Based on the comments and correspondence from the Neighbourhood Meeting, as well as discussions with City staff, a revised concept was presented at the Public Meeting. The Conceptual Site Plan, attached as Appendix "B" to Staff Report PLN004-20, illustrates the block of 10 street townhouse units with revisions to the original submission, including:
- a) A 1m decrease in the requested reduction in rear yard setback to 6m;
 - b) Identification of additional mature trees to be preserved;
 - c) Inclusion of a mature coniferous hedgerow along the rear property line;

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- d) Modifications to the architectural design and facade details; and
 - e) Adjustment to the distance proposed for the transit shelter relocation.
65. The applicant has requested the following Special Provisions to modify the standards of the Mixed Use Corridor (MU2) zone to permit the revised 10 unit street townhouse concept:
- a) Adding street townhouse as a permitted use;
 - b) Permitting the block of townhouses to have 10 units whereas 8 are permitted;
 - c) A reduction in the rear yard setback from 7m to 6m; and
 - d) A reduction in the ground level floor height from 4.5m to 3m to reflect residential rather than commercial uses.
66. In addition to those proposed by the applicant, Planning staff have recommended the following standards be added to the By-law to frame the development concept:
- a) A maximum building height of 10m is permitted for each street townhouse unit;
 - b) A minimum front yard setback to the garage of 6m; and
 - c) The front yard setback must be landscaped open space with a maximum 60% of the front yard for each street townhouse unit permitted as a driveway and/or parking space.
67. The Conceptual Site Plan, attached to Staff Report PLN004-20 as Appendix "B" does not, in the opinion of staff, require significant variations to the zoning standards for the Mixed Use Corridor (MU2) zone. A general evaluation of the site characteristics for the street townhouse built-form was also completed in comparison to the (R5) zone applied to the townhouse development south of this site in the Salem Secondary Plan Area. Although this zone is not available outside of the secondary plan areas, the development concept proposed for this site generally meets or exceeds the standards set for street townhouse development in the (R5) zone.
68. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to Mixed Use development as well as Intensification criteria. It is the opinion of staff that the preliminary submissions meet the intent of good planning design needed to support the change in zoning to MU2 with the associated Special Provisions recommended in Staff Report PLN004-20.

Site Plan Control

69. Subject to Council approval of the proposed Zoning By-law Amendment application, the development of the project would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with Official Plan Mixed Use section 4.9.2.3 Design Policies. Site Plan Control addresses the detailed design and technical development of the site in accordance with current policy, standards and design guidelines.
70. Through the Site Plan Control process, staff will require confirmation and/or resolution of the following details to implement the proposed zoning for this property to redevelop as a block of street townhouses:
- a) Adequate municipal infrastructure capacity;
 - b) Road widening and site triangle land dedication;

- c) Satisfactory relocation of the transit shelter;
- d) Implementation of the tree preservation plan as revised;
- e) Incorporation of the proposed neighbourhood design elements; and
- f) Enhanced building and site design to reflect the Intensification Urban Design Guidelines for the Essa Road frontage.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

71. There are no environmental and climate change impact matters related to the recommendation.

ALTERNATIVES

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

Alternative #1 Planning Committee could deny the proposed Zoning By-law Amendment application for Mixed Use Corridor with Special Provisions (MU2)(SP) and maintain the existing Residential Single Detached (R1) zoning for the subject parcel.

This alternative is not recommended as this does not promote intensification on the Intensification Corridor which includes the concept of introducing a variety of housing types that create a complete community.

Alternative #2 Planning Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended, as the concept meets and/or exceeds the new zoning standards for townhouse development in the City. The applicant has demonstrated options for better integration of the built-form into the existing single detached neighbourhood, as well as formally committing to working with the City to implement enhanced design alternatives for the townhouse block and Essa Road frontage.

FINANCIAL

73. The proposed rezoning of the subject parcel would permit the development of 10 townhouse units. The annual property tax revenue based on the average selling price of approximately \$375,000.00 for the proposed development is \$40,180.00. The current tax revenue from the existing property is \$3,654.00. Therefore the estimated municipal property tax increase would be approximately \$36,526.00. (2019 rate)
74. Cash in lieu of parkland dedication per unit is calculated at a maximum of \$5,597.00 per unit, which represents a total contribution of \$55,970.00 for the 10 units proposed. (2020 rate, subject to an annual inflation adjustment on January 1st of each year).
75. Building permit application fees as an average are estimated to be in the order of \$2,480.00 per unit which would represent a total fee of approximately \$24,800.00 for the 10 units proposed. (2019 rate)

-
76. Current development charges for a townhouse unit is \$52,212.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$522,120.00 for the 10 units proposed. (2020 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1st of each year).
77. The Education levy is currently costs associated with \$2,959.00 per unit, which represents a total levy of \$29,590.00. (2020 rate)
78. Given that there is an existing single detached residential dwelling on the subject parcel, a redevelopment Development Charge rebate (credit) may be available provided the dwelling is demolished and building permits are issued within 60 months of the date of demolition permit issuance.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES 2018-2022

79. The recommendations included in this Staff Report support the following strategic priority of Council:
- ☒ Building strong neighbourhoods
80. In accordance with Council's goals, the proposed development represents a redevelopment opportunity to diversify an existing residential area to provide a variety of housing types. The introduction of the townhouse built form into this neighbourhood will provide an option for residents and can be considered a more affordable housing type to support a diverse and complete community.

Attachments:

Appendix "A" – Draft Zoning By-law Amendment

Appendix "B" – Revised Conceptual Site Plan

Appendix "C" – Supporting Information Summary

Appendix "D" – Comment Matrix from IPS

APPENDIX "A"

DRAFT Zoning By-law Amendment

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 Part of Lot 3 Concession 11; City of Barrie, County of Simcoe, municipally known as 829 Essa Road from Single Detached Residential First Density (R1) to Mixed Use Corridor with Special Provisions (MU2) (SP-___).

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 Part of Lot 3, Concession 11, City of Barrie, County of Simcoe, municipally known as 829 Essa Road, from Single Detached Residential First Density (R1) to Mixed Use Corridor with Special Provisions (MU2) (SP-___) in accordance with Schedule "A" attached to this By-law representing a portion of the zoning map.
2. That in addition to the uses permitted on Table 5.4.1, a street townhouse is a permitted use in the (MU2) (SP-___) zone;
3. That notwithstanding Section 5.4.2.3, a maximum of 10 street townhouse units shall be permitted in a row in the (MU2) (SP-___) zone;
4. That notwithstanding Table 5.4.2, a minimum front yard setback of 6m is required to the garage for each street townhouse unit in the (MU2) (SP-___) zone;
5. That notwithstanding Table 5.4.2, a minimum rear yard setback of 6m is required for each street townhouse unit in the (MU2) (SP-___) zone;
6. That notwithstanding Table 5.4.2, a minimum side yard setback of 2.6m shall be required for the end street townhouse units in the (MU2)(SP-___) zone;
7. That a minimum setback of 6m for secondary means of access shall be permitted for each street townhouse unit in the (MU2) (SP-___) zone;
8. That notwithstanding Table 5.4.2, a minimum ground level floor height of 3m is permitted for each street townhouse unit in the (MU2) (SP-___) zone;
9. That notwithstanding Table 5.4.2, a maximum building height of 10m is permitted for each street townhouse unit in the (MU2) (SP-___) zone;
10. That notwithstanding section 5.4.3.2 a), the front yard setback shall be landscaped open space with a maximum 60% of the front yard for each street townhouse unit permitted as a driveway and/or parking space; and
11. That notwithstanding Section 5.4.3.2 b), a minimum front yard setback of 4.5m is required to the face of the building for each street townhouse unit in the (MU2) (SP-___) zone;



-
12. That notwithstanding section 5.4.4.0, a minimum landscape buffer is not required where the (MU2)(SP-____) zone abuts a Residential zone;
 13. THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law; and
 14. THAT this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2020.

READ a third time and finally passed this day of , 2020

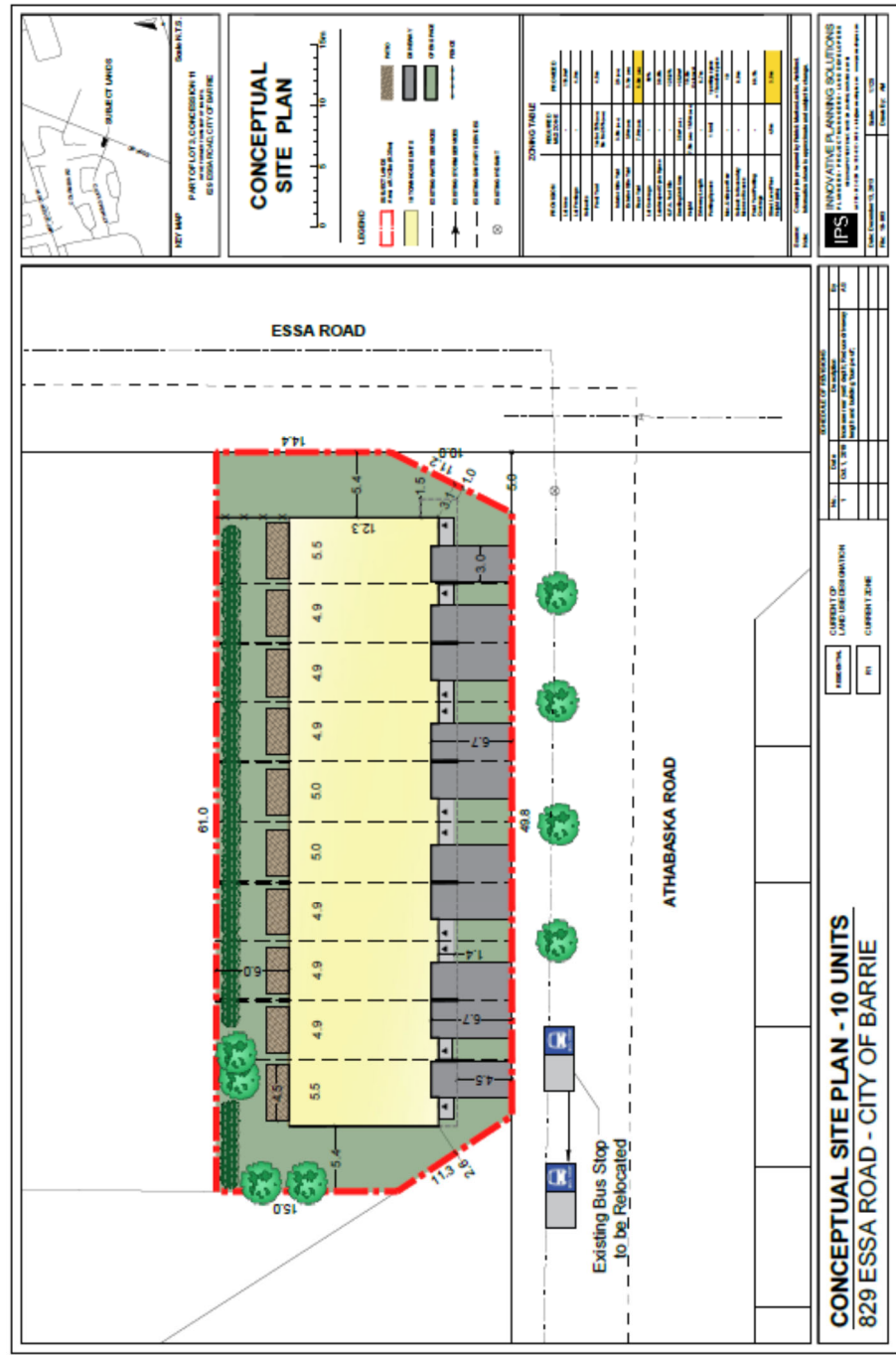
THE COPORATION OF THE CITY OF BARRIE

MAYOR J.R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "B"

Revised Conceptual Site Plan



APPENDIX "C"

Supporting Information Summary

1. Planning Justification Report (Innovative Planning Solutions, April 2019)

The Planning Justification Report described the surrounding area, opportunity for developing a different type of built form into this community and general details for the proposed redevelopment of the subject site. The analysis included basic justification for consideration of the application in accordance with the applicable Provincial and City documents, including the Provincial Policy Statement, Places to Grow, the City's Official Plan and Intensification initiatives. In the opinion of the Planning Consultant, this project met the goals and directives of these documents. A supplementary Comment Response Matrix & MU2 Zoning Review was also submitted by Innovative Planning Solutions on Dec. 19, 2019 is attached to Staff Report PLN004-20 as Appendix "D".

2. Stormwater Management and Functional Servicing Report (Pinestone Engineering Ltd., Feb. 6, 2019)

The Functional Servicing section of this Report provides preliminary data and investigation into the service infrastructure available to this property and evaluating the additional services required for the proposed 10 unit townhouse block. It is the opinion of the Engineering Consultant that this development can be adequately accommodated by municipal services. The Stormwater Management section of the Report provides preliminary data and investigation into the methods of stormwater quality and quantity control. It is the opinion of the Engineering Consultant that suitable measures, such as subsurface infiltration galleries and swales, can be implemented to attenuate and contain treatment of stormwater.

3. Tree Inventory, Analysis & Preservation Report (Landmark Environmental Group, April 12, 2019)

The Tree Inventory, Analysis & Preservation Report reviewed the vegetation on site, including cataloguing species, health and opportunity to preserve trees post development. The report has identified boundary trees that are required to be preserved and will be protected by a tree preservation barrier during the construction phase. Trees to be preserved are represented on the Revised Conceptual Site Plan attached as Appendix "B" to Staff Report PLN004-20.

4. The Geotechnical Report (Central Earth Engineering, Dec. 21, 2018)

The Geotechnical Report includes the results of borehole testing on the site to evaluate the suitability of the soils for development. The Engineering Consultant has confirmed that all required activity can occur on site within the standard parameters for construction.

5. Noise Feasibility Study (Howe Gastmeier Chapnick Limited, Aug. 13, 2019)

The Noise Feasibility Study used the STAMPSON output for the proposed development, at the distance separations identified, to evaluate the need for noise attenuation for traffic noise generated by Essa Road. The Study determined that the end townhouse unit with flankage towards Essa Road does exceed the levels permitted and will require a Warning Clause, air conditioning and construction measures. The implementation of this requirement will be completed through the Site Plan Control process.

6. Traffic Letter (JD Engineering Inc., Oct. 9, 2019)

The Traffic Letter provides a review of the existing and projected traffic counts for this area, as well as any potential impact from the proposed townhouse block, and driveway locations. The Engineering Consultant has confirmed that the development will have a negligible impact on traffic operations and therefore no infrastructure improvements are required.

APPENDIX "D"

Comment Response Matrix (Innovative Planning Solutions, Dec. 19, 2019)



INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

December 19, 2019

City of Barrie
70 Collier Street
Barrie, ON
L4M 4T5

Attention: Celeste Kitsemetry, MCIP RPP
Planning & Building Services Department

Re: Comment Response Matrix & MU2 Zoning Conformity Review
829 Essa Road
City of Barrie File: D14-1893

Innovative Planning Solutions is pleased to provide the following Comment Response Matrix, summarizing and responding to comments received from members of the Public and Council at both the Neighbourhood Meeting (September 17, 2019) and Public Meeting (October 28, 2019). Our responses to these comments have been provided, along with an MU2 Zone conformity review, as well as a Locational Criteria review.

In response to comments received throughout the process by members of the Public, Council, and Staff, we have made the following concept plan revisions.

- Increased rear yard setback
- Preservation of additional trees to the extent possible, in order to maintain mature vegetation
- Updated site plan plan to include mature coniferous screening hedge along the entire rear property line
- Eliminated side yard wraparound deck (western end unit) and increased side yard setback to the west
- Revised the architectural styling to reflect the traditional style of the surrounding neighbourhood
- Enhanced architectural styling on Essa Road frontage
- Decreased the proposed distance of transit stop move, to increase separation distance of proposed transit stop location to the adjacent neighbour
- Density has been revised to accurately reflect 70 units per hectare versus 84 units per hectare previously described

Comment Response Matrix

	Comment	Response
1	Essa Road is designated for intensification by the City, not Athabaska. The proposed units front Athabaska, not Essa Road.	<p>The subject lands front both Essa Road and Athabaska Road. When analyzing each of the intensification corridors within the City, there are many instances where corner lots front both the corridor and a local road.</p> <p>Despite the proposed units facing Athabaska Road, the subject lands as a whole are positioned along an intensification corridor, and thus must integrate with the future built forms (up to 8 storeys) along that corridor as well as the surrounding community.</p> <p>Were the subject lands to be developed with a higher density built form (eg. 5-storey building), City of Barrie urban design guidelines would direct the position of such a building to be located at the corner of the two roadways, facing both Essa Road & Athabaska Road. Given this building position, the vehicular access point to and from the development would be from Athabaska Road. In that instance, the development would possess increased residential units, increased parking spaces, and increased traffic in general onto Athabaska Road, as compared to what is proposed by this application.</p> <p>The proposed development represents the lowest density-built form (street townhouses) one could expect to see along an intensification corridor. This configuration and built form, with street townhouses fronting the adjacent local road, while providing enhanced architectural styling along the intensification corridor, should be considered appropriate for such instances / lots.</p>
2	Request for more renderings.	Three conceptual renderings from different views were provided at the Neighbourhood Meeting. A further, more detailed, rendering

		was provided at the Public Meeting, illustrating the built form from Athabaska Road, while also revising the architectural styling to better compliment the traditional nature of the surrounding area. The updated rendering is included with this submission.
3	Would like design to blend in more with the area.	<p>As a result of feedback ascertained at the Neighbourhood meeting, the revised rendering presented at the Public Meeting (included with this submission) illustrates a more traditional styling in keeping with the that of the surrounding neighbourhood.</p> <p>This project would be subject to Site Plan Control where comments on finite components of design can be determined with the City.</p>
4	<p>Traffic:</p> <ul style="list-style-type: none"> • Can people park on the street. • Can on street parking be limited. • Don't want more cars. • The neighbourhood has a traffic congestion problem. • People have troubles turning onto Essa. • Consider kids walking to school. • Some residents use accessible school vehicles for certain circumstances. These vehicles must stop of Athabaska road for about 5 minutes every morning and affect traffic. 	<p>As a result of comments received at the Neighbourhood Meeting, although not required by the City, the developer engaged JD Engineering to complete a Traffic Impact Study (TIS) analyzing the local road network, intersections, traffic impact from the proposed development, proposed parking, traffic counts and various other items. This TIS concluded that the proposed development will not require any traffic improvements. This TIS has been formally submitted to the City.</p> <p>Each of the proposed townhomes will possess an oversized single garage, allowing space for both storage of items and parking of a vehicle. Additionally, each townhome will possess a driveway parking space, resulting in a total of 2 parking spaces per unit.</p>
5	More time for the notice is requested.	Public Notice was distributed from by City in accordance with their policy. A Neighbourhood Meeting sign was erected on the property in advance of that meeting. The Public Meeting sign was also installed on the subject lands on October 7, 2019; well in advance of the Public Meeting.

6	<p>Comments regarding the relocation of the bus stop, including; how much will it be shifted, where is the new location, will the stop be affected during the construction, and what are the steps to move the stop.</p>	<p>As a result of comments received at the Neighbourhood Meeting, the proposed bus stop relocation distance has been both minimized and clarified on the revised concept plan.</p> <p>The bus stop will be relocated approximately 6.0 metres (20 feet) westward. The separation distance between the revised bus stop location and the adjacent driveway at 134 Athabaska Road will be approximately 11.0 metres (35 feet) as displayed on the revised concept plan.</p> <p>During construction of the new bus stop location, the exiting stop will remain. Once the City has approved the new stop, residents will use the new location. A stop will be provided at all times.</p> <p>As instructed by the City, the relocation of the bus stop is entirely the responsibility of the developer and will follow this procedure:</p> <ol style="list-style-type: none"> 1. <i>Inform Barrie Transit of stop movement</i> 2. <i>New AODA compliant pad is poured (9m wide, curb to sidewalk)</i> 3. <i>Relocate shelter.</i> 4. <i>Provide Barrie Transit notice of completed stop movement for inspection. Barrie Transit will relocate the stop sign.</i>
7	<p>The area is primarily single detached homes. Why are townhouses being proposed.</p> <p>Why is the City pushing for development along Essa Road.</p> <p>Residents were never consulted about future development occurring</p>	<p>Essa Road is classified as an "arterial" road on Schedule D of the Official Plan. These roads are considered as primarily traffic carrying facilities, providing through routes across and within the City.</p> <p>The City has designated Essa Road as an Intensification Corridor on Schedule I of the Official Plan, where higher density</p>

	along Essa Road.	<p>developments are encouraged.</p> <p>The City recently approved and implemented Mixed-Use (MU) zoning specifically for projects on Intensification Corridors, such as the subject lands. The Mixed-Use zoning permits developments up to 8-storeys within Intensification Corridors.</p> <p>Given the subject lands position on Essa Road, adjacent to Athabaska Road, Street Townhomes are the most appropriate built form to transition from high-density development fronting the Intensification Corridor, to the surrounding low-density single-family dwellings radiating outward from the Corridor.</p> <p>It would be inappropriate and a missed intensification opportunity to maintain one low-density single-family dwelling positioned fronting an intensification corridor, adjacent to (future) high density development.</p> <p>Were this property (829 Essa Road) to be consolidated within adjacent properties to the north along Essa Road, it is possible that the built form would be significantly more dense and higher (5-8 storeys), providing much less of a transition to the surrounding neighbourhood than what is proposes by this application.</p>
8	Do single detached homes/properties get converted often.	Vacant or low density existing built forms within Intensification areas (Corridors, Nodes, Urban Growth Centre) are encouraged to be redeveloped with higher density developments. The Province has mandated that the City achieve significant intensification within the built boundary, as is assisted by the proposed development. Intensification via the redevelopment of underutilized properties can also occur outside of intensification areas, should the Official Plan locational criteria be achieved.
9	Will this development be phased?	Given the limited scale of the proposed

		development, being 1 block of 10 total dwellings, no phasing is proposed. All of the townhomes would be constructed at the same time to as to minimize construction inconvenience on the surrounding neighbourhood.
10	<p>Will there be a sidewalk on Essa connecting to Athabaska.</p> <p>Will the new units proposed affect the school bus stops and the kids walking to school.</p>	<p>In accordance with design drawings provided by City of Barrie Engineering, a future 1.8 metre wide sidewalk will be located along the west side of Essa Road, adjacent to the subject property, connecting to the existing sidewalk on Athabaska Road. Additionally, the Essa Road design drawings also include a 3.0 metre trail along the east side of Essa Road.</p> <p>These significant improvements to the active transportation / pedestrian network will serve to increase safety for children walking to local schools while improving active transportation opportunities for all surrounding residents.</p> <p>No negative impact is anticipated from the proposed development on the schools bus stops or schools in the area.</p>
11	Request for perimeter trees to provide privacy to the adjacent properties.	<p>As a result of comments received, the concept plan has been revised to include a row of mature coniferous trees along the entire rear property line. This will provide a major privacy screening / buffer to the adjacent residents.</p> <p>The Tree Preservation Plan was further revised, and included with this submission, resulting in preservation of additional trees along the west and north property lines, to the extent possible.</p> <p>A tight board fence is proposed along the entire rear yard and west side yard, also providing privacy to the neighbouring properties.</p>
12	Details on how snow storage will be handled.	As the proposed townhomes are freehold street towns, no condominium corporation will exist. Snow storage will be the

		<p>responsibility of individual townhome owners, in the same fashion as it is with all other Street Townhouses in the City.</p> <p>Each unit possesses an area for snow storage approximately 2.0 metres wide x 5.0 metres deep (10 m² or 100 ft² total). These areas are located adjacent to individual driveways for each unit within the proposed development. The two corner units will possess additional snow storage areas.</p> <p>The adjacent roads and sidewalks will be plowed by the City.</p>
13	How will waste collection be collected.	Waste collection will occur in accordance with the City's municipal collection standards (curbside), consistent with how it is collected in the surrounding neighbourhood.
14	What is the proposed density.	Density has been revised to accurately reflect 70 units per hectare versus 84 units per hectare previously (incorrectly) described.
15	How long will it take to build the units.	From commencement of construction it is estimated that the townhomes will be constructed in 6-8 months.
16	What infrastructure works are occurring along Essa Road.	<p>According to City Engineering, the Essa Road design project includes:</p> <ul style="list-style-type: none"> • Replacement of the existing sanitary sewer. • Replacement of the existing watermain. • Reconstruction and widening of the roadway. • Elimination of roadside ditches and the addition of curbs and sidewalks. • Installation of new transmission watermain.
17	<p>Homes in the area are primarily 1-2 storeys in height. 3 storeys is an increase.</p> <p>Residences adjacent noted concerns about shadowing, towering over their properties, and being out of place (townhouses).</p>	Residential policies of the Official Plan encourage varying types and forms housing, to contribute to complete communities. The proposed townhouses will provide a transition from the City's anticipated built forms along Essa Road to the residential dwellings radiating outward from the intensification corridor, along Athabaska Road and off-streets from Athabaska.

		<p>It should be noted that dwellings on all properties surrounding the subject lands, not fronting the intensification corridor, are permitted to be 3 storeys (10 metres) in height, as is proposed by this application. Further, the MU2 zone along Essa Road permits a height of up to 8-storeys (25.5 metres).</p> <p>Given the above, the proposed 3-storey townhouses represent an appropriate height for the location and configuration of the subject lands.</p>
18	<p>Concerns were made regarding the road widening along Essa Road, and the visibility issues associated with putting built form on the corner.</p> <p>Visibility issues for cars turning off Athabaska Road onto Essa Road, is a concern.</p>	<p>Currently, no sight triangle exists on the subject lands where Athabaska Road meets Essa Road. Through the proposed development, a significantly sized sight triangle (5.0m x 10.0m), for the purposes of traffic / vehicular visibility, will be dedicated to the City.</p> <p>It should also be noted that the proposed townhouses are set back further from the Essa Road paved surface than the existing dwelling on the south side of Athabaska (143 Athabaska).</p>
19	Concerns were raised regarding the development occurring along Essa Road, and the affect on surrounding property values.	Generally speaking, new development has a positive effect on surrounding property values.
20	<p>Studies submitted with the application were deemed "insufficient" by a resident.</p> <p>Particular focus was given towards the Traffic Study and the Stormwater Management Report.</p>	The reports provided were completed by qualified professionals, in accordance with standard procedure and protocols for how the respective studies are completed. The studies have been reviewed by City Staff who are qualified to evaluate these reports.
21	A concern was raised regarding the transit bus, sitting on Athabaska Road for a long period of time where the stop is located.	The amount of time a city bus stops at a transit stop is not affected by the proposed development. City Staff advises they would look into this issue internally.
22	Can the design incorporate more features for the end units walls, as the neighbours do not want to see a	Between the Neighbourhood Meeting and the Public Meeting, design of the Essa Road interface of the proposed development was

	<p>"blank wall"?</p> <p>If the development includes a unit off Essa Road, the design should be more vibrant and articulate more of a house front, not the side wall of a house.</p>	<p>improved to include architectural features such as additional window, gables, varied material & colour choice, details pertaining to the wraparound deck.</p> <p>The applicant is absolutely open to enhancement of the Essa Road interface in order to achieve a high level of urban design and Streetscape.</p> <p>The proposed development is subject to a Site Plan light process where styling can be further reviewed.</p>
23	<p>Certain residents stated that they have lived in the neighbourhood for 25 years and believe the area should remain unchanged, as a single-family dwelling neighbourhood.</p>	<p>The City has determined that Essa Road, a major arterial road which leads into the downtown core, is an appropriate corridor for intensification.</p> <p>The proposed development represents an appropriate amount and type of intensification for the position of the subject lands.</p>
24	<p>The number of units should be reduced.</p>	<p>As evidenced within the revised concept plan, the proposed development is functional in every aspect. The units are of significant floor area (1,600 – 1,800 ft²) while possessing individual back yards, balconies, garages, driveways, landscaped front yards, etc.</p> <p>A reduction in number of units would not provide any benefit while conversely it would represent a lost opportunity for the City to accommodate appropriate intensification where it should be located.</p>
25	<p>Inquiry pertaining to the distance between the proposed built form and the adjacent residential dwellings.</p>	<p>Both the rear yard and side yard setbacks were increased through the revised Site Plan.</p> <p>The rear yard setback was increased from 5.0 metres to 6.0 metres through the revised proposal. The approximate distance from the proposed townhomes to the existing dwelling at 827 Essa Road will be in excess of 12.0 metres (40 feet) respectively. It should also be noted that given the classification of Essa</p>

		<p>Road as an Intensification Corridor, it is likely that at some point in the future the property so the north of the subject lands along Essa Road will be redeveloped.</p> <p>The west side yard setback was increased from 1.5 metres to 2.6 metres through the revised proposal. The approximate distance from the proposed townhomes to the existing dwelling at 134 Athabaska Road will be in excess of 16.5 metres (54 feet) respectively.</p> <p>The approximate distance from the proposed townhomes to the existing dwelling at 56 Dyer Boulevard is approximately 50 metres (164 feet).</p> <p>The proposed townhomes will have sizeable and appropriate separation distances to all surrounding existing dwellings.</p>
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A zoning conformity review has been completed below. This review has been completed using the updated Site Plan included with this submission.

Zoning Conformity Table - MU2 Zone

By-law Requirements	Mixed Use Corridor (MU2)	Proposed
Permitted Uses	Block/Cluster/Stacked Townhouse (among other residential uses)	Street Townhouses (1 block)
Units permitted per row	8 units	10 units
Dwelling unit floor area (min.)	35 m ² / dwelling unit + 10 m ² / bedroom	>35 m ²
Outdoor amenity space required – more than 4 residential dwellings / lot	12 m ² per unit (unconsolidated – balconies, landscape & open space, patios, other amenity features)	>12 m ² per unit (unconsolidated)
Parking spaces	1	2
Front yard setback (min.)	1 m. for 75% of frontage	4.5 m.
Front yard setback (max.)	5 m. for 25% of frontage	4.5 m.
Side yard setback (min. abutting street or laneway)	3.0 m.	3.1 m.
Rear yard setback - min.	7 m. setback	6.0 m.

abutting residential, OS or EP zone.		
Front façade step-back (min.)	45-degree angular plane at height above 80% equivalent right-of-way using 3m. minimum step backs.	N/A
Side façade step-back (min.)	If adjacent to an OS zone, 5.5 m. at height above 80% equivalent of right-of-way.	N/A
Rear façade step-back (min.)	45-degree angular plane above 7.5 metre using minimum 3 metre step backs.	N/A
Ground level floor height (min.)	4.5 m.	3.0 m.
Building height – min.	7.5 m.	>7.5 m.
Building height – max.	16.5 m.	<12.0 m.
Landscape buffer strip	Where a Mixed-Use zone abuts a Residential zone, a continuous landscaped buffer area of 3.0 m. (min.) shall be provided abutting the lot line.	2.6 m.
Landscaped buffer strip	Where a Mixed-Use zone abuts a Residential zone, a continuous tight board fence with a minimum height of 2 m. is to be constructed along the lot line.	2.0 m. tight board fence proposed – north & west lot line.

* Special Provisions are highlighted

To provide further perspective, the subject lands have been analyzed from the viewpoint of if they were not positioned along an intensification corridor within the City. Based on the following review, it is evident that the proposed medium-density form (Street Townhouses) of intensification would be appropriate, given the Official Plan's Locational Criteria.

Section	Policy	Response
4.2.2.3. b	<p>Medium and high-density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:</p> <p>i) adjacent to arterial and collector roads;</p> <p>ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and</p> <p>iii) where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate.</p>	<p>i) The subject lands are adjacent to a major arterial Road within the City (Essa Road), where development should generally be directed.</p> <p>ii) The subject lands are positioned along a public transit route, and directly adjacent to a public transit stop.</p> <p>Timothy Christian School (150 metres), St. Romeo-Dallaire Secondary School (550 metres), Nicholas Catholic School (700 metres), and W.C. Little Elementary School (970 metres) are all located in proximity to the subject lands.</p> <p>Various parks and open spaces are located in walkable proximity to the subject lands, including Redfern Park (500 metres), Lougheed Park (700 metres), and the Bear Creek open space corridor (400).</p> <p>Commercial amenities are located at the intersection of Essa Road & Maplevue Drive West, approximately 750 metres from the subject lands. Many more commercial amenities exist further north along Essa Road and further east and west along Maplevue Drive West.</p> <p>iii) Municipal services with capacity adequate to service the proposed development are found adjacent to the subject lands.</p>
4.2.2.6. d.	<p>Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:</p> <p>i) that the scale and physical</p>	<p>i) The scale of and character of the proposed development are the most logical form of development to transition from the planned built form along the Essa Road intensification corridor, such that it appropriately integrates into the surrounding low-density neighbourhood radiating outward from Essa Road. A higher density built form on the subject</p>

	<p>character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;</p> <p>ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;</p> <p>iii) that public transit is available and accessible;</p> <p>iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;</p> <p>v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and</p> <p>vi) that consideration is given to the preservation of heritage resources.</p>	<p>lands may not provide appropriate transition / integration, while a lower density development would represent a lost intensification opportunity for the City, in an appropriate location for such development.</p> <p>ii) Municipal services with capacity adequate to service the proposed development are found adjacent to the subject lands. Analysis has been provided by Pinestone Engineering Limited, evaluating the proposed development from a servicing perspective. Pinestone Engineering has concluded that the proposed development can be serviced without impacting the operation or capacity of the existing municipal systems.</p> <p>Community facilities such as Timothy Christian School (150 metres), St. Romeo-Dallaire Secondary School (550 metres), Nicholas Catholic School (700 metres), and W.C. Little Elementary School (970 metres) are all located in proximity to the subject lands. The Holly Community Centre is also positioned less than 2 kms from the site.</p> <p>Community facilities in terms of parks and open spaces are located in walkable proximity to the subject lands, including Redfern Park (500 metres), Lougheed Park (700 metres), and the Bear Creek open space corridor (400).</p> <p>iii) Public Transit is easily accessible to the subject lands, including a public transit stop for routes 8 positioned directly adjacent to the subject site.</p> <p>iv) Given the fact that the subject lands possess frontage on an intensification corridor within the City, along with the fact that the subject lands also achieve the Official Plan's locational criteria for intensification outside of intensification</p>
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	<p>areas, the proposed development supports the City's overall intensification goals. It should be noted that the built form and density proposed on the subject lands are logical and appropriate so as to transition from the Essa Road corridor outward to the surrounding community. Despite many other 6-storey buildings having been approved along the Essa Road corridor, and the fact that the MU2 zoning permits up to 8-storeys in height, the proposed 3-storey standard townhomes locate appropriate, small scale, intensification in an ideal location for such development.</p> <p>v) As illustrated in the renderings provided for the proposed development, a high quality urban design is created which respects and compliments the traditional styling of the surrounding area. Attractive materials and traditional colour schemes are proposed for this development to provide an enhanced and attractive Streetscape both along Essa Road and Athabaska Road. Further design elements may be confirmed through the Site Plan Light Approval process.</p> <p>vi) No heritage resources are positioned on, or nearby to, the subject lands.</p>
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Should you have any questions or wish to discuss any of the above, please do not hesitate the contact the undersigned.



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President & Director of Planning



James Hunter, BURPI.
Senior Planner









