



TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT – SAVERINO INVESTMENTS INC. – 556, 560 & 568 ESSA ROAD (Ward 7)

PREPARED BY AND KEY CONTACT: CARLISSA MCLAREN, DEVELOPMENT PLANNER EXT. #4719

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

GENERAL MANAGER APPROVAL: KEVIN BRADLEY, B.A., M.L.A. GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT (ACTING) 

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by the Goodreid Planning Group, on behalf of Saverino Investments Inc., to rezone the lands known municipally as 556, 560 & 568 Essa Road (Ward 7) from Single Detached Residential Dwelling First Density (R1) and Residential Hold (RH) to Residential Apartment Dwelling Second Density-1 Special RA2-1(SP) be approved (D14-1566).
2. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
 - i) Permit a minimum density of 53 units per hectare;
 - ii) Permit a maximum density of 106 units per hectare;
 - iii) Permit a maximum building height of 8-storeys (27m), whereas 30m would be permitted;
 - iv) Permit a minimum rear yard building setback of 48m, whereas 7m would be permitted; and
 - v) Permit a maximum lot coverage of 46% for all surface parking areas, whereas 35% would be permitted.
3. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law.

PURPOSE & BACKGROUND

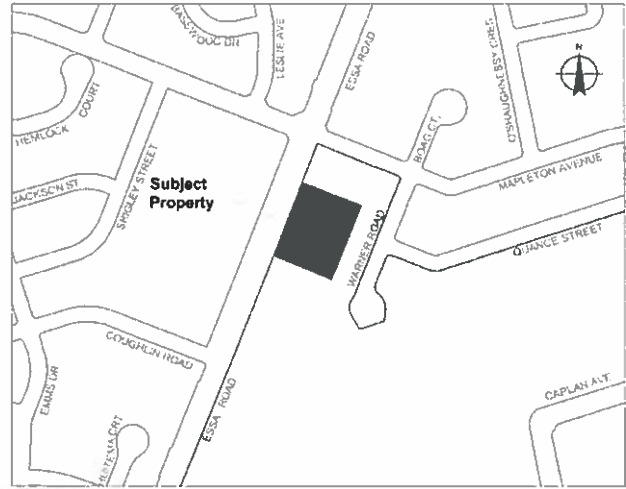
Report Overview

4. The purpose of this report is to recommend approval of the application by the Goodreid Planning Group, on behalf of Saverino Investments Inc., for lands known municipally as 556, 560 & 568 Essa Road (Ward 7). The effect of the application would be to permit the development of an 8-storey residential apartment (condominium tenure) building with 88 units and a density not exceeding 106 units per hectare. Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of mid-rise residential development in accordance with both Provincial and Municipal policy.

Location

5. The subject property is located on the east side of Essa Road, south of Mapleton Avenue and north of Coughlin Road, within the Holly Planning Area (Ward 7). The subject property is known municipally as 556, 560 & 568 Essa Road (Lots 9, 10, 11 & 12, Concession 12, Registered Plan 1101) and has a total lot area of approximately 0.83ha with 103.6m of frontage on Essa Road.
6. The existing land uses surrounding the subject property are as follows:

- North: Single detached residential; zoned Residential Dwelling First Density (R1)
- South: Single detached residential; zoned Residential Dwelling First Density (R1)
- East: Single detached residential; zoned Residential Dwelling Second Density (R2)
- West: Essa Road and commercial plaza; zoned General Commercial (C4)



7. The lands subject to the application consist of three lots with a total area of approximately 0.83 hectares (2.06 acres) and approximately 103 metres of frontage along Essa Road

Existing Policy

8. The property is designated Residential Area within the City of Barrie Official Plan and is zoned Single Detached Residential Dwelling First Density (R1) and Residential Hold (RH) in accordance with the City's Comprehensive Zoning By-law 2009-141.
9. The property falls within the Essa Road Secondary Intensification Corridor as identified on Schedule 'I' of the Official Plan which identifies target densities of 50 units per hectare.

Supporting Information

10. In support of the subject application, the following reports were submitted:
 - a) **Planning Justification Report** (September 20, 2013) provides a review of the property characteristics and surrounding lands as well as the planning policy basis and opinion of the Goodreid Planning Group for the application to be approved as residential intensification. A detailed site plan and building elevations were included as Appendices to this report and have been attached as Appendix "B" and "C" to this report.
 - b) **Shadow Impact Study** (September 20, 2013) provides an assessment of the proposed shadows conducted on September 21 of any year on adjacent residential properties as per Section 6.1.1 of the Intensification Area Urban Design Guidelines. The report concludes that the proposed building has been located at the south-west corner of the property so as to minimize shadowing impact on the adjacent low-rise residential properties and as a result, the potential shadow impacts on the abutting residential

properties are not unreasonable. Given that there are no public parks immediately abutting the subject property, there are no shadow impacts on the existing public parks in the neighbourhood.

- c) **Noise Impact Study** (September 9, 2013) 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.
- d) **Functional Servicing Report & Traffic Brief** (September 2013) 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 and Mapleton Avenue. The report further concludes that stormwater management will be addressed on site in accordance with MOE guidelines for both quality and quantity control measures and the proposed development will not negatively impact the existing operation of Essa Road.

Public Meeting

- 11. In October of 2013, the original application for Zoning By-law Amendment was submitted which was intended to permit the development of the property for an 8-storey, 92 unit residential apartment building. A Public Meeting was held on November 25, 2013 to discuss the subject application and proposed development whereby a number of local residents expressed their concerns with the application. A number of comments were received both at the meeting and through written correspondence. The majority of the residents providing comments were not in support of the proposed rezoning and the concerns expressed were that of the adverse effect on property values and quality of life of abutting residents; decreased privacy due to the proposed height; increased noise from construction and additional residents; and shadowing impacts. Residents also indicated that the proposal would have an unsightly skyline adjacent to bungalows, result in increased traffic, will be precedent setting for additional intensification projects along Essa Road and is in contravention of City's Tall Buildings Policy.
- 12. Additional comments were received both at the Public Meeting and through written correspondence indicating support for the subject application. These comments further stated that the proposal would be in keeping with the City's policies for intensification and the proposed 8-storey mid-rise building would be appropriate for this gateway location along the Essa Road corridor.
- 13. Following the Public Meeting, a revised concept plan and building elevations were submitted which ultimately reduced the total number of units from 92 to 88 by 'stepping down' the north-west and south-west elevations of the proposed building to 7 and 6-storeys. Upon receipt of this revised concept plan, the Ward Councillor requested that a neighbourhood meeting be held to present the amended plans to local residents. In this regard, a Public Open House was held on February 18, 2014 to further discuss the proposed development and changes to the original application.

Public Open House

- 14. As noted above, a Public Open House hosted by the Ward Councillor, was held on February 18, 2014 at the Holly Community Centre to further discuss the proposed development and present the amended plans to the local residents. The comments received at this meeting were generally the same as the concerns expressed at the Statutory Public Meeting and through written

correspondence. Residents further indicated that the proposed development was not an appropriate transition to the existing single detached dwellings, intensification should be targeted to the 'annexed lands', the Essa Road reconstruction should be completed prior to any development approvals being granted and other medium density developments along Essa Road have been developed with a maximum height of 4-storeys.

15. The various comments/concerns identified above will be discussed throughout this report, however, Planning staff are of the opinion that the proposed development would serve to buffer the existing residential lands to the east from the traffic noise associated with Essa Road. Further, Planning staff have no comment on the perceived implication of higher density development on the market value of private properties, as this is not a land use planning issue.

Department & Agency Comments

16. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. PowerStream and Bell provided comments indicating they had no concerns with the proposed rezoning.
17. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they had no concern with the proposed rezoning and from a watershed perspective; approval of the subject application would be consistent with the Provincial Policy Statement and would be in conformity with the Lake Simcoe Protection Plan. LSRCA further commented that the Functional Servicing Report would be required to be completed to the satisfaction of the LSRCA prior to the approval of any subsequent site plan and/or plan of condominium application.
18. The Engineering Department provided comments indicating that there are currently no municipal sanitary sewer mains fronting the subject property, therefore any redevelopment of this site would be subject to the extension of these municipal mains to and across the entire frontage of the property complete with standard service connections. In this regard, the City is currently undertaking the design for the reconstruction of Essay Road to 5 lanes from Veteran's Drive to Coughlin Road. The reconstruction work is planned for the 2015-2016 construction season, pending Council's approval of the Capital Budget. Upon completion of this reconstruction project, the Owner would be responsible for the frontage costs associated with the municipal water and sanitary sewer main installations (including full cost of service laterals).
19. The Traffic Division indicated that there were no concerns with the proposed Traffic Brief which concluded that the existing operations of Essay Road would not be impacted by the proposed development. Engineering also provided preliminary comments related to the requirements for storm water quality and quantity control measures and further identified that the matters related to traffic, parking, vehicle access and circulation, servicing and drainage would be addressed through a subsequent site plan application.
20. Finally, the Engineering Department identified that the owner would be required to confirm that any outstanding local improvements or City of Barrie Act Charges related to frontage costs associated with hydro/watermain extensions, etc. have been paid.
21. Parks Planning provided comments relating to design standards that would be addressed and reviewed in detail during the Site Plan Control process to ensure compliance with the Urban Design Guidelines and City standards. Parks Planning further commented that the applicant would be required to pay the required cash contribution for Parkland dedication in lieu of a land dedication in accordance with the Planning Act. This would occur following site plan approval prior to the issuance of a building permit.

ANALYSIS

Policy Planning Framework

22. The following provides a review of the applicable Provincial policies, as well as the City of Barrie's Official Plan and the Intensification Strategy.

Provincial Policy

23. 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 promotes efficient and cost-effective development.
24. 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 (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected needs for the next 20 years.
25. Places to Grow: Growth Plan for the Greater Golden Horseshoe (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. The Growth Plan further requires that 40% of all residential development occurring annually within the City must be within the existing built boundary. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
26. The Places to Grow Act required Municipal Official Plans for growth Municipalities to be brought into conformity with the Growth Plan. The implementation of this Plan required municipalities to identify intensification areas that can support the defined intensification targets for the community, and managing that growth by focusing intensification in the areas identified. In this regard, the Planning Services Department prepared an Intensification Strategy that was adopted by Council on May 4, 2009 as part of the City's overall growth management plan. The Intensification Policies identified in this Strategy have been incorporated into the City's Official Plan.
27. In staffs' opinion, the proposed development would be consistent with the Provincial Policy Statement and The Growth Plan in terms of contributing to the range of housing types available and would serve to utilize existing and planned infrastructure in the area. 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

28. As noted above, the subject lands are designated Residential Area within the City's Official Plan. Lands designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.

Density and Location

29. 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 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 four categories; the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas.
30. 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*".
31. 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. 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.
32. 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 106 units per hectare and is located outside of the City Centre. As such, the proposed development would be considered to be high density residential in accordance with the Official Plan.
33. Section 4.2.2.3 (b) of the Official Plan further provides 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. 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. It is important to note that while 50 units per hectare is the target density, not all properties are intended to redevelop at this density. Depending on individual site circumstances, properties may potentially develop at densities both above and below this target with the understanding that the target density is to be achieved over the entire corridor.
34. In staff's opinion, the proposed development would meet the City's locational criteria with respect to high density development as the subject property is located within walking distance to City parks (Mapleton Park and Holly Community Park; both less than 500m away from the subject property) and two schools (Holly Meadows Elementary School and Trillium Woods Elementary School). The subject property is also located in proximity to many commercial facilities along Essa Road, particularly the Holly Meadows Commercial Plaza directly opposite the subject properties on the west side of Essa Road. The property is also located along an arterial roadway (Essa Road) whereby access to the proposed development would be obtained and on which transit services are available.

Parking, Amenity Space, Buffering from Adjacent Properties

35. The General Design Policies of the Official Plan require residential development to provide necessary on-site parking and functional open space amenity areas including landscaping,

screening and buffering. The preliminary concept plan submitted and included as Appendix "B" to this report identifies that sufficient parking would be accommodated on-site through both underground structured parking and surface parking for residents and visitors of the proposed development. The plan also provides for an appropriate open space amenity area and buffering from abutting lower density residential properties. In this regard, the concept plan identifies building setbacks of approximately 23 metres and 12 metres from the north and south property lines, respectively. Staff would note that the separation distance between the proposed building and rear yards of the single detached residences fronting Warner Road is significant in that it measures approximately 50 metres.

36. In addition to the abovementioned building setbacks, a 3 metre landscape buffer strip would be required to be provided along all adjacent residential property boundaries and where possible, the existing boundary vegetation on-site would be preserved so as to provide additional buffering for the abutting single detached residences. Should the subject application be approved, a detailed site plan application would be required at which time detailed plans would be submitted to review and confirm compliance with the above noted design elements and the City's Urban Design Manual.

Tall Buildings and Shadowing

37. In January of this year, 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.
38. 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.
39. 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.
40. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the proposed site plan and building elevations (attached as Appendix 'B' & 'C' to this report), all required parking is proposed to be located at the rear of the property and within underground structured parking. An articulated roof, constructed at 6, 7 and 8 storeys along the Essa Road frontage, would provide for a more visually interesting skyline and the horizontal variation in building materials is intended to reduce the visual and physical impact of height while providing a more pedestrian scale façade adjacent to 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.

41. A Shadow Impact Study was submitted in support of the subject application which assessed the impacts of the shadows cast on the abutting properties by the proposed development. Section 6.1.1 of the Intensification Area Urban Design Guidelines suggests that the shadows of buildings taller than 8-stories should be assessed on an hourly basis throughout the day on March 21 and September 21 (Spring/Autumn Equinoxes). March 21 is the midway point between the longest day of the year (June 21) and the shortest day of the year (December 21), and is interpreted as representative of the average shadow impact cast by a building. Given that March 21 and September 21 contain an equal number of daylight hours and the difference in shadows between these two dates is considered negligible, the report provided an assessment of the proposed shadows conducted on September 21. The report concludes that the proposed building has been located at the south-west corner of the property so as to minimize the shadow impacts on the adjacent low-rise residential properties. Based on a projected shadow analysis for the noted date, shadows on the adjacent residential properties to the east would not be realized until approximately 6pm and therefore are not considered to be unreasonable.
42. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for high density residential development and provides for an appropriate density that would serve to utilize existing services and infrastructure in accordance with the Intensification policies of the City's Official Plan. The proposed development, in the form of an 8-storey residential apartment building as proposed, is in staff's opinion, considered to be consistent with the Tall Buildings policies of the Official Plan. As noted above, the shadow impacts associated with the proposed development are considered to be minimal given the significant and acceptable separation distance provided between the proposed building and neighbouring properties to the east. Finally, the visual impact of the building is appropriate given the noted design elements which would be further refined through a subsequent Site Plan Approval.

Intensification Area Urban Design Guidelines

43. 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 8-storey building is considered to be a mid-rise development.

Buffering from Adjacent Properties

44. The Urban Design Guidelines encourage mid-rise buildings up to 8-storeys if certain design elements are met. More specifically, Section 4.3.7 of the Guidelines requires that where intensification projects are proposed adjacent to stable residential neighbourhoods, the application of a 45 degree angular plane is recommended to provide a transition in height from mid-rise buildings to low-rise residential homes. The intent of this provision is to provide appropriate separation distances and to reduce shadow impacts on abutting residential homes as well as the perception of height. As illustrated on Schedule "D" of this report, the applicant has demonstrated that the 45 degree angular plane has been achieved for the proposed development. More specifically, this diagram demonstrates that a 'hypothetical' 4-storey building built to the minimum zoning standards, would result in a greater visual impact for the abutting

residential properties than the proposed 8-storey building; given the significant distance separation (approximately 50m) afforded by the proposal.

Mixed Use (Commercial/Residential)

45. While staff would typically encourage mixed-use buildings with ground floor commercial development for the subject site in accordance with the Urban Design Guidelines, the applicant has indicated that they are not proposing commercial uses given the availability of commercial development within the immediate vicinity. Having said that, it is important to note that Planning staff are currently in the process of establishing new zoning standards for the Intensification Areas. The proposed standards generally require that mid-rise buildings (2 to 8-storeys in height) should be established along the Intensification Corridors.
46. The proposed Intensification Area standards further suggest that residential buildings above 5-storeys in height shall accommodate ground floor commercial within 50% of the gross floor area of the first floor within the Corridors. For purposes of comparison, the proposed development is generally in conformity with the recommended development standards for the intensification corridors, save and accept the provision for ground floor commercial, maximum front and side yard setbacks of 3m (7m front yard and +12m side yard setbacks proposed) and a minimum ground floor height of 4.5m (4m proposed). The Public Meeting to present these proposed changes was held on March 31, 2014. Given that Council has not yet considered these standards to date and the subject application predates the recommendation of these changes, Planning Staff are not recommending that the approval of the subject application be contingent on satisfying the proposed zoning standards that have not yet been approved by Council.
47. Although preferred, staff are satisfied that ground floor commercial is not required to be provided within the subject development given the sufficient availability of existing and proposed commercial space in close proximity to the subject lands; particularly the Holly Meadows Commercial Plaza located directly opposite the proposed development on the west side of Essa Road. Staff would note that convenience commercial uses which would serve the residents of an apartment building are permitted as of right in all apartment buildings. In accordance with Section 5.2.6 of the City's Comprehensive Zoning By-law 2009-141, a convenience store, personal service store and dry cleaning distribution outlet are permitted as of right commercial uses within an apartment building providing the commercial use(s) do not occupy greater than 25% of the ground floor area of the building. This standard would provide the opportunity for the development to accommodate convenience commercial uses into the development at a future date if it is considered appropriate and warranted, without the need for a special provision being incorporated into the proposed site specific zoning by-law associated with the property.

Zoning Rationale for Special Provisions (SP)

48. As noted above, the applicant has requested a Residential Apartment Dwelling Second Density-1 Special RA2-1(SP) zoning over the subject lands to permit the proposed development. In this regard, a site specific zoning provision (SP) has been requested to permit an increase to the maximum allowable lot coverage for parking spaces (including aisles) from 35% to 45.5%. The provision of approximately 23% of the required parking spaces underground has enabled the applicant to satisfy all other performance standards of the Comprehensive Zoning By-law. More specifically, the concept plan submitted in support of the proposed rezoning satisfies all the required building setbacks, amenity space provisions and parking requirements through both surface parking and underground structured parking of the RA2-1 zone.
49. All parking areas associated with the proposed buildings would be internal to the site; thereby improving the overall streetscape of Essa Road and urban design elements of the proposed development. As such, staff are satisfied that the increase in parking lot coverage for the proposed development is considered appropriate. However, in order to provide some flexibility

with the final detailed design, staff are recommending that a maximum parking lot coverage of 46% be permitted on site.

50. To ensure that the concept proposed by the owner is realized, staff are recommending that the approval of the subject application be tied to same. In this regard, staff are recommending that a maximum building height of 8-storeys (27m), a minimum rear yard building setback of 48m and a maximum density provision of 106 units per hectare, as proposed by the applicant, be incorporated into the implementing zoning by-law for the subject lands. Further, staff are recommending that a minimum density of 53 units per hectare be achieved on site to ensure that the planning policy framework that has been established for the intensification areas is satisfied. This would provide a density range of 53-106 units per hectare and would prevent the underdevelopment of the property in an area that has been identified for intensification. The upper limit of 106 units per hectare as proposed is considered appropriate and would serve to implement the intensification policies of the PPS, the Growth Plan, Official Plan and the City's Intensification Strategy. The above noted site specific provisions related to maximum building height, minimum rear yard building setback and both the minimum and maximum density provisions have been reflected in the recommended motion in order to provide local residents with some level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Site Plan Control

51. The subject property, if zoned Residential Apartment Dwelling Second Density-1 Special RA2-1(SP), would be subject to site plan control, as per Section 41 of the Planning Act and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
52. 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 building. 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 stucco building façade materials, iron balcony railings, enhanced landscaping/amenity areas, along with the combination of both underground and surface parking.
53. Planning staff are satisfied that concerns identified at the Public Meeting related to reduced privacy, have been contemplated by the applicant through the revised concept plan which would be further refined through a subsequent site plan approval process. That said, in regards to adjacent single detached residential uses abutting the subject property, the applicant has proposed minimum building setbacks of approximately 23m and 12m to the north and south side yards respectively, and 50m to the east rear yard; whereby minimum 5m side yard and 7m rear yard setbacks are required. These increased setbacks to the existing residential properties, particularly those to the east on Warner Road, have been provided so as to provide for maximum separation distances to ensure the potential impacts on privacy, shadows and noise of the existing residents is minimized. In addition, the applicant would be required to maintain and/or provide a 2m high privacy board fence along the north, south and east property boundaries. Staff are satisfied that suitable distance separation has been provided between the proposed building and the existing residences to the north, south and east. The combination of increased setbacks, required privacy fencing, landscape strips and the preservation of existing mature boundary vegetation on site; where possible, would minimize potential visual impacts and privacy on adjacent lands.

Bonusing

54. 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. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding, staff are currently in the process of amending the Bonusing Policies to encourage the use of these policies by City Council and to reflect current practices used in other municipalities. To that end, Motion 14-G-038 was passed by City Council on March 3, 2014 which includes draft policies and approval to schedule a Public Meeting. The Public Meeting was held on April 14, 2014 and staff is currently working on a final recommendation with the intention of presenting a final report to City Council prior to summer recess. Given the status of the policy review, staff have not recommended any community benefit through implementation of the Bonusing Policies.

Previous Development Approvals

55. 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)

56. It is evident from the above table that the proposed development is in keeping with the densities and the form of mid-rise development previously established for this Intensification Corridor. Staff would note however that while the proposed development has the 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. While the proposed development exceeds the maximum height (3 storeys) and density target (53 units/hectare) for a typical medium density development, staff are of the opinion that it is not a typical high density development. This application, if approved, would permit a 'mid-rise' development that exceeds the standards for typical medium density developments, 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 development will be more common within the intensification areas.

Summary

57. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with the relevant Provincial Policy and the City's Official Plan, and are of the opinion that the proposed development complies with the policy planning framework established for Intensification. The provision for mid-rise, higher density residential development on the subject lands is considered appropriate and in keeping with the policies and guidelines established for Tall Buildings and the Intensification Corridors.
58. Staff are satisfied that the proposed development would provide for appropriate spatial separation from the existing single detached residences to the north, south and east and provides for good urban design. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent Site Plan application.
59. Finally, to ensure that the desired form of development is achieved on site, staff are recommending that a density range of 53-110 units per hectare be specified in the implementing zoning by-law for the subject lands to ensure that more than just ground related housing would be provided in accordance with the Intensification policies and guidelines.

ENVIRONMENTAL MATTERS

60. There are no environmental matters related to the recommendation.

ALTERNATIVES

61. 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 'low density' designation and zoning on the subject property.

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 the 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 applicant has submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for the City's Intensification Areas and current City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc.

FINANCIAL

62. The proposed Rezoning of the subject lands would permit the development of 88 multiple residential units. Based on 30-one bedroom units, 56-two bedroom units and 2-three bedroom units, the annual municipal property tax revenue is estimated to be \$111,936.00. The total 2013 municipal taxes were \$8,957.70 for 556, 560 and 568 Essa Road, therefore the estimated municipal increase would be \$102,978.30 based on the 2014 tax rates.

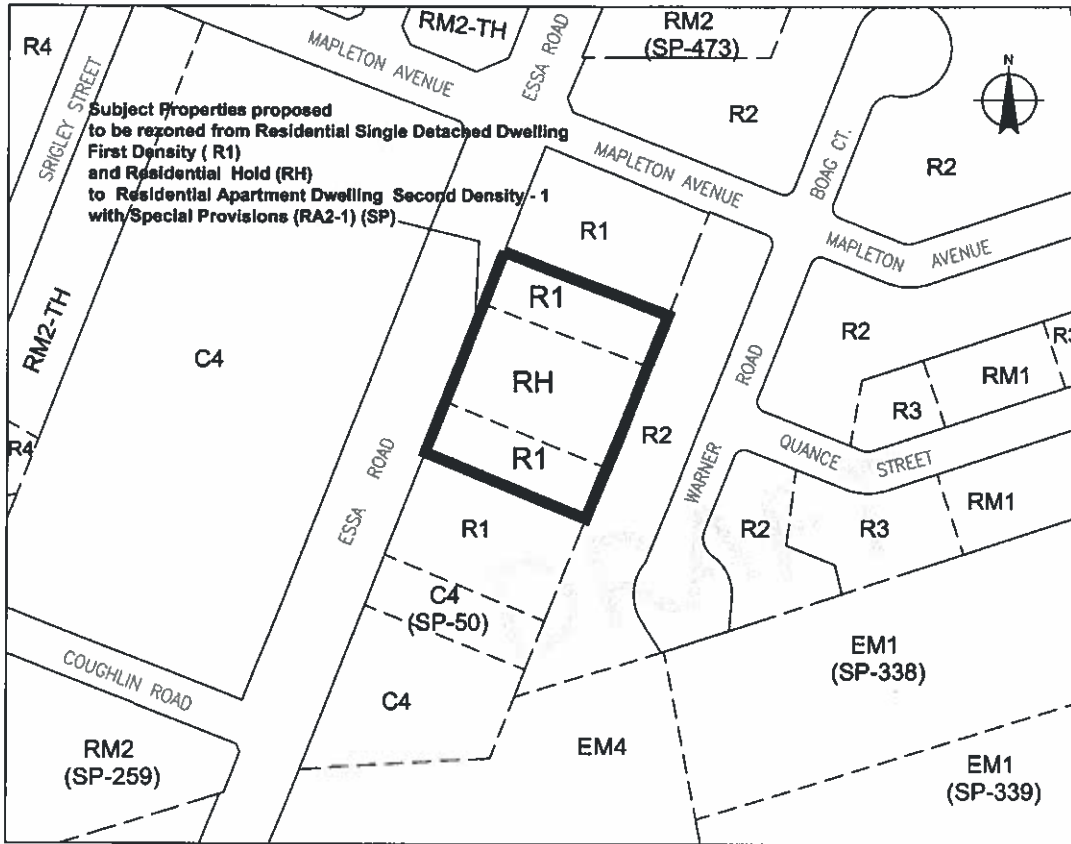
63. Building permit application fees are estimated to be \$193,050.00 based on rates of \$16.50/square metre for the apartment units. Development charges revenue is estimated to be \$1,363,518.00 (\$425,094.00 less \$61,576.00 for the existing two dwelling units provided the rebuild occurs within 60 months of the demolition).
64. The properties, when developed, would be subject to site plan control. All costs associated with the approval and development of the site would be the owner's responsibility. The developer would be responsible for all capital costs for the new infrastructure required within the development limits and the frontage costs associated with the municipal water and sewer main installations (including full cost of service laterals) as planned through the reconstruction of Essa Road. 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. The City would incur additional operating and maintenance costs associated with extending municipal services to the area such as fire protection, policing, boulevard landscaping maintenance and increased contributions to reserves to plan for the eventual replacement of the municipal assets.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

65. The recommendations included in this staff report support the following goals identified in the 2010-2014 City Council Strategic Plan:
- Manage Growth and Protect the Environment - the recommended action will maintain the City's position of encouraging intensification in appropriate areas and in accordance with existing policy.
 - Strengthen Barrie's Financial Condition – the development would increase the City's tax base and result in additional revenues generated through increased taxes, payment of development charges and issuance of building permits.

Attachments: Appendix "A" – Proposed Zoning
Appendix "B" – Proposed Site Plan
Appendix "C" – Proposed Building Elevations
Appendix "D" – Angular Plane Analysis

APPENDIX "A"
Proposed Zoning By-law Schedule

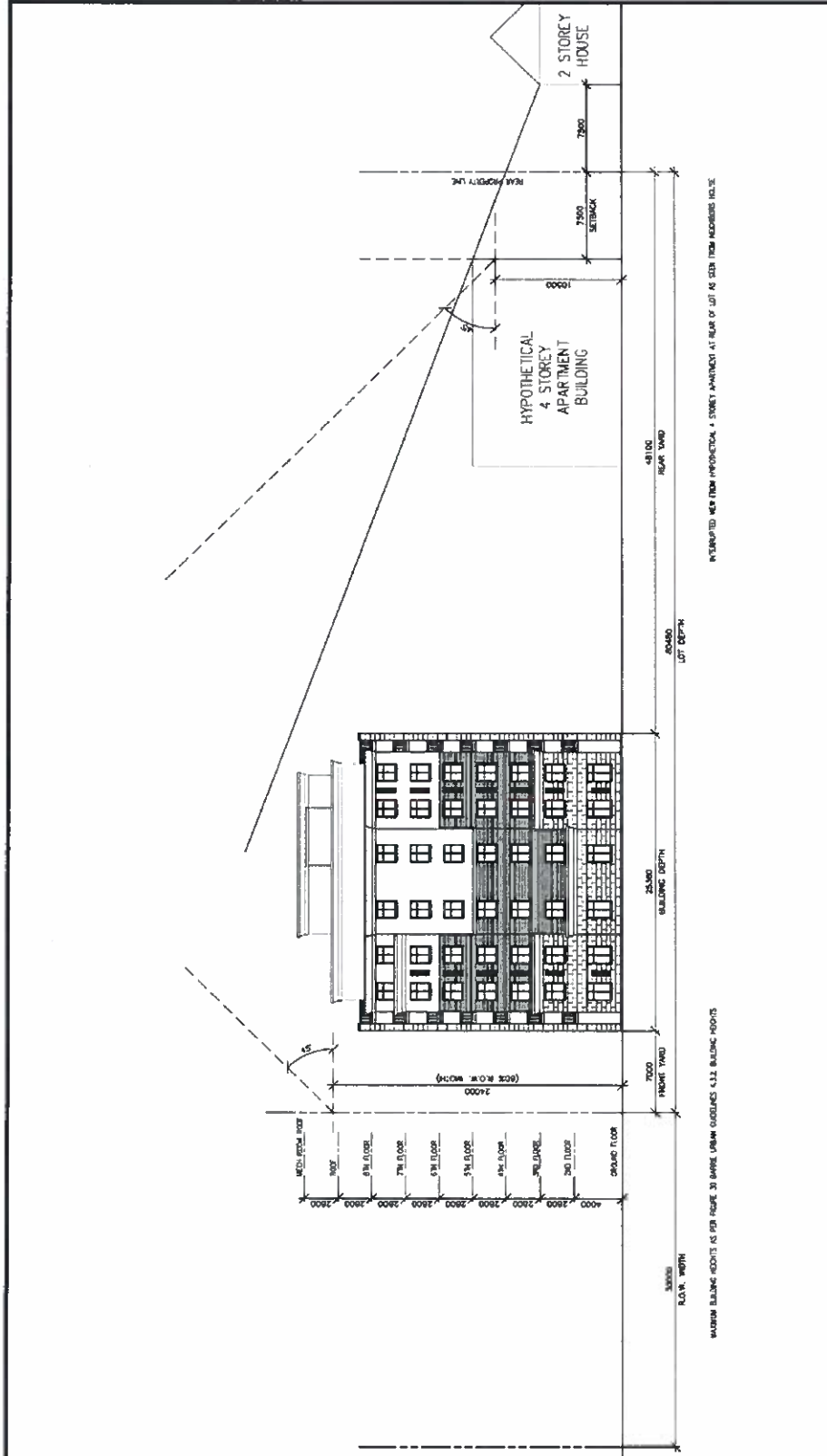


D14-1566
556 , 560 & 588 Essa Road
April 8, 2014

APPENDIX "C"
Proposed Building Elevations



APPENDIX "D"
Angular Plane Analysis



PROPOSED CONDOMINIUM APARTMENT BUILDING
555 - 560 ESSA ROAD, BARRIE, ONTARIO
SAVERINO INVESTMENTS INC.

SEPT 04, 2013