

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 664, 674 and 692 Essa Road, and 320, 364 and 366 Mapleview Drive West
Date	June 11, 2025
Ward	7
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV024-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Jones Consulting Group Ltd., on behalf of Essa Rd Development Ltd., to rezone lands municipally known as 664, 674 and 692 Essa Road and 320, 364 and 366 Mapleview Drive West from 'Light Industrial' (LI), 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-368) to 'Mixed Use Node with Special Provision' (MU1)(SP-YYY), 'Mixed Use Corridor with Special Provision' (MU2)(SP-XXX), 'Open Space' (OS) and 'Environmental Protection' (EP), attached as Appendix A to Staff Report DEV024-25 be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX):
 - a) Permit a minimum setback of 0.9 metres from the property line abutting a street to the nearest part of a parking structure underground, whereas 1.8 metres is required;
 - b) That the definition of "Amenity Area – Outdoor" be amended to reflect following revised wording:

"Amenity Area – Outdoor, shall mean an area of land; balcony; deck; terrace; the roof of a **building**, parking structure, **or accessory structure**, which includes landscaped area and may include areas of decorative paving **and walkways** or other similar surface, provided such surface is not used for vehicle use";
 - c) That the requirement for fully paved and seamless front yard connections to abutting sidewalks shall not apply;
 - d) Permit a minimum front yard setback of 2.5 metres for residential uses, whereas a 3.0 metre minimum setback is required;

- e) That a maximum interior side yard setback not be required, whereas a maximum of 3.0 metres is permitted;
 - f) Permit a minimum ground level floor height of 3.5 metres for Apartment Dwellings and 2.7 metres for Townhouses, whereas 4.5 metres is required;
 - g) Permit a maximum building height of 21.5 metres, whereas a minimum of 7.5 metres is required and a maximum of 16.5 metres is permitted;
 - h) That the provision related to waste management for multi-unit residential developments in the Mixed-Use zones shall not apply;
 - i) Permit a minimum driveway length of 5.8 metres, whereas a minimum driveway length of 6.0 metres is required;
 - j) Permit one (1) Additional Residential Unit (ARU) within a block townhouse dwelling unit fronting a private road, to a maximum of 66 ARUs across the site, whereas ARUs are not currently permitted within block townhouse dwellings units on private roads; and
 - k) Require a minimum of 1 parking space per unit for any additional residential units as per the standards of Section 5.2.9.3.
3. That the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Mixed Use Node with Special Provision' (MU1)(SP-YYY):
- a) Require a minimum of 268 residential units per hectare, whereas no minimum density is required; and
 - b) Permit a maximum building height of twelve (12) storeys or 36 metres, whereas a maximum of 25.5 metres is permitted.
4. That notwithstanding any future severance, partition or division of the lands, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division occurred.
5. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV024-25.
6. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 664, 674, 694 Essa Road and 320, 364 and 366 Mapleview Drive West so as to facilitate the future development of four hundred and fifty-eight (458) residential street and block townhouse units. An additional sixty-six (66) additional dwelling units, internal to the proposed townhouse units would be made optional for prospective purchasers. The Draft Zoning By-law Amendment is attached to Staff Report DEV024-25 as Appendix A. The

application was submitted by Jones Consulting Group Ltd., on behalf of Essa Road Development Limited. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes. A Conceptual Site Plan is included for reference as Appendix B. The Planning Analysis with respect to the submitted amendments to the Zoning By-law is attached as Appendix C and the Density Analysis is attached as Appendix D. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346) and subsequent Site Plan Control process.

The concurrent Draft Plan of Subdivision application would result in the creation of three (3) parcels including a northern and southern development block with a central Environmental Protection Block which includes a tributary of Bear Creek. Both the northern and southern blocks are to be developed through Plan of Condominium with internal roads and amenity areas to be privately maintained. Should the Zoning By-law Amendment be approved, the detailed design associated with the condominium blocks would be addressed through subsequent Site Plan Control applications.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on September 22, 2020, and Public Meeting on April 5, 2023, and are of the opinion that the requested special provisions are considered desirable for the appropriate development and use of the land.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant is responsible for all capital costs for any new infrastructure required within the development limits with a Development Charge Credit only available for a temporary transit pad proposed along Essa Road in advance of municipal redevelopment of the corridor.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Light Industrial' (LI) and 'General Commercial' (C4) zoning over the subject property.

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could propose an alternative zoning on the subject properties to accommodate increased densities or a greater mix of uses while reducing the number of requested special provisions.

This alternative is not recommended as this property has been comprehensively planned whereby additional dwelling units will be accommodated to meet affordable housing intentions and density requirements of the Official Plan with a greater mix of residential unit types, and commercial and employment uses along Maplevue Drive West at the intersection with Essa Road.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units and add the potential for more affordable and attainable housing options, and support the local and regional transit network.
Community Safety		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

The subject lands are located on the northeast corner Maplevue Drive West and Essa Road, are irregular in shape and comprise of 10.27 hectares (25.4 acres) with 419 metres of frontage along Maplevue Drive West and 367 metres along Essa Road. The lands are municipally known as 664, 674 and 692 Essa Road and 320, 364 and 366 Maplevue Drive West and are legally described as Part Lots 3 and 4, Concession 12, Part 1 Registered Plan 51R-32435, and Part 2 Registered Plan 51R-25124, in the former Town of Innisfil, now City of Barrie.

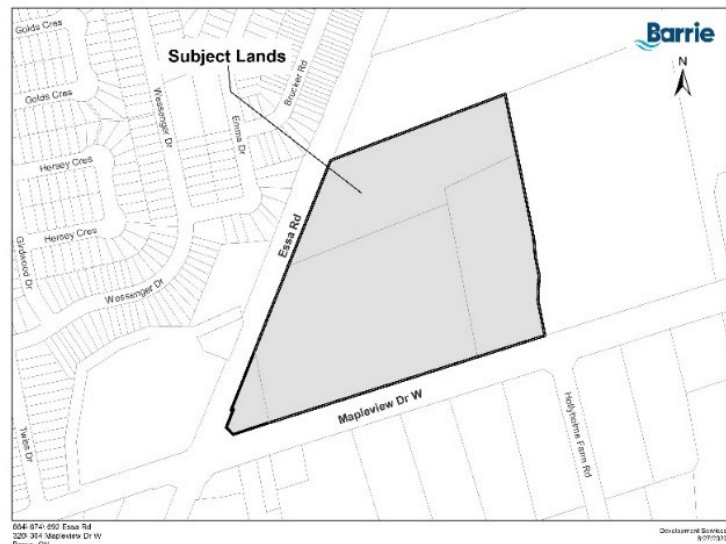
The subject lands are relatively flat with a variety of trees and shrubs, as well as a segment of the Bear Creek tributary (Henderson Creek) which traverses the central portion of the property in an east-west direction. The riparian area has been reestablished and enhanced in addition to other preliminary grading works that have been undertaken in preparation of future site development. The subject lands are surrounded by the following land uses:

North: Directly north of the subject lands is Holy Spirit Parish which is an institutional and community use.

East: Immediately east of the subject lands is Mapleview Community Church which is an institutional and community use.

South: Immediately south of the subject lands are vacant lands which are proposed to redevelop with non-industrial employment uses, an existing automotive dealership, an approved development application at 315, 319 and 323 Mapleview Drive West for three multi-unit commercial buildings, including a food store (File: D30-020-2021/D11-002-2024), a self-storage facility at 341 Mapleview Drive West (File: D11-011-2021), and converted commercial properties.

West: Directly west of the subject lands, across Essa Road, is an existing low density residential neighbourhood. A commercial retail building (Shoppers Drug Mart) is also located at the northwest corner of Mapleview Drive West and Essa Road.



Existing Policy

The subject property is located along the “Essa Road Intensification Corridor” as detailed within Map 1 and is designated “Medium Density” on Map 2 - Land Use Designations in the City’s Official Plan. The property is zoned ‘Light Industrial’ (LI), ‘General Commercial’ (C4) and ‘General Commercial with Special Provision’ (C4)(SP-368) in the City of Barrie Comprehensive Zoning By-law 2009-141, as amended.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available under [Ward 7 – 320 & 364 Mapleview Drive West and 664, 674 & 692 Essa Road](#):

- a) Planning Justification Report (The Jones Consulting Group Ltd., October 2024)
- b) Community & Sustainable Design Report (4 Architecture Inc., April 15, 2025)
- c) Functional Servicing Brief (Tatham Engineering, May 2, 2025)
- d) Stormwater Management Report – North Block (Tatham Engineering, April 17, 2025)
- e) Traffic Impact Study (Tatham Engineering, December 9, 2022)
- f) Traffic Impact Study Addendum – North Block (Tatham Engineering, October 8, 2024)
- g) Existing Tree Inventory and Preservation Plan (Strybos Barron King Landscape Architecture, October 11, 2024)

- h) Landscape Concept Plan – North Block (Strybos Barron King Landscape Architecture, April 17, 2025)
- i) Updated Scoped Environmental Impact Study (Beacon Environmental Limited, October 2024)
- j) Phase 1 Environmental Site Assessment (BAE Environmental, February 24, 2025)
- k) Supplemental Geotechnical Investigation (GEI Consultants Ltd., January 11, 2024)
- l) Updated Supplemental Hydrogeological Investigation (GEI Consultants Ltd., April 11, 2025)
- m) Updated Enhanced Water Balance Assessment – North Block (GEI Consultants Ltd., April 10, 2025)

The subject application was circulated to staff in various internal departments and external agencies for review and comment. No objections or concerns were received from the following departments as it relates to the subject Zoning By-law Amendment application:

- a) Development Services - Addressing, Approvals, Parks Planning, Ecology and Transportation Planning;
- b) Fire and Emergency Services;
- c) Waste Management and Environmental Sustainability - Environmental Risk Management and Compliance;
- d) Finance – Development Charges Department;
- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Bell Canada, Enbridge and Hydro One;
- h) Simcoe County District School Board; and
- i) Nottawasaga Valley Conservation Authority (NVCA)

Any comments that were provided will be addressed through subsequent approvals associated with the draft plan of subdivision, plan of condominium and site plan applications.

Plan of Subdivision

Subject to Council approval of the proposed application, the property would be subject to Plan of Subdivision approvals as per Section 51 of the *Planning Act* to establish three blocks within the development. The approval of Plans of Subdivision has been delegated to City staff in accordance with Council Motion 10-G-346. In this regard, review of the Draft Plan of Subdivision remains ongoing with staff currently reviewing details related to the completion of Bear Creek naturalization and integration of the subject development into the surrounding community. Staff would be in a position to approve the associated Draft Plan of Subdivision should Council approve the rezoning. The central block, comprising the environmental protection lands associated with Henderson Creek, would be required to be conveyed to the City through this process.

Site Plan Control

Following Plan of Subdivision approval, subsequent Site Plan Control applications would

be required for the northern and southern blocks, as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. A Site Plan Control application (File: D11-035-2024) has been received for the northern block and will proceed through detailed reviewed should Council approve the rezoning. An additional Site Plan Control approval would be required for development of the southern block.

Through the Site Plan Control process, detailed design matters will be reviewed and addressed including access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, building orientation/placement/massing, parking, zoning compliance, etc. The detailed design component of the Site Plan Approval process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent neighbourhoods, trails and streets.

Plan of Condominium

It is anticipated that during the Site Plan Control review process; the applicant will also proceed with a Plan of Condominium application to establish a condominium over the northern and southern blocks. The Plan of Condominium will establish the ownership and maintenance framework/responsibilities for the subject property. In accordance with Council Motion 10-G-346, the authority to register the Plan of Condominium has been delegated to City staff.

Consultation and Engagement:

A Neighbourhood Meeting was held virtually on September 22, 2020, for a preliminary application which proposed 2,539 residential units and 28,000 square metres of commercial and institutional uses on the subject property. This meeting was attended by approximately 29 registrants as well as the applicant, development representatives, Ward 7 Councillor Gary Harvey, and Planning staff. The comments and concerns received from residents are summarized as follows:

- Potential safety hazards with adding bike lanes along Essa Road and Mapleview Drive East;
- Concerns regarding the traffic impacts generated by the proposed development; and,
- Concerns regarding to the proposed density, height and parking reductions proposed.

A statutory Public Meeting in support of the preliminary application was hosted virtually on December 15, 2020. At the meeting, a number of residents were in attendance with 3 residents speaking to the preliminary application. Comments and concerns are summarized as follows:

- Concerns with increased traffic and impacts to pedestrian safety along the existing Essa Road corridor and Mapleview in summer months
- Concerns with increased height, and density proposed in the application and requested parking reductions given limited surrounding available alternatives.

Following new project ownership and revisions to the development plans, a subsequent Public Meeting was held on April 5, 2023, to present the revised application to the

Affordability Committee and the public. One member of the public provided comments requesting consideration of the history of the area and the incorporation of farming family names within the project's internal road network. Further, the Ward Councillor identified the following items for consideration:

- The position that the revised plan better aligns with the existing community;
- Seeking confirmation of the phase timing and when the project will be completed, including reference toward ensuring that community spaces and parks are completed at an early stage to support residents as they move into the development; and,
- Ensuring that the project connects to the naturalized Bear Creek corridor through reduced fencing and/or trail connection(s).

The above described matters will be addressed through detailed design work as part of the required plan of subdivision and Site Plan Control review.

Environmental and Climate Change Impact Matters:

The following environmental and climate change impact matters have been considered in the development of the recommendation:

The application, if approved, would result in the redevelopment of a vacant and underutilized site within an area designated for medium density residential and commercial development which is serviced by existing infrastructure and public service facilities. Mixed use and alternative built forms for residential dwellings, are expected to maximize the use of land and contribute to a complete community where services and resources can be better utilized. Further, this higher density development reduces pressure for additional greenfield development and necessary extensions of municipal services where they do not already exist.

The development further seeks to ensure the long-term protection of Henderson Creek, a tributary of Bear Creek, through the dedication of a naturalized riparian corridor. This dedicated corridor will enhance flood resiliency and preserve the ecological integrity of the watercourse and will be conveyed to the City for protection.

Appendix:

Appendix A – Draft Zoning By-law Amendment

Appendix B – Conceptual Site Plan

Appendix C – Planning Analysis

Appendix D – Residential Density Analysis

Report Author:

L. Juffermans, Senior Planner, Development Services

File #:

D30-002-2020

Pending #:

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Part Lots 1 and 2 Registered Plan 51R-32435 and Part Lots 3 and 4 Registered Plan 51R-25124 in the former Town of Innisfil and known municipally as 664, 674, 694 Essa Road and 320, 364 and 366 Mapleview Drive West shown on Schedule "A" to this By-law from 'Light Industrial' (LI), 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-368) to 'Mixed Use Node with Special Provision' (MU1)(SP-YYY), 'Mixed Use Corridor with Special Provision' (MU2)(SP-XXX) 'Open Space' (OS) and 'Environmental Protection' (EP),

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of 664, 674, 694 Essa Road and 320, 364 and 366 Mapleview Drive West, shown on Schedule "A" to this By-law from 'Light Industrial' (LI), 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-368) to 'Mixed Use Node with Special Provision' (MU1)(SP-YYY), 'Mixed Use Corridor with Special Provision' (MU2)(SP-XXX), 'Open Space' (OS) and 'Environmental Protection' (EP), in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding By-law 2009-141, the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Mixed Use Node with Special Provisions' (MU1)(SP-YYY):
 - a) **THAT** notwithstanding Section 5.4 of By-law 2009-141, a minimum density of 268 residential units per hectare shall be required in the 'Mixed Use Node with Special Provisions' (MU1)(SP-YYY) zone; and,
 - b) **THAT** notwithstanding Table 5.4.2 of By-law 2009-141, a maximum building height of twelve (12) storeys or 36 metres shall be permitted within the 'Mixed Use Node with Special Provisions' (MU1)(SP-YYY) zone.
3. **THAT** notwithstanding By-law 2009-141, the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX):
 - a) **THAT** notwithstanding Section 4.6.5.2 of By-law 2009-141, a minimum setback of 0.9 metres from the property line abutting a street to the nearest point of a parking structure underground shall be provided in the 'Mixed Use Corridor with Special Provision' (MU2)(SP-XXX) zone;

- b) **THAT** notwithstanding Section 3.0, the definition of ‘Amenity Area – Outdoor’ within By-law 2009-141 be amended to reflect the following in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone:
 “Amenity Area – Outdoor, shall mean an area of land; balcony; deck; terrace; the roof of a building, parking structure, or accessory structure, which includes landscaped area and may include areas of decorative paving and walkways or other similar surface, provided such surface is not used for vehicle use”;
 - c) **THAT** notwithstanding Section 5.4.3.2 (a) of By-law 2009-141, the requirement for fully paved and seamless front yard connections to abutting sidewalks shall not apply in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - d) **THAT** notwithstanding Section 5.4.3.2 (b) of By-law 2009-141, a minimum front yard setback of 2.5 metres for residential uses shall apply in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - e) **THAT** notwithstanding Table 5.4.2 of By-law 2009-141, a maximum interior side yard setback shall not be required in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - f) **THAT** notwithstanding Table 5.4.2 of By-law 2009-141, a minimum ground level floor height of 3.5 metres for Apartment Dwellings and 2.7 metres for Townhouses Dwellings shall apply in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - g) **THAT** notwithstanding Table 5.4.2 of By-law 2009-141, a maximum building height of 21.5 metres shall apply in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - h) **THAT** notwithstanding Section 5.4.3.7.1 (c) of By-law 2009-141, the waste management provisions for multi-unit developments shall not apply in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - i) **THAT** notwithstanding Section 5.2.5.2 (d) of By-law 2009-141, a minimum driveway length of 5.8 metres shall be provided in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone;
 - j) **THAT** notwithstanding Section 5.2.9.1 (a), (b) and (c) of By-law 2009-141, one additional residential unit (ARU), to a maximum of 66 total units where identified on Schedule ‘B’, shall be a permitted use within townhouse dwelling units fronting onto a private road in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone; and
 - k) **THAT** notwithstanding Section 5.2.9.3 of By-law 2009-141, additional residential units shall provide a minimum of 1 parking space per dwelling units in the ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone.
4. **THAT** notwithstanding any future severance, partition or division of the lands shown on Schedule “A”, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division occurred within the ‘Mixed Use Node with Special Provision’ (MU1)(SP-YYY) and ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX) zone.
 5. **THAT** lands zoned ‘Mixed Use Corridor with Special Provision’ (MU2)(SP-XXX), ‘Open Space’ (OS) and ‘Environmental Protection’ (EP), shall be developed generally in accordance with the Conceptual Site Plans attached as Schedule “B” to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
 6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule “A” to this Bylaw, shall apply to the said lands except as varied by this By-law.
 7. **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 ____, 2025.

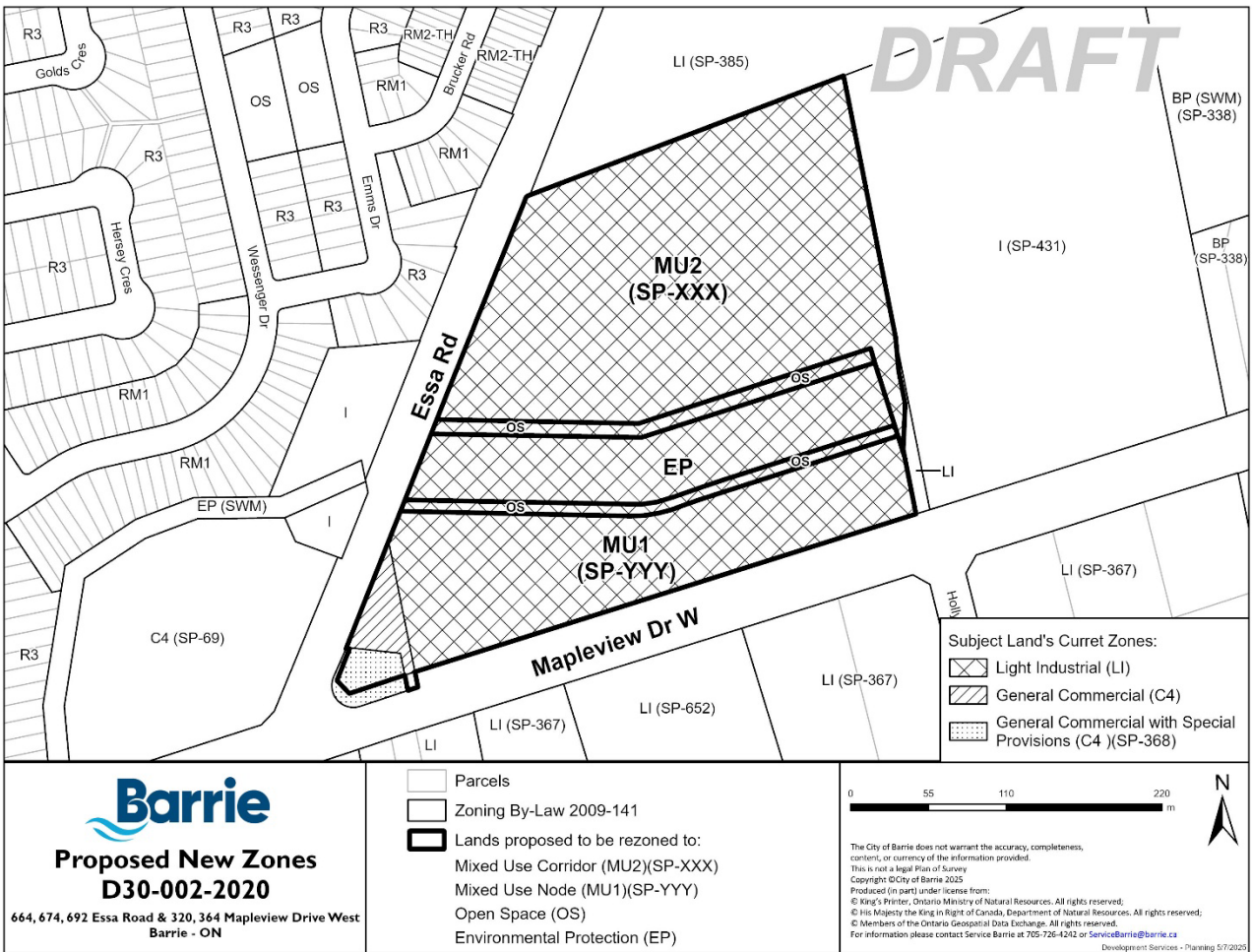
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2025-XXX



City of Barrie Zoning By-law Amendment – 664, 674 and 692
Essa Road, and 320, 364 and 366 Mapleview Drive West

Appendix B - Conceptual Site Plan (Northern Block)

SITE STATISTICS

STANDARDS REFLECT PARENT BYLAW REQUIREMENTS UNLESS DENOTED OTHERWISE.
NUMBERS IN SQUARE BRACKETS INDICATES ZONING BYLAW ASSOCIATED WITH SPECIFIED STANDARD.

1.0 SITE STANDARDS FOR PHASE 1 AND 2

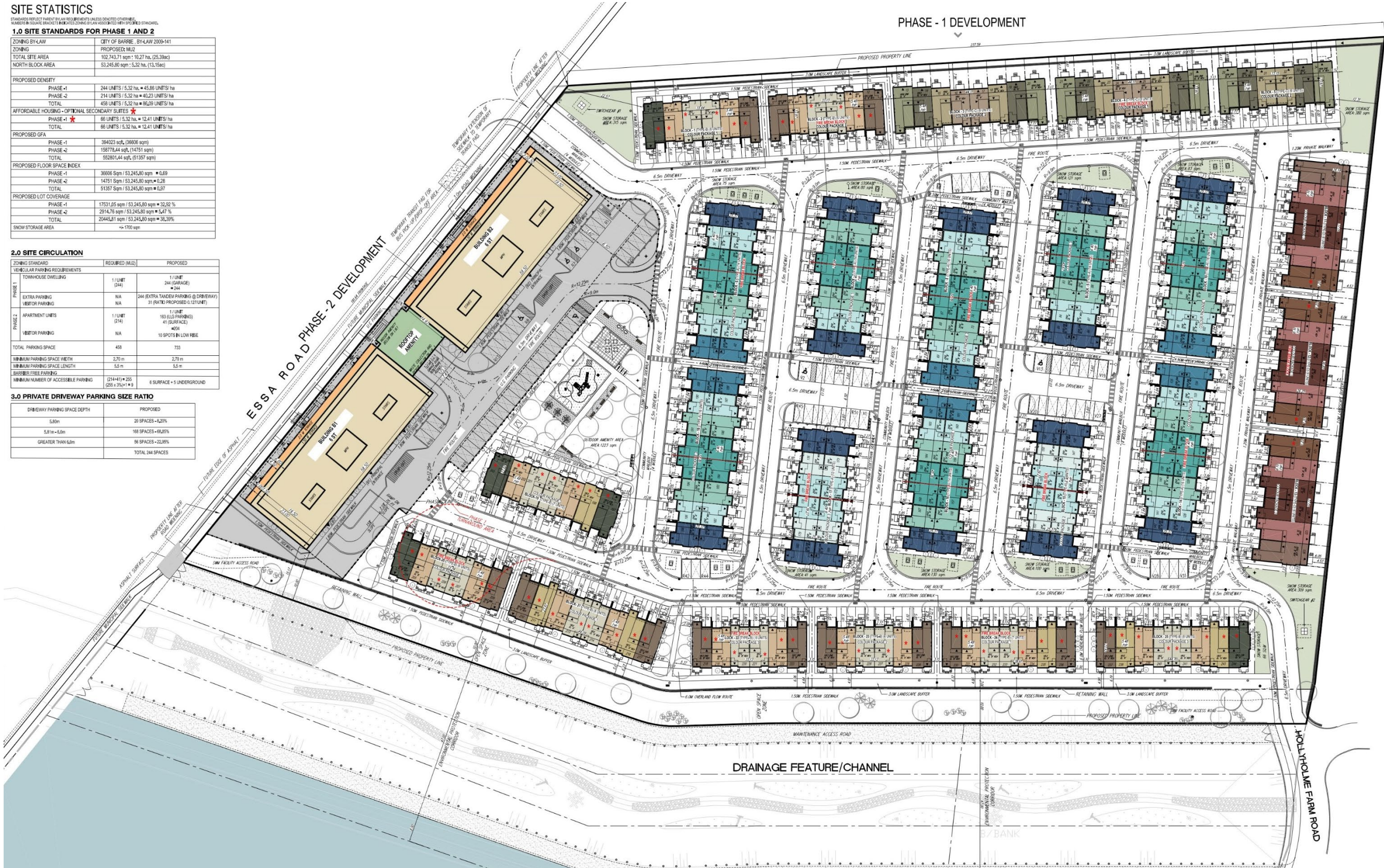
ZONING BY-LAW ZONING	CITY OF BARRIE - BY-LAW 2004-11
	PROPOSED MU2
TOTAL SITE AREA	102,743.71 sqm = 10.27 ha, (25.38ac)
NORTH BLOCK AREA	53,245.80 sqm = 5.32 ha, (13.15ac)
PROPOSED DENSITY	
PHASE -1	244 UNITS / 5.32 ha = 45.88 UNITS/ha
PHASE -2	214 UNITS / 5.32 ha = 40.23 UNITS/ha
TOTAL	458 UNITS / 5.32 ha = 86.09 UNITS/ha
AFFORDABLE HOUSING - OPTIONAL SECONDARY SUITES	
PHASE -1	86 UNITS / 5.32 ha = 12.41 UNITS/ha
PHASE -2	86 UNITS / 5.32 ha = 12.41 UNITS/ha
TOTAL	172 UNITS / 5.32 ha = 12.41 UNITS/ha
PROPOSED GFA	
PHASE -1	394,023 sqft, (36,060 sqm)
PHASE -2	1,587,744 sqft, (147,551 sqm)
TOTAL	5,520,744 sqft, (513,571 sqm)
PROPOSED FLOOR SPACE INDEX	
PHASE -1	36661 sqm / 53,245.80 sqm = 0.68
PHASE -2	147551 sqm / 53,245.80 sqm = 2.77
TOTAL	513571 sqm / 53,245.80 sqm = 0.97
PROPOSED LOT COVERAGE	
PHASE -1	17531.05 sqm / 53,245.80 sqm = 32.92 %
PHASE -2	17531.05 sqm / 53,245.80 sqm = 32.92 %
TOTAL	204445.1 sqm / 53,245.80 sqm = 38.39 %
SNOW STORAGE AREA	
	≈ 1700 sqm

2.0 SITE CIRCULATION

ZONING STANDARD		REQUIRED (M.U.)	PROPOSED
VEHICULAR PARKING REQUIREMENTS			
PHASE 1	TOWNHOUSE DWELLING	1 UNIT (24)	1 UNIT 24 (GARAGE)
	EXTRA PARKING VISITOR PARKING	N/A	24 (EXTRA TANDEM PARKING @ DRIVEWAY) 31 (RATIO PROPOSED 0.121 UNIT)
PHASE 2	APARTMENT UNITS	1 UNIT (14)	1 UNIT 183 (LO PARKING @ SURFACE) #004
	VISITOR PARKING	N/A	10 SPOTS IN LOW RISE
TOTAL PARKING SPACE		458	733
MINIMUM PARKING SPACE WIDTH		2.70 m	2.70 m
MINIMUM PARKING SPACE LENGTH		5.5 m	5.5 m
BARRIER FREE PARKING			
MINIMUM NUMBER OF ACCESSIBLE PARKING		(2414) * 255 (255 x 31) = 8	6 SURFACE + 5 UNDERGROUND

3.0 PRIVATE DRIVEWAY PARKING SIZE RATIO

DRIVEWAY PARKING SPACE DEPTH	PROPOSED
5,80m	20 SPACES - 8,20%
5,81m - 5,0m	168 SPACES - 68,85%
GREATER THAN 5,0m	56 SPACES - 22,95%
	TOTAL 244 SPACES



Appendix C - Planning Analysis

Provincial Planning Statement (PPS)(2024)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which supports the achievement of complete communities by accommodating a wide range and mix of land uses. Further the development proposed densities which support active transportation and represent an efficient use of land which is cognisant and contributes to surrounding neighbourhood character built form. The proposed development supports the policies of a healthy, livable, and compact community that efficiently uses land, supports active transportation and transit usage and would be serviced by existing municipal infrastructure and services, thereby representing an appropriate and wise use of land within the Settlement boundary of the City of Barrie.

City of Barrie Official Plan (OP)(2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are located along the 'Essa Road Intensification Corridor' on Map 1 – Community Structure and are designated 'Medium Density' on Map 2 – Land Use Designations of the Official Plan. General land use intentions for Intensification Corridors and Medium Density areas are provided in Sections 2.3.6 and further land use policies that guide development in the Medium Density designation are provided in Section 2.6.2. of the Official Plan. Lastly as will be noted below, a Ministry modification to the Official Plan in April 2023, established a Defined Policy area over the subject site, setting out a minimum density target.

The intent of the 'Intensification Corridors' designation is to support transit-oriented development and take a forward-looking approach to development that is walkable and with a range of uses that support transit users. It is expected that levels of intensification will vary along the length of an Intensification Corridor to reflect different and local contexts. Intensification Corridors are to be planned so that all new development is supported by public transit and active transportation infrastructure. Development shall orient toward the street and conform with other designation intentions, in this case being the Medium Density designation.

The Medium Density designation is intended to facilitate an increase of densities and built form in the City with an encouraged mix of uses. Buildings should be a minimum of 6 storeys and maximum of 12 storeys with an intended density of 125 to 300 units per hectare. On the subject site, a Defined Policy Area (2.8.8) was established through Ministry modifications to the Official Plan in April 2023, establishing a minimum density requirement of 156 units per hectare. With a proposed density of 268 units per hectare across the entire site, the application meets these density targets while also providing an appropriate transition to surrounding neighbourhood residential uses. As per Section 2.5 and 6.4.2, the City will require all new residential development in the Medium Density designation to provide 15% of housing units as affordable.

The subject application is consistent with the goals and policies of the Official Plan as the subject development is considered new development within the existing settlement boundary that proposes a level of intensification consistent with the expectations of the

Official Plan, which is also sensitive to existing and planned development within the surrounding community. In accordance with Density Analysis attached as Appendix D, the existing residential density of the subject area is 14.62 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 32.43 units per net hectare. Additional medium density development occurs to the north of this development along Essa Road where additional heights have been approved. Further, while the subject application was submitted in advance of the current Official Plan, the applicant has amended the concept plans to account for the provision of additional residential units (ARUs) which are a standard affordable housing option elsewhere in the City. While the mix of units proposed includes apartments, cluster and street townhouses, which are often considered more affordable options for prospective renters or purchasers, the additional option of ARUs serve to increase the potential total rental and ownership units which are affordable within the City.

The proposed development provides a mix of low and mid rise built forms which is consistent within the Medium Density designation. The development builds upon other developments in the surrounding community along the Essa Road Intensification Corridor and will further support transit services and active transportation options for residents. For these reasons and those described above, staff are of the opinion that the proposed development conforms with the Official Plan.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands from 'Light Industrial' (LI), 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-368) to 'Mixed Use Node with Special Provision' (MU1)(SP-XX), 'Mixed Use Corridor with Special Provision' (MU2)(SP-XX), 'Open Space' (OS) and 'Environmental Protection' (EP), in accordance with the City's Comprehensive Zoning By-law 2009-141.

The 'Open Space' (OS) zone encompasses two corridors along the north and south edges of the Bear Creek tributary; the northern Open Space feature being 10.0 metres in width, and the southern Open Space feature being 8.0 metres in width. This difference is due to a natural curve of the watercourse feature and need for addition access lands and protections around the northern edge. The Bear Creek tributary, which itself spans approximately 47.0 metres in width will be designated as 'Environmental Protection' (EP). The EP lands are to be conveyed to the City at the time of Plan of Subdivision registration, while the OS lands will provide landscaped areas and amenity space for future residents of the proposed development.

Southern Block – Mixed Use Node (MU1)

The southern block forms a later phase of this development however is proposed to be rezoned at this time to 'Mixed Use Node' (MU1) with Special Provisions (SP-YYY). This block will form the higher density portion of the subject site and provide a number of mixed use buildings which build upon existing circumstances along the Maplevue Drive West corridor. The table below identifies the Zoning By-law requirements and the requested Special Provisions for the southern block of the proposed development:

Table 1: Mixed Use Node (MU1) Special Provisions

Zoning Standard	Required by Zoning By-law 2009-141 (MU1)	Proposed Zoning Standard (MU1)(SP-YYY)
Lot Area (min.) Table 5.4.2	-	4.95 ha
Density Table 5.4.2	-	268 units/hectare
Building Height (max.) Table 5.4.2	25.5m	36.0m/12 storeys

The following provides an analysis of the requested site specific amendments to Zoning By-law 2009-141:

Density

The application proposes a unit count of 780 units over a 2.9 net developable hectare area in the proposed southern development block. This represents a density of 268 units per hectare for the southern block and when combined with the proposed 458 units and density of 91.6 units per hectare of the northern block contributes to an overall site density of 156 units per hectare. These values represent the developable limits of the project area, excluding road widening and environmental protection dedications and open space lands.

The Official Plan sets a density range of 125 to 300 units per hectare within the Medium Density designation, and further a Defined Policy Area (2.8.8) was established through Ministry Modifications to the City's Official Plan in April 2023 at the request of the applicant. Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 156 units per hectare. The requested density for the southern block supports an overall site density in conformity with the Official Plan, ensuring future developers uphold the intent of the Official Plan modification over the entirety of the development site.

Building Height

The application proposes a maximum building height of 12 storeys or 36.0 metres which aligns with the Official Plan intentions for the Medium Density designation whereby buildings are to be a minimum of 6 storeys and limited to 12 storeys in height. The zones minimum height standard is not affected by the proposed application, as all built forms within the southern block are expected to exceed the minimum height standard of 10.5 metres. The applicable mixed use zone of Comprehensive Zoning By-law 2009-141 was established in advance of the current Official Plan policies, where additional height contemplated by this application were not considered. While concepts provided have been preliminary in nature, it is expected that the development of the southern block will include a variety of building heights which meet the minimum density requirements and contribute through a mix of built forms and high design standards that support a walkable and complete neighbourhood. In consideration of the Official Plan staff are supportive of this requested special provision.

Northern Block – Mixed Use Corridor (MU2)

The northern block forms the current first phase of this project with Site Plan Control

application (File: D11-035-2024) currently under review. The applicant has further identified that the proposed interior townhouse units will be undertaken as stage 1, with the proposed six storey apartment units fronting onto Essa Road a second stage of construction. This portion of the development is proposed to be rezoned to 'Mixed Use Corridor' (MU2) with Special Provisions (SP-XXX). This block represents a lower density area of 86.09 units per hectare, with frontage along the Essa Road Intensification Corridor. The table below identifies the Zoning By-law requirements and the requested Special Provisions for the northern block of the proposed development:

Table 2: Mixed Use Corridor (MU2) Special Provisions

Zoning Standard	Required by Zoning By-law 2009-141 (MU2)	Proposed Zoning Standard (MU2)(SP-XXX)
Lot Area (min.) Table 5.4.2	-	5.32 ha
Setback from Street Line to Parking Structure Underground (min.) Section 4.6.5.2	1.8m	0.9m
Amenity Area – Outdoor Definition Section 3.0	“Amenity Area – Outdoor, shall mean an area of land; balcony; deck; terrace; or the roof of a parking structure which includes landscaped area and may include areas of decorative paving or other similar surface, provided such surface is not used for vehicle use”.	“Amenity Area – Outdoor, shall mean an area of land; balcony; deck; terrace; the roof of a building , parking structure, or accessory structure , which includes landscaped area and may include areas of decorative paving and walkways or other similar surface, provided such surface is not used for vehicle use”.
Front Yard Setback Areas Section 5.4.3.2 (a)	Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Shall not apply
Front Yard Setback Section 5.4.3.2 (b)	If ground floor usage abutting lot frontage is residential, a minimum 3m setback will apply	2.5m
Side Yard Setback (max.) Table 5.4.2	3.0m	No maximum
Ground Level Floor Height (min.) Table 5.4.2	4.5m	3.5m Apartment 2.7m Townhouse
Building Height (max.) Table 5.4.2	16.5m	21.5m
Waste Enclosure Section 5.4.3.7.1(c)	Any accessory building accommodating garbage, recyclables, and organic material shall not be permitted within 10 metres of the front face of the main building;	Shall not apply
Driveway Length (Townhouse) Section 5.2.5.2 (d)	6.0m	5.8m

Zoning Standard	Required by Zoning By-law 2009-141 (MU2)	Proposed Zoning Standard (MU2)(SP-XXX)
Additional Residential Units (ARU) Section 5.2.9.1 (a), (b), (c) and 5.2.9.3	Permitted use within a single detached dwelling, semi-detached dwelling unit, or street townhouse dwelling unit on a residentially zoned property.	Permitted one (1) ARU within a block townhouse unit fronting a private road, to a maximum of 66 ARUs across the site, and require a parking ratio of 1 space/ARU as per the Section 5.2.9.3.
	An additional residential unit shall be located on the same lot as a principal building that has frontage on a municipal street.	
	A minimum of 1 parking space per dwelling unit is required in the R1, R2, R3, R4, R5, RM1, RM1-SS, RM2, RM2-TH, and RM3 zones.	

The following provides an analysis of the requested site specific amendments to Zoning By-law 2009-141:

Setback from Street Line to Parking Structure Underground (min.)

The application proposes a reduced front yard setback of 0.9 metres from the street line to the proposed underground parking structure(s) of the two 6 storey apartment buildings fronting Essa Road, where a minimum setback of 1.8 metres is required. The purpose of the underground parking setback is to provide sufficient space for construction access and shoring within the private property limits. Given the underground parking aligns with the above grade structures, and the applicant is dedicating 3.0 metres to accommodate for future Essa Road right-of-way requirements, staff are satisfied that the reduced setback is not anticipated to impede construction access or long-term maintenance. As such, planning staff support the requested variance.

Amenity Area – Outdoor Definition

The applicant is proposing a site specific amendment to the definition of outdoor amenity area for this property, in order to allow for greater flexibility in how amenity space is provided. The application meets the required provision of unconsolidated amenity space for the individual townhouse units and includes a combination of private and shared amenity areas within the apartment buildings. Additional contributions have also been made elsewhere on the broader site, including the required dedication of lands associated with the Bear Creek tributary as Environmental Protection, as well as supplementary Open Space buffers of 10.0 metres to the north and 8.0 metres to the south of the environmental feature—exceeding standard amenity requirements.

Given that the applicant has not only met but exceeded the minimum requirements for amenity space, staff are of the opinion that the requested flexibility in how amenity areas are defined and delivered is appropriate and supportable for the proposed development.

Front Yard Setback

The application proposes a front yard setback along the Essa Road frontage which incorporates partial paving with direct, shared walkway connections to the municipal sidewalk. This design approach aligns with the vision of the Mixed Use zone, which encourages active and connected streetscapes. However, in the absence of ground floor commercial uses, the standard requirement for fully paved or continuous hard surface connections to the municipal sidewalk is not considered appropriate. This design approach will allow for a greater amount of landscaping along the frontage, enhancing visual appeal and providing a buffer that better supports and protects residential uses from the activity of Essa Road. As such, staff are recommending that the provisions of section 5.4.3.2 (a) of the Zoning By-law that require front yard setback areas to be fully paved and seamlessly connected with the abutting sidewalk, not apply to the subject lands. The application also proposes that the minimum front yard setback shall be 2.5 metres, whereas 3.0 metres is required. This standard is intended to ensure an appropriate separation between the public right-of-way and building structures, particularly for residential uses. The applicant has completed a noise study review demonstrating that the proximity to Essa Road will not result in significant noise impacts. Additionally, planned improvements to the Essa Road corridor include the integration of sidewalks and cycling infrastructure. As such, the reduced setback is considered to generally conform with the intent of the zoning standard and is supported by staff.

Maximum Interior Side Yard Setback

The application seeks to remove the maximum interior side yard standard due the unique characteristics of the project site and adjacent uses. The intent of the maximum interior side yard setback requirement is to ensure that mixed use developments frame the full frontage of the street and promote a compact built form by locating buildings, rather than amenity areas or parking, at the perimeter of the site. In this case, the lands to south contain an environmental feature and required open space, while the lands to the north include a primary access point into the subject site. These conditions make the standard impractical for the proposed development. As such, Planning staff are of the opinion that the requested special provision is appropriate for the proposed development.

Minimum Ground Level Floor Height

The Zoning By-law requires a minimum ground level floor height of 4.5 metres, to support ground level commercial uses, regardless of the proposed ground level uses. While this provision is an important component of the Mixed Use zone, intended to support a true mix of uses within developments, the subject application has demonstrated that sufficient commercial uses are present in the surrounding community and additional commercial uses will be constructed in the southern block of the project. The proposed design for the northern block consists solely of residential uses and therefore aligns with residential building standards. The requested reduction of 3.5 metres for the ground floor height of the apartment buildings could still support future conversions to commercial uses or live/work units, offering some flexibility. However, for the interior townhouses within the north block, commercial uses are not considered practical. As such, the proposed standard residential floor height of 2.7 metres is considered appropriate and therefore Planning staff support the requested modification based on the context and intended function of the development.

Building Height

The subject application proposes a building height for the apartments of 6 storeys or 21.5 metres, whereas 16.5 metres (5 storeys) is permitted. This height conforms with the Official Plan designation where mid-rise buildings are supported along the Essa Road Intensification Corridor with a height of 6 to 12 storeys. The current Mixed Use Corridor Zone does not align with the policies of the new Official Plan, and as such, staff are satisfied that the proposed height increase is consistent with the City's vision for the area and is considered appropriate.

Waste Enclosure

The subject application proposes to remove the zoning requirements that prohibit accessory buildings accommodating waste, recyclables and organic material storage within 10.0 metres of the front face of the main building. A structure consistent with the above accessory building definition has been proposed between the two 6 storey apartment structures, however through preliminary design consideration with the applicant, it is anticipated that this structure may be more appropriately integrated as a functional component of the apartment buildings themselves. To avoid potential zoning compliance matters in the future and to provide greater flexibility in the final design, the applicant is requesting removal of this specific setback standard. Planning staff are satisfied that the intent of the Mixed Use zone will continue to be upheld and will be further reinforced through the future detailed design stage of the Site Plan Control process.

Driveway Length (Townhouse Units)

The application has made considerable efforts to conform with the City standard for individual driveway length. The standard for the City is 6.0 metres to ensure sufficient length for most varieties of vehicles and to address snow storage requirements in winter months. The applicant has provided driveway lengths of 5.8 metres or greater across the subject site, and given the subject development is proposed to operate as a plan of condominium with roads privately maintained, and a large number of visitor parking spaces provided (41 spaces) throughout the northern block, it is the opinion of staff that the requested provision is reasonable and appropriate for development.

Additional Residential Units

As outlined in this report, the application was submitted prior to the implementation of the current City of Barrie Official Plan policies, which require a minimum of 15% of new residential developments to meet Affordable Housing definitions, either through rental or ownership. In response, the applicant has proposed an option to include Additional Residential Units (ARUs) in up to 66 of the proposed townhouse units. These ARUs would introduce secondary dwelling units, a form of housing commonly recognized as contributing to affordability.

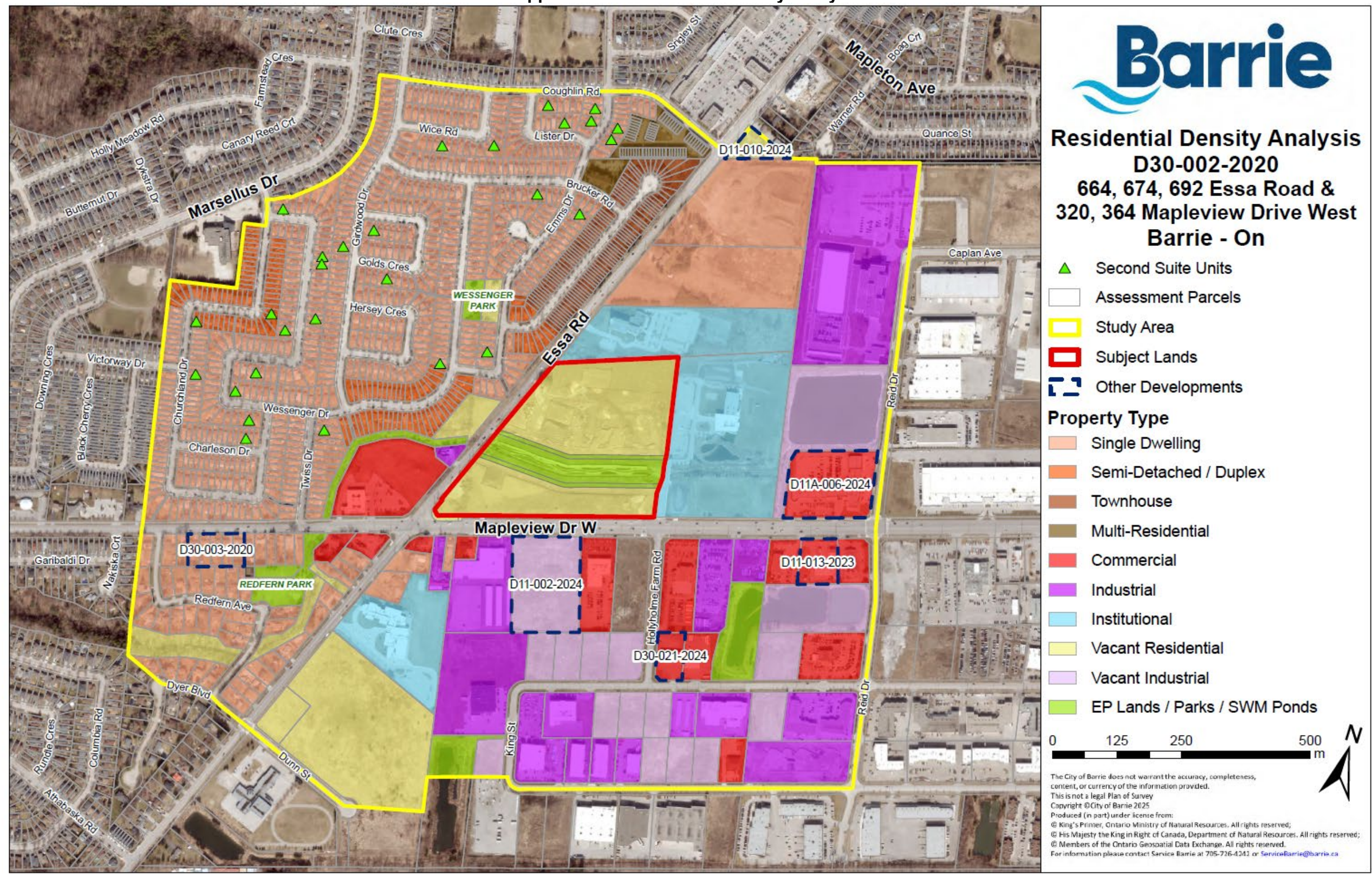
While ARUs are not typically permitted within the standard Mixed Use (MU) zone or on private roadways, where the intent is to support a high-density, mixed-use built form, the applicant is seeking a site-specific provision to allow ARUs within the low-rise (townhouse) portion of the site. This approach aligns with the broader goals of the Official Plan where such uses are deemed contextually appropriate.

The requested special provisions include the introduction of ARUs as a permitted use and require a minimum of one (1) parking space per additional residential unit. The applicant has demonstrated that adequate parking and access can be accommodated, with further confirmation to be addressed through the detailed design stage of the Site Plan Control process.

Development Generally in Accordance with the Conceptual Site Plan

Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas on the northern block (see Appendix B). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Appendix D - Residential Density Analysis



RESIDENTIAL DENSITY ANALYSIS
FILE D30-002-2020
664, 674, 692 ESSA ROAD & 320, 364 MAPLEVIEW DRIVE WEST, BARRIE - ON

Total Study Area	173.55 ha
Total Developable Area - <i>Only residential (Private properties)</i>	73.24 ha
Total Developable Area - <i>All Residential and Non-Residential (Private properties)</i>	138.16 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	6.23 ha
Total Area Roads right of way	29.16 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	754	45.02	16.75
Semis/ Duplex	124	4.64	26.72
Townhouse Dwelling Unit	110	2.94	37.43
Multiresidential	78	1.66	46.99
Vacant Residential		9.80	
Vacant Industrial		13.08	
Non-residential areas(Industrial/ Commercial/ Institutional)		46.08	
Environmental Protection/ Parks/ Open Space/ Walkway / Laneway		6.23	
Subject Property 74, 674, 692 ESSA ROAD & 320, 364 MAPLEVIEW DRIVE WEST - D30-002-2020			
<i>Development of a high-density mixed-use community. North Block Phase 1: 244 Townhouse Units + 66 Affordable Units North Block Phase 2: 214 Apartment Units South Block: 780 Apartment Units The subject property contains 2.20 ha of Environmental Protection Lands & Open Space</i>	1,304	8.09	161.26
Other Proposed Developments in the area			
<i>D11-010-2024 - 382 Essa Road Site Plan Control to permit an 8-storey mixed-use building with 101 residential units.</i>	101	0.39	256.30
<i>D30-003-2020 - 407, 411, 413, 417, 419 Mapleview Drive West 24 Back-to-Back Townhome and 22 Standard Townhome Development.</i>	46	0.70	65.98
<i>D11-002-2024 - 315 & 323 Mapleview Drive West Site Plan Approval for the construction of 3 commercial buildings with a total GFA of 3,988m² with 205 parking spaces and 6 loading spaces.</i>		2.45	
<i>D11-013-2023 - 221 Mapleview Drive West Site Plan Approval for two drive-thru restaurants and a patio with a total of 411m².</i>		0.66	
<i>D11A-006-2024 - 222 Mapleview Drive West The site plan amendment would facilitate the construction of a single storey, 653.73m² daycare at the rear of the property.</i>		2.17	
<i>D30-021-2024 - 112 King Street The proposed Zoning By-law amendment would amend the current Light Industrial (LI) zoning on the property to General Commercial (C4) to facilitate the conversion of the existing building on-site to an automotive sales establishment.</i>		0.49	
Current Residential Density (Only Residential Lands included)	1,071	73.24	14.62
Current Residential Density (All Residential and Non-residential lands included)	1,071	138.16	7.75
Projected Residential Density Including Proposal for Subject Lands (Only Residential Lands included)	2,375	73.24	32.43
Projected Residential Density Including Proposal for Subject Lands (All Residential and Non-residential lands included)	2,375	138.16	17.19
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (Only Residential Lands included)	2,517	73.24	34.37
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (All Residential and Non-residential lands included)	2,517	138.16	18.22

Note:

Prepared by: Development Services
Date: April 30, 2025

This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Additional Residential units registered in the area were also added; they were counted on their corresponding dwelling unit.
Areas for Environment Protection/ Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.
Any residential units existing in the properties listed under Other Proposed Developments in the Area as well as in the Subject Lands have been included in the analysis; adding them for current density calculation and subtracting them for the Projected Densities as needed.