



INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

January 29, 2019

City Hall, City of Barrie
P.O. Box 400
70 Collier Street
Barrie ON L4M 4T5

Attention: Planning Services Department
C/O Bailey Chabot, Planner

Re: Addendum, Zoning Bylaw Amendment at 105-111 Edgehill Drive
Municipal File No. D14-1653, IPS File No. 14-499

This addendum has been prepared to address items raised at the neighbourhood meeting held September 5, 2018, public meeting held September 24, 2018 and all correspondence received on this application. In consideration of the feedback received from the public, and that provided by municipal staff and external agencies, Innovative Planning Solutions, on behalf of 1980168 Ontario Inc., is pleased to submit a revised concept plan and associated response matrices in accompaniment of the following addendums & reports:

- **Toronto Inspection Ltd.** – *Letter of Response;*
- **Pinestone Engineering Ltd.** – *Letter of Response;*
- **Valcoustics Canada Ltd.** – *Letter of Response;*
- **Geomorphix** – *Bunkers Creek Tributary Technical Design Brief;*
- **Geomorphix** – *Channel Design Planform, Profile & Details;*
- **Beacon Environmental Ltd.** – *Revised Tree Inventory / Preservation Plan;*
- **Antonio Greco Architect Inc.** – *Average Grade Plan & Fire Access Sections;*
- **C.C. Tatham & Associates Ltd.** – *Parking Study;*
- **Innovative Planning Solutions Inc.** – *Block Plan; and*
- **Innovative Planning Solutions Inc.** – *Revised Zoning Bylaw Amendment.*

Given that the revised site plan has not resulted in a fundamental change in land use, please reference the original Planning Justification Report for a comprehensive policy analysis relating to the concept proposed.

Trusting this is satisfactory, please do not hesitate to contact the undersigned with any additional questions.

Signed,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D Vella'.

Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'Tyler Searls'.

Tyler Searls, BCD
Planner

EDGEHILL DRIVE TOWNS

ADDENDUM REPORT

105 – 111 Edgehill Drive, Barrie
PL 23, CON 6 (Former Township of Vespra), Barrie
IPS NO. 14-499

January 2019



EMAIL: info@ipsconsultinginc.com
WEB: www.ipsconsultinginc.com



150 DUNLOP STREET EAST, SUITE 201
BARRIE, ON L4M 1B1



TEL: (705) 812-3281
FAX: (705) 812-3438

Addendum Contents

1.0	Revised Concept	4
2.0	Revised Zoning Bylaw Amendment	6
3.0	Resubmission Matrices	8
3.1	Planning Comments, City of Barrie.....	8
3.2	Engineering Comments, City of Barrie.....	20
3.3	Fire and Emergency Services, City of Barrie.....	26
3.4	Simcoe County District Schoolboard	27
3.5	Ministry of Transportation.....	27
3.6	Lake Simcoe Region Conservation Authority	28
4.0	(Revised) Concept Plan	33
5.0	Block Plan	35
6.0	(Revised) Zoning Bylaw Amendment & Schedule A	37

1.0 REVISED CONCEPT

Based on the feedback received the development concept has been reduced from 78 to 63 units, configured in four blocks. A 6.4m condominium road runs centrally through the site connecting both surface and underground parking facilities to Edgehill Drive. This entrance has not been modified from the initial submission. Each unit is provided with one parking space below the respective residential unit. An additional 17 spaces (4 accessible) are provided as surface parking. The reduced density and increased surficial parking yield a parking ratio of 1.25 spaces/unit, up from a ratio of 1.07 spaces/unit at the time of the previous submission. The front yard setback has been increased to 5.50m with this amendment in order to ensure adequate spacing from the transportation protection zone required by the City. Once this road widening is realized, the development will possess a 2.0 metre front yard setback. On-site Molok® bins for private collection are expected to satisfy condominium demand and are located to accommodate truck movements. The main amenity space has been centralized and enlarged in order to provide a consolidated gathering place. All internal noise 'fencing' has been removed from the current submission. Internal walkways will connect all units to the pedestrian sidewalk along Edgehill Drive.

The subject lands remain 0.76ha in size in this submission. A reduction in units from the initial submission lends to a reduction in density from 103 units per hectare (UPH) to 85 UPH.

The revised proposal accommodates a 14-metre setback from the future Highway 400 road allowance as requested by MTO. Specific landscaping elements and details on buffering will be confirmed at the site plan stage. Further, private outdoor amenity area is provided to units through the provision of third-floor balcony areas.

The unnamed tributary of Bunkers Creek has been relocated since the initial submission. The relocated tributary is proposed to be naturalized using native flora as per the substance of the Technical Design Brief submitted by Geomorphix. The revised concept plan can be reviewed under Figure 1 and Section 3.0.



Revised Zoning Bylaw Amendment

The subject lands are currently zoned “Residential Single Detached Dwelling Second Density (R2)” by the City of Barrie Comprehensive Zoning By-law 2009-141. To facilitate the proposed development, a site-specific Amendment to “Residential Multiple Dwelling Second Density Zone with Special Provisions” (RM2-SPXX) was previously requested. As a consequence of the amendments to the original proposed design, the substance of the necessary Special Provisions have since changed. The required Special Provisions are outlined in Table 1 following, and the (revised) Draft Zoning Bylaw Amendment & Schedule A can be reviewed under Section 5.0 of this document.

Table 1. Residential multiple dwelling second density with special provisions (RM2-SPXXX) zoning matrix.

Provision	Required	Prior Submission	Resubmission
Lot Area (min.)	720m ²	7,597.0m ²	7,597.0m ²
Developable Area		7,406.3m ²	7,406.3m ²
Lot Frontage (min.)	21.0m	84.4m	84.4m
Setbacks			
Front Yard (min.)	7.0m	4.0m	5.5m
Rear Yard (min.)	7.0m	14.9m	8.6m
Int. Side Yard (min.)	1.8m	3.0m	3.0m
Landscaped open space (min.)	35%	51%	45%
Gross Floor Area (max.)	60%	115.0%	100.0%
Lot Coverage (max.)	35%	50.0%	45.0%
Height (max.)	10.0m	12.0m	12.0m
Parking (min.)	95	84	79
1.5 spaces / unit		1.07 spaces / unit	1.25 spaces / unit
Amenity Area (min.)	756.0m ²	1,028m ²	820.5m ²
12m ² / unit			
Density (max.)	40.0 UPH	105.3 UPH (78 units)	85.1 UPH (63 units)

The Residential multiple dwelling second density with special provisions (RM2-SPXXX) zone recognizes the deficiencies noted within Table 1. The special provisions requested are justified below and are not anticipated to cause significant adverse impact on the existing neighbourhood or the future residents of the proposed development. Below is a detailed summary of the six (6) special provisions requested, and applicable planning rationale:

Front Yard Setback of 5.5m

Comment: The intent of the front yard setback is to ensure there is a suitable setback from the municipal RoW and the proposed development, as well as to protect 3.5m along the Edgehill RoW in support of future active transportation allowance. In this case, the required total setback is 7.0m whereas 5.5m is proposed, which provides a 2.0m setback beyond the 3.5m protected for (potential) future active transportation infrastructure. The back-to-back units are consistent with the municipal urban design guidelines in that they

will be designed to contribute to a desirable community character in terms of massing and design. Glazing will be employed to compliment finishing materials, and the front entrance emphasized through materials, design, and use of stairs. The requested provision will further help to create a stronger streetscape by orienting the buildings closer to the street in conformity with municipal design guidelines. It is anticipated through the Site Plan process that a full landscape submission will be provided to ensure aesthetically pleasing streetscape and amenity areas are provided. Based on the above, the proposed special provisions are considered appropriate.

Gross Floor Area 100.0% of Lot Area

Comment: The requested maximum permissible gross floor area (GFA) of 100% of the lot area is in excess of the 60% provided by the RM-2 zone. This deviation from the standard set by the zoning by-law is not anticipated to result in any negative impact to existing or future residents. Considerable outdoor amenity space is provided in the form of both individual and consolidated areas. Further, the Bunkers Creek tributary will be naturalized at the rear of the lot. Integrating significant natural elements into the development concept works soften the proposed building massing on site.

Lot Coverage 45.0% of Lot Area

Comment: The requested maximum permissible lot coverage of 45% is in excess of the 35% provided by the RM-2 zone. This deviation from the standard set by the zoning by-law is considered minor in nature and is not anticipated to result in any negative impact to existing or future residents. Considerable amenity space is provided, and the realigned tributary will be naturalized at the rear of the lot. Both these items offset the effects of higher percentage lot coverage. In addition, the site is situated in an ideal location to support the associated elevated density along Edgehill Drive.

Parking ratio of 1.25 spaces per unit

Comment: The requested reduction to the required parking from 1.5 spaces per unit to 1.25 spaces per unit is based to some degree on the availability of public and active transportation options within proximity to the proposed development. Further, the subject lands are within relative proximity to the employment lands of Barrie's Urban Growth Centre, which lends well to the potential of active transportation usership.

Additional justification is provided through the Parking Study completed by C.C. Tatham & Associates Ltd. which supports the reduced parking ratio.

Residential density of 85.0 units per hectare (UPH)

Comment: As per 4.2.2.6(d) of the Official Plan, Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits. In the case of the proposal, the density and character of the development is in conformity with the surrounding residential uses along Edgehill Drive. Services including transit, commercial uses, infrastructure and community amenities are sufficient to support the proposed development, which can utilize said resources without detracting from their ability to serve existing the existing neighborhoods. The included block plan (Section 10.0) offers assurance of the capability of surrounding lands to be redeveloped following the development of the subject site. Finally, the proposed naturalization of the Bunkers Creek

tributary offers to revitalize a hydrologic feature currently challenged by existing nonnative flora.

Given (i) the high existing densities along Edgehill Drive, (ii) Edgehill's status as a minor collector road in Barrie's road hierarchy (Schedule D), and (iii) the proposed development meets the merits outlined in Barrie's Official Plan as described above, the proposed heightened density is suitable for the subject site and would not detract from the experiences of the neighborhood's existing residents, or those future residents of the proposed development.

2.0 RESUBMISSION MATRICES

The following matrices were compiled in response to the aforementioned feedback obtained from the municipality and public meetings. The tables below

3.1 PLANNING COMMENTS, CITY OF BARRIE

No.	Municipal Comment	Response
1	1. Official Plan Designation	
	Residential Area	---
2	2. Secondary Plan Designation	
	N/A	---
3	3. Zoning	
	<u>Existing</u> : Residential Single-Family Dwelling Second Density (R2)	---
	<u>Proposed</u> : Residential Multiple Family Second Density (RM2) with Special Provisions	
4	4. Applications Required	
	Zoning Bylaw Amendment, Condominium Exemption, Site Plan Approval	---
5	5. Official Plan Conformity	
	The lands are designated Residential by the Official Plan. This designation permits all forms and tenure of housing subject to the policies within the Plan. Policy 4.2.2.2(d) identifies the proposed development as 'high density'. Higher density development on this site is appropriate.	---

No.	Municipal Comment	Response
6	Please elaborate on Policy 3.7.2.1 (c). The protection and enhancement of the watercourse does not constitute energy conservation. This policy is looking at energy conservation from a user perspective (future residents).	Approximately half of the units proposed will be oriented toward the South. This positioning provides opportunity for <i>passive solar heating</i> . Specific built elements, such as glazing, insulation and other considerations, will be finalized at the site plan stage, and will consider opportunities to optimize energy efficiency.
7	Policy 3. 7.2.1 (d) has not been addressed.	The stream being relocated will be re-naturalized as per the Geomorphix report submitted with this addendum. Boundary trees are preserved where possible. Internal trees require removal to support regrading associated with the proposed development. Suitable landscaping will be confirmed at the site plan stage.
8	Section 3.9.4 has not been addressed.	The relocated stream will be naturalized in accordance with the Geomorphix technical design brief submitted alongside this addendum. The LSRCA has and will continue to be consulted with respect to the relocation of the Bunkers Creek tributary and associated naturalization efforts.
9	I disagree with the rationale provided to support policy 4.2.2.4(a), specifically in regard to on-site parking.	A parking study has been completed by C.C. Tatham & Associates Ltd. Terms of reference were established in consultation with the City. The parking ratio has been increased since the time of the previous submission.
10	While I accept that a noise study has been prepared (consistent with Policy 4.2.2.4(c)) I have concerns with its recommendations for sound walls adjacent to amenity areas.	Sound barrier fencing is not required according to MECP noise guideline requirements. Please review response letter provided by Valcoustics Canada Ltd.
11	Policy 4.2.2.6(c) discusses improving air quality through development. To that end, why are all of the trees proposed to be removed in the MTO setback areas? Are they intended to be replaced? Will the area be re-naturalized upon full build-out?	Internal trees generally require removal to support regrading associated with the proposed development. Boundary trees are preserved wherever possible. Post-development Landscaping in amenity areas will be confirmed in detail at the site plan stage. The relocated stream will be naturalized in accordance with the Geomorphix technical design brief submitted alongside this addendum.

No.	Municipal Comment	Response
12	Policy 4.2.2.6(d)(i) discusses that the development is compatible with, and integrate into, the surrounding neighbourhood. While the height and density are generally compatible with the surrounding higher density development, please demonstrate how 103 Edgehill Drive can be developed in the future in a manner that is compatible with this proposal.	A block plan has been prepared to show how 103 Edgehill might be developed in a way compatible with the proposed concept.
13	The Official Plan permits residential intensification outside of the Intensification Areas on their own merits (4.2.2.6(d)).	In conformity with 4.2.2.6(d) of the Official Plan, and as described above, development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits. In the case of the proposal, the density and character of the development is in conformity with the surrounding residential uses along Edgehill Drive. Services including transit, commercial uses, infrastructure and community amenities are sufficient to support the proposed development, which can utilize said resources without detracting from their ability to serve existing the existing neighborhoods. The included block plan (Section 10.0) offers assurance of the capability of surrounding lands to be redeveloped following the development of the subject site. Finally, the proposed naturalization of the Bunkers Creek tributary offers to revitalize a hydrologic feature currently challenged by existing nonnative flora.
14	Policy 6.5.2.2(a)(i) discusses designing buildings to complement and contribute to a desirable community character. The proposed front yard setback is considerably reduced compared to the surrounding developments. Please address this.	The proposed front yard setback has been increased to 5.50m as of this resubmission. This is a relief of just 1.5m (approx. 20%) from the required 7.0m setback.
15	Policy 6.5.2.2(a)(ii) requires that mechanical rooftop equipment be screened. The comment provided in the PJR is that it will be confirmed at the site plan stage. While the details of this can be established at the site plan stage, the applicant should acknowledge that this is a requirement.	Acknowledged.

No.	Municipal Comment	Response
16	A number of responses to policies are "Will be confirmed at Site Plan stage". While I appreciate that the Official Plan policies are often detailed, I will require something more to be able to acknowledge that these policies have been addressed. If not, you run the risk of an appeal against the project should a third-party object based on policies of the OP not being fully addressed.	The justification for this development has included a detailed Planning Justification Report, submitted previously, along with this addendum report. Detail-oriented items including such matters as particular landscaping plans and urban design details are regulated and enforced by the municipality through the site plan process.
17	In the response to policy 6.5.2.2(a) (v) and (vi), you identify that sidewalks are provided to each unit. This is not the case as the internal sidewalk system does not connect to the municipal sidewalk. This needs to be addressed.	An internal sidewalk system is now provided which permits connection from all individual units to the municipal sidewalk network.
18	Policy 6.5.2.2(b) (iv) - I don't understand how garbage will be collected. I don't understand where the garbage enclosure will go - it's not on the parking plan.	Molok® waste bins are now provided on site. Waste collection will be through a private organization.
19	6.5.2.2(c) Although a landscaping plan has not been provided, I would suggest providing some details as to how landscaping will be used to screen and respect privacy, particularly with the adjacent use at 115 Edgehill Drive.	Boundary trees are preserved where possible. Internal trees generally require removal to support regrading associated with the proposed development. The reconfigured amenity space has been designed to allow for the planting of large, mature trees to provide privacy screening from the proposed use and the existing use to the immediate west and vice versa. Further, the relocated unnamed Bunkers Creek Tributary will be naturalized in accordance with the submitted technical design brief.
20	Why has 6.5.2.2(d) (i) not been addressed in the PJR? Is there not a stream being redirected and rechannelized?	The brief prepared by Geomorphix was prepared in conformity with 6.5.2.2(d) (i). The rechanneled stream will be naturalized as per the substance of the report.
21	6.5.2.2(d)ii In the Urban Design Brief it states that "all trees in the southern portion of the property will be preserved". The only tree that isn't a boundary tree to be retained is tree 187. Why is everything else being removed?	Boundary trees are preserved where possible. Internal trees generally require removal to support regrading associated with the proposed development.
22	6.5.2.2(d) (iii) Will the channel be renaturalized? Has there been discussion regarding anticipated plantings and expectations?	The brief prepared by Geomorphix is prepared in conformity with 6.5.2.2(d) (iii). The rechanneled stream would be naturalized as per the substance of the report.

No.	Municipal Comment	Response
23	Clearance of policies 6.5.2.2(d) (ii), 6.5.2.2(d) (v), and 6.5.2.2(d) (vi) is dependent on the acceptance of the EIS by the LSRCA and the City of Barrie.	Acknowledged.
24	6.5.2.2(g) needs to be elaborated on. I appreciate that it's detail oriented, but has consideration been given to energy efficient materials? Solar panels? Are the buildings conducive to cross breezes in the summer and sunlight in the winter?	In conformity with 6.5.5.2(g) the proposed development density would generally lend to preferable energy efficiency versus the same unit volume at a lower density (i.e. single detached). Further, the orientation (SE-NW) of proposed structures lends to good passive solar heating opportunities for those units with southeasterly exposure.
6. ZONING PROVISIONS		
25	The rationale for reduced parking spaces is insufficient. Two and three-bedroom units typically have more than one car, while the site has transportation constraints (Highway 400) that reduce transit and active transportation opportunities. For example, the nearest grocery store is approximately 1 km from the proposed site by foot, despite it being less than 500 metres measuring in a straight line. Finally, other locations with approved 1 :1 parking ratios have been located in designated intensification areas such as corridors, nodes, and the Urban Growth Centre. A parking study to substantiate the position that a 1 :1 parking ratio is sufficient is required to support this position.	A parking study has been completed by C.C. Tatham & Associates Ltd. Terms of reference were established in consultation with the City.
6	Should a reduced parking ratio not be supported by a parking study, the site design will need to be amended to incorporate increased parking, including barrier free parking spaces. This increase in parking cannot be at a loss of amenity space.	A parking study has been completed by C.C. Tatham & Associates Ltd. Terms of reference were established in consultation with the City. Increased parking and barrier free spaces have been incorporated in design.
27	It is critical that the amenity space that is provided is usable, centralized, and accessible. Long linear spaces are not considered usable and will require a redesign. It is critical that parks planning agree to any unconsolidated amenity space, including their size and configuration. The sound walls as required by the noise study (Valcoustics Canada Ltd. June 26, 2018) are not acceptable.	Amenity space has been increased in the resubmission. Both amenity 'blocks' would support tangible uses.

No.	Municipal Comment	Response
28	Reducing the front yard setback creates an inconsistent street face with surrounding properties. Urban design principles identify a consistent street edge as critical in creating a unified and consistent streetscape (2.0C of the Urban Design Manual).	Front yard setback has been increased in the resubmission. Existing buildings are 125 Edgehill Drive have a similar front yard setback.
29	Utilizing the MU1 or MU2 standards as justification for site specific provisions is not appropriate as they are specific to developments along intensification corridors and within intensification nodes.	Acknowledged.
7. CONTEXT		
30	The surrounding areas are high density residential developments. However, 103 Edgehill Drive is the last remaining single detached residence in the area. Please demonstrate how this parcel can develop in the future in a manner that is compatible with this proposal.	This statement is not correct. There exist a number of medium density developments along Edgehill Drive on the same side of the road as the subject lands. A block plan has been prepared to show how 103 Edgehill might be developed in a way compatible with the proposed concept.
8. BUILT FORM		
31	It was suggested at the time of pre-consultation that a walk-up apartment would be more appropriate given the site and the area. This is not addressed in the PJR. Why is the back-to-back the best built form for this site? A lot of the special provisions required, and comments I've provided, would be addressed through a change in built form.	Acknowledged.
9. SITE DESIGN		
32	The limits of development will be confirmed through the LSRCA.	Confirmed.
33	The sidewalks do not connect to the municipal sidewalks along Edgehill Drive. This must be rectified. The sidewalk must be 1.5 metres in width, with rounded edges.	All units now have formal pedestrian access to municipal sidewalks through the internal walkway configuration.
34	The required acoustic barriers along the eastern limit of amenity areas B and C are not acceptable. They create urban design and safety concerns and will not be accepted.	Sound barrier fencing is not required according to MECP noise guideline requirements. See Addendum No. 1 to the noise study for additional information.

No.	Municipal Comment	Response
35	The site seems to be an over development for this built form there is insufficient parking, no space for garbage collection, sidewalks do not connect, and the amenity spaces are awkward and unconsolidated. These items need to be addressed in order to move forward.	These critiques are addressed through the redesigned site. A parking study has been completed by C.C. Tatham & Associates Ltd.
36	The sound wall needs to be identified on the site plan to allow for proper review. Most commenting agencies and departments will not know that it is required as they would not have reviewed the noise study.	Sound barrier fencing is not required according to MECP noise guideline requirements. See Addendum No. 1 to the noise study for additional information.
37	The sidewalk on Building #3 cuts into the required MTO setback. Please confirm with MTO that this acceptable and that there is no risk of losing that pedestrian connection in the future.	As of the redesign no required sidewalk or permanent built element is proposed within the future MTO setback.
38	Bike racks should be added to support cycling opportunities.	Bike racks can be provided. Particular locations can be formalized at the site plan stage.
10. URBAN DESIGN GUIDELINES		
39	<u>OP Urban Design Guidelines</u> Any rooftop mechanical must be screened. This is a requirement of all development of OP Policy 6.5.2.2(a)ii). A/C units and any other mechanical items cannot be placed in the front yard.	Acknowledged.
40	<u>OP Urban Design Guidelines</u> Policy 6.5.2.2(a)v) identifies that building entrances should be well-defined. The entrances as shown could be enhanced to create more interest for the facade as a whole by elevating the entrances to come in at the half-storey. The outdoor stairs and varied heights would create a more appealing facade.	The proposed amendment includes raised entrances which will provide more interesting facades. Individual access points from each unit with frontage on Edgehill Drive will create interesting features in the built form along. The proposed development will positively contribute to the aesthetic of the resident streetscape.
41	<u>Intensification Urban Design Guidelines</u> These guidelines were used as rationale within the provided documentation. Please be advised that this document does not apply to this site as it is directed specifically to development within intensification nodes and corridors, the urban growth centre, and major transit station areas.	Acknowledged.

No.	Municipal Comment	Response
42	<p><u>Urban Design Manual</u></p> <p>Please review the City of Barrie Urban Design Manual when designing architectural and design elements of the proposed building to ensure compliance with City expectations.</p>	Acknowledged.
43	<p><u>Urban Design Manual</u></p> <p>The area is well established and not in transition. Please review Section 7.0 Architectural Design to ensure that architectural elements are compatible with the established neighbourhood.</p>	Detailed architectural design will be completed at the site plan stage. Section 7.0 of Barrie's Urban Design Manual will be consulted to ensure compatibility with the established neighborhood.
44	<p><u>Urban Design Manual</u></p> <p>Given the established nature of the neighbourhood, please retain as much existing vegetation as possible, particularly near the sides and fronts of the parcel to help integrate the new development with the neighbourhood (Section 9.0).</p>	Acknowledged.
11. BONUSING		
45	<p>The City has approved Bonusing Policies. The proposal includes an increase in the density and height beyond that which is currently permitted. As such, a rezoning cannot be approved until the proposal has been reviewed by the Negotiating Committee at a time when City staff are prepared to support the development. The applicant will be required to provide two appraisals to determine the value of the uplift created by the proposed development.</p>	Acknowledged.
12. AFFORDABLE HOUSING/SECOND SUITES		
46	<p>What is the targeted price point of the units? They are described as more affordable, yet the price point hasn't been established. I appreciate that it's early in the process, but compact lot doesn't guarantee a low sale price (high-end finishes will drive up price quickly). Are there options to provide lower end, less costly finishes?</p>	<p>Back-to-back townhomes offer a generally <i>more affordable</i> housing alternative to traditional townhomes and single-detached units which constitute a majority share of Barrie's residential housing market (70% at the time of the 2016 census).</p> <p>While anticipated sale values are not known at this time, the proposed units cannot reasonably be sold at higher values than the above mentioned built forms.</p>

No.	Municipal Comment	Response
47	Section 5.2.9.1 (c) of the zoning by-law only permits one second suite per lot. Therefore, only one second suite would be permitted within the entire development.	Acknowledged.
13. OTHER QUESTIONS/COMMENTS		
48	I'm not understanding how waste will be collected as there is no centralized area for waste storage. The PJR states it will be stored within the garage, but I'm not seeing where this is possible and how collection will work. Waste cannot be piled onto a ROW, whether private or public, for collection. All waste, recycling, and organics must be contained within a structure and collected from said structure.	Waste collection will be through a private organization and is collected centrally within the development
49	Although this is a Building matter, please confirm with your architect and the City's Building Department that these buildings qualify under Part 9 of the OBC and do not require a fire route to every access. This is critical as it has the potential to impact the site design and layout.	The buildings qualify under Part 9 of the OBC.
50	Any boundary trees to be removed MUST have the permission of the adjacent landowner.	Acknowledged.
51	The PJ R identifies the units as 1-2 bedrooms, while the Urban Design Brief identifies the units as 2-3 bedrooms. Please clarify.	The units will be 2-3 bedrooms.
14. POLICY CONFORMITY		
52	<u>Planning Act</u> 2.0 a) will be confirmed with the LSRCA	Acknowledged.
53	<u>Planning Act</u> Why is 2.0 h.1) not applicable?	The proposed development will be built in compliance with 2.0 h.1 of the Planning Act and all required accessibility standards.
54	<u>PPS</u> 1.1.1 c) and h) will be confirmed with the LSRCA setback and parking reduction provisions. Please see the Section 6 Zoning Provisions for further comment.	Acknowledged.
55	<u>PPS</u> 1.1.1 d) Please demonstrate how 103 Edgehill can develop in a manner compatible with this site.	Previously noted.

No.	Municipal Comment	Response
56	<u>PPS</u> 1.1 f) The internal sidewalks do not connect with the municipal sidewalks.	Previously noted.
57	<u>PPS</u> 1.1 g) and 1.6 will be confirmed with Engineering	Acknowledged.
58	<u>PPS</u> 1.1.3.4 and 1.4.3e) - I have issue with the front yard	The front yard setback has been increased since the previous submission.
59	<u>PPS</u> 1.8.1 Please elaborate and provide detail.	The proposed development support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: <ul style="list-style-type: none"> • increase density thereby promoting compact design; • provides a considerable number of dwelling units within proximity to Barrie's Urban Growth Centre (approx. 1.5 km) thereby offering more active, transit and rideshare opportunities to a major municipal employment area; and • the area has access to a diversity of land uses nearby (i.e. Dunlop, Anne, and Cedar Point), which lends to a more sustainable land use fabric.
60	<u>PPS</u> Address 1.6.6.1c)	While private water conservation and efficiency will be primarily influenced by the habits of the condominium unit owners, the common element design proposed would optimize water usage for landscaping and yard maintenance versus 63 private single-detached front and rear yards. In addition, the proposed development would utilize existing municipal sewage and water infrastructure.
61	<u>PPS</u> Address 1.6.7.1	All units now have formal pedestrian access to municipal sidewalks through the internal walkway configuration.

No.	Municipal Comment	Response
62	<u>PPS</u> Address 1.6.8.2	The proposed development would not impact the viability of Edgehill Drive or Highway 400 over any foreseeable timelines. The proposed development abides to all setbacks and easements imposed by the municipality and province relating to road infrastructure.
63	<u>PPS</u> Address 1.6.8.3	The proposed development would not impact the viability of Edgehill Drive or Highway 400 over any foreseeable timelines. The proposed development abides to all setbacks and easements imposed by the municipality and province relating to road infrastructure.
64	<u>PPS</u> Address 1.7.1j)	The proposed development contributes to the sustainability of the Level 1 heritage features by naturalizing the stream following relocation and consequently replacing much of the existing non-native, invasive vegetation with preferred native species. The services rendered by the unnamed tributary will remain, and the quality of terrestrial habitat will be improved. Vegetation will be preserved where possible with development. The subject lands are not known to be at any heightened risk of climate-change related effects (e.g. flooding).

No.	Municipal Comment	Response
65	<p><u>PPS</u> Address 1.8.1f) and g)</p>	<p>In conformity with 1.8.1 f), the density of development generally lends to preferable energy efficiency versus single-detached alternatives. Further, the orientation (SE-NW) of the building lends to good passive solar heating opportunities for those units with southeasterly exposure. Internal courtyards between townhouse blocks could offer good opportunity to capture cool summer breezes. The relocated unnamed tributary will be naturalized with native vegetation offering preferable terrestrial habitat.</p> <p>In conformity with 1.8.1 g), vegetation features on site will be preserved where possible recognizing that much of the vegetation on site will need to be cleared to support grading related to development. A considerable proportion of the existing vegetation on site consists of low-quality, non-native species. The unnamed tributary will be naturalized with native vegetation as per the submitted technical design brief. Other landscaping will be confirmed at the site plan stage.</p>
66	<p><u>GGH Growth Plan</u> Why do 2.2.2.1 and 2.2.2.2 not apply?</p>	<p>The proposed development is in conformity with provisions 2.2.2.1 and 2.2.2.2 of the GGH Growth Plan in that it directs growth to the delineated built-up area and contributes towards intensification goals.</p>
67	<p><u>GGH Growth Plan</u> Address 2.2.1.4b)</p>	<p>In conformity with provision 2.2.1.4 b), the proposed development will provide a generally more affordable housing type versus single-detached alternatives which constitute the majority share of Barrie's housing stock (2016 census). Further, the development would adhere to all required accessibility standards.</p>

No.	Municipal Comment	Response
68	<u>GGH Growth Plan</u> Address 4.2.2.6	Where a Level 1 Natural Heritage Feature has a pre-existing designation, the City of Barrie Official Plan permits said development to occur subject to the policies of Level 2 Natural Heritage Feature (3.5.2.4d). Level 2 Features can be developed where no negative impact to the feature can be demonstrated or mitigated. Given this, and given the submitted technical design brief, the proposed development is in conformity with the GGH Growth Plan (4.2.2.4). Any vegetation or other environmental features outside of the unnamed tributary will be preserved wherever recognizing that much of the on-site vegetation will require removal to permit associated development (4.2.2.6).

3.2 ENGINEERING COMMENTS, CITY OF BARRIE

No.	Municipal Comment	Response
DEVELOPMENT SERVICES		
69	The latest Multi-Modal Active Transportation Master Plan (MMATMP) has projected the need for an ultimate Right-Of-Way (R.O.W.) width (by 2031) of 27.0 m for this section of Edgehill Drive. In this regard, the owner shall agree to protect a future 3.5 m R.O.W. widening along the entire Edgehill Drive frontage by not locating any permanent structures within this area.	This widening area is now clear of any permanent structures.
70	If the subject property is rezoned it will be subject to site plan control, at which time a detailed engineering submission that effectively addresses traffic, parking, vehicle access and circulation, site servicing, site grading and stormwater management, will be required. A detailed engineering review will be conducted at such time to ensure the compliance with provincial and municipal regulations, standards and guidelines. Please refer to the Site Plan Application Manual and Urban Design Guideline (see links below).	Acknowledged.
After review of the Functional Servicing Report prepared by Pinestone Engineering, June 21, 2018, we provide the following comments:		

No.	Municipal Comment	Response
71	The proposed servicing for the site appears to be in general conformance with City of Barrie policies and standards with the exception of the sanitary: a minimum velocity of 0.6 m/s and a minimum grade of 2% is required;	Acknowledged. A minimum grade of 2% may not be achievable due to the relatively shallow sanitary servicing depths along Edgehill Drive. This will be further examined at the detailed design stage for site plan approval.
72	Infrastructure Planning Branch is currently reviewing the fire flow test and water calculations;	Acknowledged.
73	The proposed Stormwater management provided appears to effectively address stormwater management and the impact this development may have on the receiving system with respect to quality and quantity control;	Acknowledged.
74	Servicing will be reviewed further at the detail design stage; and	Acknowledged.
75	The email from Enbridge dated May 22, 2018, states that gas is available however availability needs to be completed every six months.	Acknowledged.
76	Max day Demand Factor of 1.5 from Ministry of Environment and Climate Change (MOECC) Design Guideline is for population greater than 150,000. The proposed development is in pressure zone 1 and as per the City of Barrie Master Plan 2013 (which is referenced in FSR) the MOD Peaking factor should be 2.24. The PHO peaking factor of 3.05 can be used as per updating Master Plan (2016 SCSDA Data). Please update Peaking Factors and Flows in Table 2.	Table 2 will be revised for our next submission. The change in peaking factor has very little impact on our previous findings. Sufficient water supply exists along Edgehill to service the development with both fire and domestic servicing.
77	Please provide FUS calculation for minimum required fire flow based on Fire Underwriters Survey Guidelines 1999.	FUS calculations for determination of the minimum fire flow will be provided at the detailed design stage for site plan approval and once it is determined if the buildings will be sprinklered or not.
78	Based on the City's water model, the existing 300 mm watermain along Edgehill Drive has sufficient capacity to supply required fire flow of the proposed development. Please note that this is available fire flow in the City's distribution system, not at the site.	Acknowledged. We will include a water model with our detailed design to size the fire main into the site.
After review of the Geotechnical Investigation report prepared by Toronto Inspection Ltd., May 3, 2018, we provide the following comments:		

No.	Municipal Comment	Response
79	As per the report, temporary lowering of the groundwater table will be necessary for excavation, placement of foundations, bedding and site servicing. If dewatering is to occur, and it is to be discharged to the storm sewer, effluent quality must meet Provincial Water Quality Objectives (PWQO) and City of Barrie Sewer Use By-law 2012-172. If dewatering is to occur and is to be discharged to the sanitary sewer, effluent quality must meet City of Barrie Sewer Use By-law 2012-172 and must be preapproved by Environmental and Wastewater Operations Staff. A Permit to Take Water (PTTW) from the Ministry of the Environment and Climate Change (MOECC) is required if dewatering occurs and the volume is greater than 50,000 liters per day. The discharge of water from the potential dewatering shall be controlled in such a way as to avoid erosion and sedimentation in the receiving area.	Acknowledged.
80	<p>If discharge to the sanitary or storm sewer is proposed a Discharge Agreement with the City is required. Please provide details pertaining to the dewatering sampling program as well as a complete dewatering plan including but not limited to:</p> <ul style="list-style-type: none"> • Daily Volumes; • Discharge Locations (Storm / Sanitary); • Duration; and • Treatment Methods. 	The preferred method for discharge will be via storm sewer or direct discharge to watercourse. Further evaluation will be conducted at detailed design stage.
81	The recommendations provided in the Geotechnical report shall be considered during detailed design	Acknowledged.
After review of the Hydrogeological Report prepared by Toronto Inspection Ltd., May 30, 2018, we provide the following comments:		
82	As per the report, dewatering will be necessary during construction. Please see the above comment regarding dewatering;	Acknowledged.
83	As per the report, post construction dewatering may be necessary. A PTTW will be required; and	Acknowledged.

No.	Municipal Comment	Response
84	The information provided in the Executive Summary and the Summary is conflicting regarding the Significant Groundwater Recharge Area and the Intake Protection Zone. Please correct.	The Executive Summary is correct. The Site is located within a significant groundwater recharge area, a wellhead protection area and a groundwater recharge area.
85	The noise warning clauses shall be added to the Site Plan Agreement and Purchase and Sales Agreements as recommended in the Noise Impact Study prepared by Valcoustics Canada Ltd., dated June 26, 2018.	Acknowledged.
86	The owner will be responsible for obtaining the necessary approvals from any other applicable agencies with respect to their concerns e.g. MTO	Acknowledged.
87	A portion of the property is mapped as being regulated by the Lake Simcoe Region Conservation Authority (LSRCA). The owner will be responsible for obtaining the necessary comments / approvals from the LSRCA, in support of this zoning application.	Acknowledged.
88	The owner will be required to ensure that any existing on-site wells, boreholes equipped with piezometers and septic systems, if there are any, are decommissioned in accordance with current MOECC guidelines (O. Reg. 903). Specific notes regarding same shall be identified on the design drawings.	Acknowledged.
89	The owner will be fully responsible for locating all existing services (water and sanitary) and permanently capping / cutting off at the main for those laterals that are not utilized for the proposed development, all to the satisfaction of the Water Operations and the Engineering Department.	Acknowledged.
89	The owner shall be responsible for the provision of all works and services, including connection to the existing municipal services, in accordance with current City of Barrie development standards and policies, and to the satisfaction of the municipality.	Acknowledged.
90	Any works required within the municipal right of way as a result of the development of this site will require a Right of Way Activity Permit.	Acknowledged.

No.	Municipal Comment	Response
91	Before the commencing of any site alteration within the subject property, the owner and / or his agents will apply, if necessary, for a Site Alteration Permit, as described within By-law 2014-100. Prior to the commencement of any works within the site, all requirements, obligations, and control measures, as described within By-law 2014-100, will be in place and undertaken to the satisfaction of the City of Barrie and to the appropriate conservation authority, in those areas which are under their jurisdictions. Further, it will be the owner's responsibility through his professional consultant, to maintain the said works for the duration of this subject development.	Acknowledged.
PARKS PLANNING		
92	That the landscape consultant amend the Tree Inventory and Assessment for the subject properties, particularly to address the crown diameter of the boundary trees potentially impacted under the tree driplines by the proposed development. The proposed Tree Preservation Zone in the report appear to be significantly smaller than the driplines shown in the Environmental Impact Study (EIS) photos. All preservation objectives are to be coordinated with the engineering design and reflected on the site alteration plan. Any vegetation impacts on boundary / private trees will otherwise require a written consent from the affected owner to impact / remove such vegetation. This is required for rezoning to ensure proposed setbacks will not conflict with required tree preservation objectives. It is also recommended that any significant vegetation preservation be considered in the placement and design of the amenity space.	<p>The Tree Preservation Zones were based on trunk diameter. The Tree Inventory and Assessment has been revised to show the estimated dripline/crown radius of the trees to be retained, especially the boundary trees and revise the TPZ to match the dripline/crown radius.</p> <p>Written consent from neighbouring landowners will be obtained for any proposed impacts or removal of boundary trees.</p> <p>Given the significant grading requirements for the proposed development, it will not be feasible to preserve much in the way of existing vegetation within any of the amenity space. However, a landscaping plan for these areas will include planting of trees and shrubs.</p>
93	That the EIS be updated to resolve any issues relating to LSRCA comments and satisfy Engineering's stormwater comments. While an Environmental Protection dedication may not be feasible, a rehabilitation plan should be prepared in relation to the watercourse relocation, featuring native trees and shrubs etc.	<p>The City's Engineering comment (#73) states that "The proposed Stormwater management provided appears to effectively address stormwater management..."</p> <p>A detailed rehabilitation/landscape plan will be prepared as part of the Natural Channel Design for the watercourse relocation.</p>

No.	Municipal Comment	Response
94	That the layout/ location of the minimum required consolidated amenity space be exclusive of the MTO setback, or the minimum building separation between blocks.	The layout/ location of the consolidated amenity space is exclusive of the MTO setback, or the minimum building separation between blocks.
95	That the plans indicate the provision of all boundary fencing requirement, noting a noise study is required for the mitigation of the Hwy 400 noise. Such mitigation could include both berming and BSD-1200 fencing, possibly within the 14 m MTO setback, subject to the MTO Hwy widening design, and any filling restrictions in the regulated areas. The noise abatement fencing may supersede the MTO chain link fencing standard.	Sound barrier fencing is not required according to MECP noise guideline requirements. Please review response letter provided by Valcoustics Canada Ltd.
96	That the development form be satisfactorily defined (proposed building sections relative to proposed grades) and designed in terms of number of stories relative to both zoning Building and Fire Regulations. Underground parking labeling should be changed to structured parking, and the layout of such parking areas should be indicated on the submission to ensure zoning criteria can be met. The amount of surface parking should be increased where possible, as no on-street parking is allowed on Edgehill Drive. For instance parking spaces could be added on each side of the center driveway, behind Building #1 and #4. This would result in the net increase of six (6) parking spaces.	Noted. Parking revised, and the ratio improved in the resubmission. A parking study has been completed by C.C. Tatham & Associates Ltd.
97	That the density of the proposal be reduced as required to achieve an improved access corridor to accommodate throat depth and stacking, pedestrian walkways and a landscape treatment to soften the end walls of the garage entrances. This would result in the density dropping from 78 units to approximately 68 units, which will have a positive effect on both the parking ratio and the consolidated amenity area.	The proposed site design has been altered since the original submission to address these comments.
98	That the front units have walkway connections directly to the municipal sidewalk.	All units now have connection to municipal sidewalks either indirectly, through internal walkways, or directly.

No.	Municipal Comment	Response
99	That the formal application include a complete landscape submission, including planting list and details, which meets or exceeds the residential planting density prescribed in the Council approved Urban Design Manual, exclusive of any possible boulevard tree planting.	This will be addressed at the site plan stage.
100	That the landscape consultant prepare an itemized cost estimate for 100% of the landscape works and fencing, as the basis for calculating the 5% administration fee and landscape securities (50% internal / 100% external).	This will be addressed at the site plan stage.
101	That the applicant agree to pay cash-in-lieu of parkland dedication in accordance with current policy.	Acknowledged.
TRAFFIC AND PARKING SERVICES		
102	Traffic Services does not support the reduction in parking. A parking justification report is required. The proposed parking ratio does not reflect the proposed patron of the units, as they are larger two (2) to three (3) bedrooms which would generally be used by families, which do tend to have higher parking demands.	A parking study has been completed by C.C. Tatham & Associates Ltd.
103	A sidewalk connection must be provided from internal to the site to the municipal sidewalk.	An internal sidewalk has been provided.
104	The proposed access is only required to be 8.0 metres in width, with 6.0 metre curb radii.	Acknowledged.
105	The proposed configuration does not permit waste collection to enter and exit in a forward motion. Collection must be labelled and a turning template provided to ensure vehicles are not reversing onto the municipal roadway.	Waste collection will be through a private organization and is collected centrally within the development.

3.3 FIRE AND EMERGENCY SERVICES, CITY OF BARRIE

No.	Municipal Comment	Response
106	Builder needs to provide assurance that 35-foot ladders will reach 3 floor balconies as the aerial ladder truck will not be able to be deployed to 3rd storey levels or to roofs.	Please refer to the grading plan and sections prepared by Antonio Greco Architect Inc.
107	A minimum of 5 meters of level ground must be provided around each building. Preferred access would be roadways around the	Please refer to the grading plan and sections prepared by Antonio Greco Architect Inc.

No.	Municipal Comment	Response
	structures. The 5 meters requirement is especially important with building 3. We don't know if that will be adequate as we do not know the height of the structures.	
108	We propose the same as we did with Big Bay Point that buildings in the development that lack an ability for fire service vehicles to drive to the front door will have monitored early warning (fire alarm systems) or will have a fire suppression system (residential sprinklers) to slow the growth of fire.	Acknowledged. To be confirmed at site plan stage.
109	All units will be mirrors of the adjacent unit. This is required to facilitate sideways access into a fire unit from an adjoining unit.	Acknowledged. To be confirmed at site plan stage.

3.4 SIMCOE COUNTY DISTRICT SCHOOLBOARD

No.	Comment	Response
110	The Board requests that the following notification clause with respect to the availability of public schools and bussing be inserted into all purchase and sale or lease agreements: "Purchasers, renters, lessees are warned that even though there is an existing elementary school in proximity to this development, pupils may be accommodated in temporary facilities and/or directed to facilities outside of the area."	Acknowledged.

3.5 MINISTRY OF TRANSPORTATION

No.	Comment	Response
111	That the applicant revise the concept to reflect a 14m setback of any permanent structure from the <i>future</i> property line.	This has been addressed.
112	the applicant is required to provide a full submission including a SWM plan, lighting plan and report and a survey plan.	A lighting plan will be provided at the site plan stage in agreement with the MTO. All other reports have been provided.

3.6 LAKE SIMCOE REGION CONSERVATION AUTHORITY

No.	Comment	Response
NATURAL HERITAGE REVIEW		
113	To ensure a net gain to the system will be achieved, provide the natural channel design principles that will be incorporated into the proposed relocated drainage feature (i.e. riffle patterns, creation of aquatic habitat, sinuosity).	A Technical Design Brief has been completed by Geomorphix to address this comment.
114	Delineate the 20 m vegetated buffer for both sides of the relocated drainage feature on the Site Plan drawings. Ensure this buffer will be planted with native species as per Section 6.2.1 of the EIS. A fence should also be installed along the rear of the proposed development to ensure no encroachment into the natural heritage feature.	The area available for relocating the drainage feature is only 14m wide. However, the full width of this will be planted with native species, including trees, shrubs and herbaceous plants. A detailed restoration/landscaping plan will be produced at the Site Plan/Detailed Design stage in association with the Natural Channel Design and will include a fence along the rear of the proposed development.
115	The proposed development involves the clearing of a woodland which should be ecologically offset with on-site restoration as per the LSRCa's Ecological Offsetting Plan. This Plan can be accessed via the link: https://www.lsrca.on.ca/Pages/Ecological-Offsetting.aspx . As per the Plan, prepare an Ecological Offsetting Strategy report providing the total area of the woodland feature including buffers that are proposed for removal and the total area of any locations proposed for woodland replacement. Ensure all remaining natural heritage areas are afforded the appropriate environmental protection through zoning as Environmental Protection Area (Level 1 Natural Heritage Resource) lands.	<p>There is very little area of contiguous "woodland" on the subject properties. The treed area on the subject property is a mix of planted trees and natural regeneration in a matrix of residential use including mowed lawns and weedy old field areas. The "cultural woodland" descriptor used in the EIS refers to the treed component of this matrix.</p> <p>Considering that the small area of natural tree regeneration is less than 0.2 ha, this is not large enough to be considered a "woodland" under the ELC classification. A more appropriate method of calculating the ecological offset, or compensation, for tree loss is to replace the trees at a 2:1 ratio.</p> <p>The City has acknowledged that "an Environmental Protection dedication may not be feasible" on the properties (see comment #93 above). However, a rehabilitation plan will be prepared in relation to the watercourse relocation within the 14m setback from the MTO ROW, featuring native trees and shrubs.</p>

No.	Comment	Response
116	Delineate the location of the proposed relocated drainage feature with its 20 m buffer on either side, and the sediment and erosion control fencing.	The proposed relocation of the drainage feature, along with the sediment and erosion control fencing will be shown in the Natural Channel Design that will be prepared and provided at the Site Plan/Detailed Design stage.
HYDROGEOLOGY (WATER BALANCE) REVIEW		
117	The proposed development is within a SGRA/ESGRA and is subject to LSPP 6.40-DP as such the proponent is to demonstrate that the quality and quantity of groundwater in these areas and the function of the recharge areas will be protected, improved or restored.	Surface water runoff will be treated and any water on-Site will be managed through a risk management plan.
118	The property is within a SGRA/ESGRA, WHPA C, WHAP Q1/Q2 and an ICA. Since the property is within the ICA for Barrie (Sodium and Chloride), from Figure 3 (City of Barrie, Infiltration Low Impact Development Screening Process) only clean water (roof top and landscaped) drainage may be infiltrated.	Acknowledged.
119	Groundwater monitoring has been conducted on site, and from the limited data available (May 2018, Toronto Inspection 2018 and PEL, June 2018). Recharge through infiltration may not be an option at this site since the groundwater levels are less than 1m below ground surface in the pre-development condition.	Acknowledged.
120	In-situ percolation testing is required to ascertain the local infiltration rate. This will aid in designing bioswales for infiltration/filtration purposes.	Based on revised concepts, there are opportunities for infiltration in the future amenity space as a result of importation of a considerable amount of fill to raise grades. The infiltration rates will depend on the materials selected for fill. High permeability fill material will be specified. As such, it will not be possible to do any in-situ testing on the material until after the fill material is laid on the Site.
121	Foundation Control drainage will be required. This drainage is to be treated as necessary and returned to the environment through filtration as possible.	According to this comment, a subfloor drainage system can be installed. Further details will be reviewed at the detailed design stage.

No.	Comment	Response
122	Influence has been calculated to be about 360 m. Water well users within this area are to be notified and steps taken to ensure that water well users will not be adversely impacted by the construction process.	Well monitoring program will be undertaken at detailed design stage.
123	<p>From the water balance assessment the infiltration deficit is calculated to be 681 m3. It is unclear where the proposed infiltration/filtration trenches are to be located.</p> <ul style="list-style-type: none"> A drawing showing the location of the proposed LID facilities is required. Detailed cross-sections of the proposed LID facilities are required showing current and proposed grading and seasonally high groundwater levels (from PEL 2018), together with materials used in construction of the LID facilities. Calculations are to be provided demonstrating that drawdown will occur over the preferred 24-48 hour time frame. <p>Calculations are to be provided demonstrating that the appropriate volume will be infiltrated</p>	<p>This will be provided at the detailed design stage for Site Plan Approval and once the final design of the LID measures is complete. This will be coordinated with the civil consultant. Based on revised concepts, there are opportunities for infiltration in the future amenity space as a result of importation of a considerable amount of fill to raise grades.</p>
124	<p>Next HydroG Submission Requirements:</p> <ul style="list-style-type: none"> Please include a summary of any additional changes to the design (i.e. in addition to those not identified in the detailed response to comments, and includes changes to reports, drawings, details, facility design, etc.). All drawings are to be folded (8.5 x 11). Reports and engineering drawings/details are to be signed and sealed by a Professional Geoscientist or a Professional Engineer as applicable. <p>All submissions/reports are to include applicable technical components which achieve the minimum requirements outlined in the LSRCA Hydrogeological Submission Guidelines, June 2013.</p>	Acknowledged.

No.	Comment	Response
ENGINEERING REVIEW		
125	Regarding the 'Phosphorus Mitigation', please indicate that 80% total phosphorus (TP) removal is to be achieved and that the site development is subject to the 'Phosphorus Offsetting Policy, September 2017'.	Acknowledged. Detailed phosphorus calculations will be provided at the site plan approval stage once the concept has been finalized.
126	Please demonstrate the determination of the Tc. Please indicate the flow path and information on Figure 2.	Tc calculations will be provided in the revised SWM report to be submitted for site plan approval once the concept has been finalized.
127	Please demonstrate how the removal of 80% Total Phosphorus (TP) loadings from all 'major development' areas will be achieved. Please provide all calculations, details and sections, etc.	Acknowledged. Detailed phosphorus calculations will be provided at the site plan approval stage once the concept has been finalized.
128	Please provide details of the proposed control manhole and orifice installation.	This detail will be provided at the site plan approval stage once the concept has been finalized.
129	Please provide a stage-storage-discharge chart.	A stage storage chart will be provided once the site plan has been finalized and detailed engineering drawings have been completed.
130	Please demonstrate conveyance of the mentioned external drainage from the northeast corner of the site.	This will be shown on the revised engineering drawings submitted for site plan approval once the concept has been finalized.
131	Please provide sections and details of each of the proposed StormTech chambers. Provide all dimensions, elevations and elevation of the seasonally high groundwater table. Please ensure the tanks are wrapped within an impermeable liner, as we understand the seasonally high groundwater table is very high.	This will be shown on the revised engineering drawings submitted for site plan approval once the concept has been finalized.
132	Please provide sections and details of each of the proposed StormTech infiltration galleries now. Provide all dimensions and elevations. Please indicate the seasonally high groundwater table, etc.	This will be shown on the revised engineering drawings submitted for site plan approval.
133	Please demonstrate all sizing for the proposed infiltration galleries, as per the MOE manual.	MOE infiltration calculations will be provided in the revised SWM Report submitted for site plan approval.

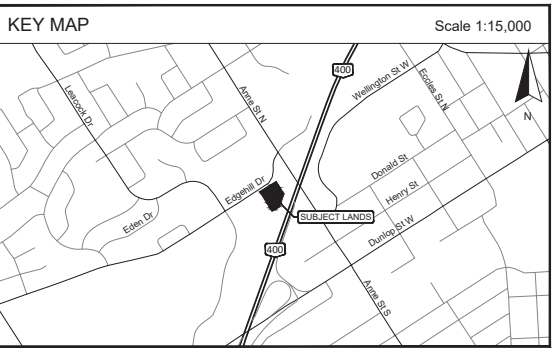
No.	Comment	Response
134	Please demonstrate 'in-situ' soils percolation tests for the proposed infiltration galleries. Also, demonstrate the elevation of the seasonally high groundwater level.	Acknowledged. This will be coordinated with the soil's consultant. The galleries will likely be constructed in a fill situation where they will be placed on imported material.
135	Please provide post development phosphorus loading figures to indicate what areas are being treated by the various methods.	This figure will be provided in the revised SWM Report submitted for site plan approval once the concept has been finalized.
136	Please demonstrate how 80% total phosphorus (TP) removal is to be achieved for this development now. Please refer to the 'LSRCA Technical Guidelines for Stormwater Management Submissions, Effective Date: September 1, 2016' section 2.3.2 for information	Acknowledged. Detailed phosphorus calculations will be provided at the site plan approval stage once the concept has been finalized.

3.0 (REVISED) CONCEPT PLAN



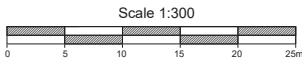
CONCEPTUAL SITE PLAN - 63 UNITS
EDGEHILL DRIVE & ANNE ST N, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	January 24, 2019	Issued for submission	AM



CONCEPTUAL PLAN

105, 107, 109, 111 EDGEHILL DRIVE
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE



LEGEND

- SUBJECT LANDS
- BACK-TO-BACK TOWNHOMES
- STORAGE WITH PRIVATE AMENITY ABOVE
- POTENTIAL ROAD WIDENING
- BALCONIES
- EXISTING WATERCOURSE
- PROPOSED CREEK RE-ALIGNMENT
- EXISTING TREES TO REMAIN
- PROPOSED TREE SCREEN

Source: Simcoe County Interactive Mapping, 2017
Discover Barrie Interactive Mapping, 2017.
Note: Site design includes retaining walls shown on Conceptual Site Plan
Average Grade Calculations drawing prepared by Antonio Greco
Architect Inc, dated January 2019.
Information shown in approximate and subject to change.

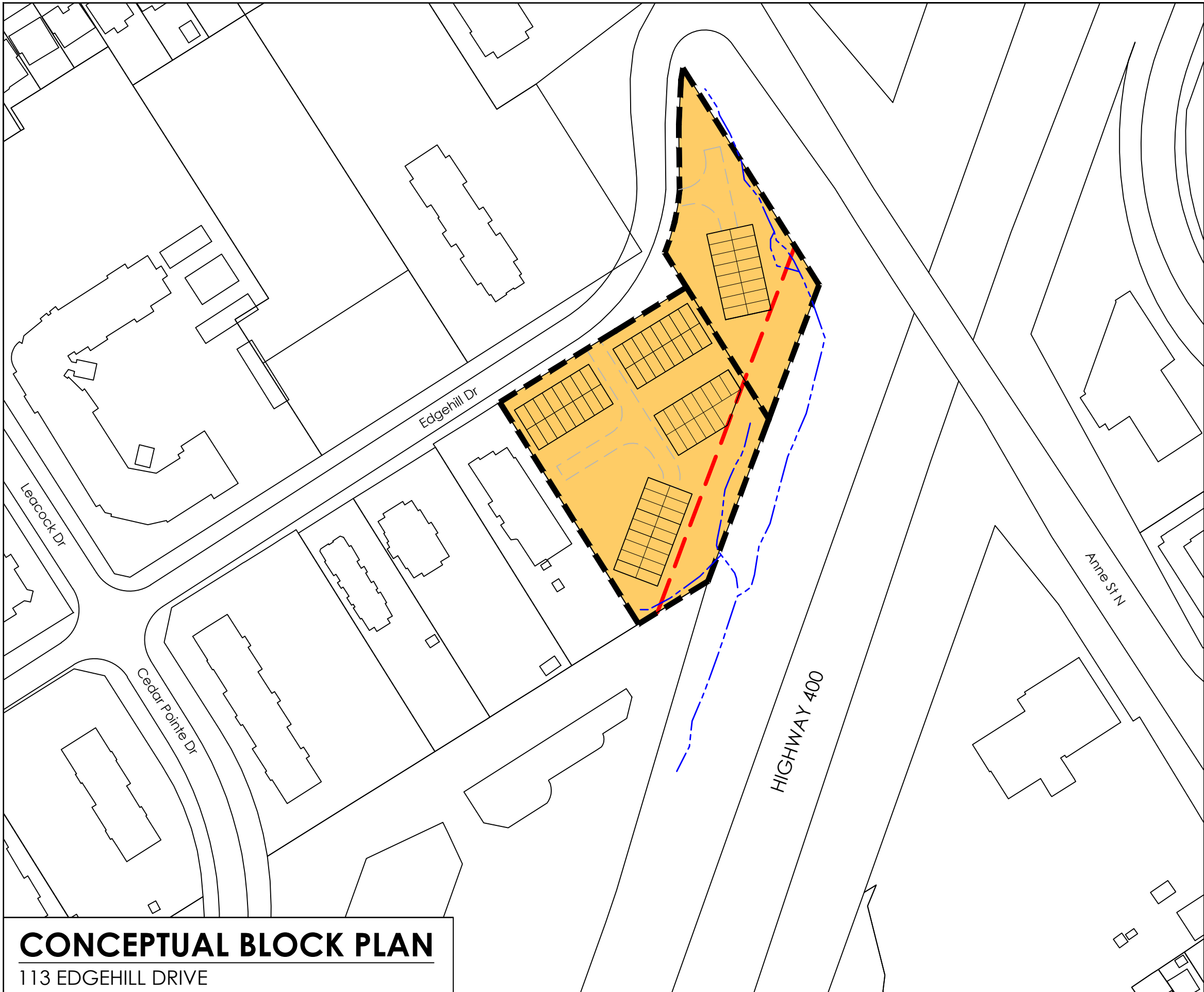


INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: September 18, 2017
File: 14-499

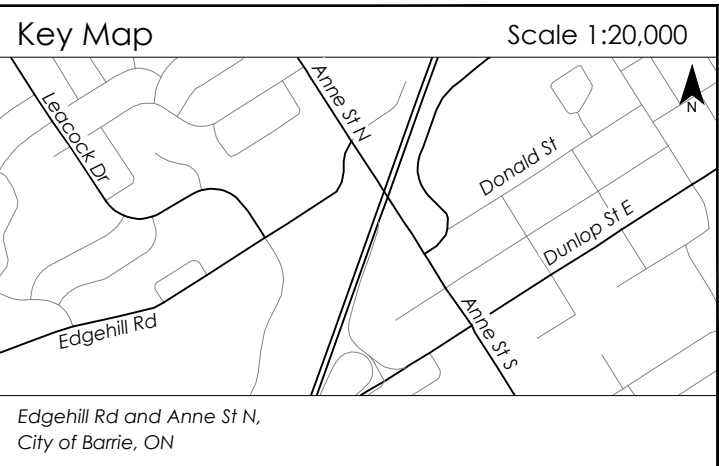
Drawn By: A.M
Checked: T.S.

4.0 BLOCK PLAN



CONCEPTUAL BLOCK PLAN

113 EDGEHILL DRIVE



LEGEND

- Potential Medium/High Density Residential
- Potential Vehicular Connections
- Existing Watercourse
- 14.0m M.T.O. Setback

Source: City of Barrie Open Data. Concept plan prepared by IPS Consulting Inc, dated July 2018.

Note: This drawing is for discussion purposes only. Potential development includes lands currently held by the municipality.

Date: January 18, 2019	Scale: 1:1,500
File: 14-499	Drawn By: AM

INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1

tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

5.0 (REVISED) ZONING BYLAW AMENDMENT & SCHEDULE A

**THE CORPORATION OF THE
CITY OF BARRIE
BY-LAW NO. 2019 -**

“A By-law of the City of Barrie to amend Comprehensive Zoning By-Law No. 2009-141 by rezoning lands described as Part of Lot 23, Concession 6, (formerly the Township of Vespra), now City of Barrie, County of Simcoe, known municipally 105 – 111 Edgehill Drive, from the Residential Single Detached Dwelling Second Density (R2) to the Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPXX) Zone.”

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

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 105 – 111 Edgehill Drive;

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

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

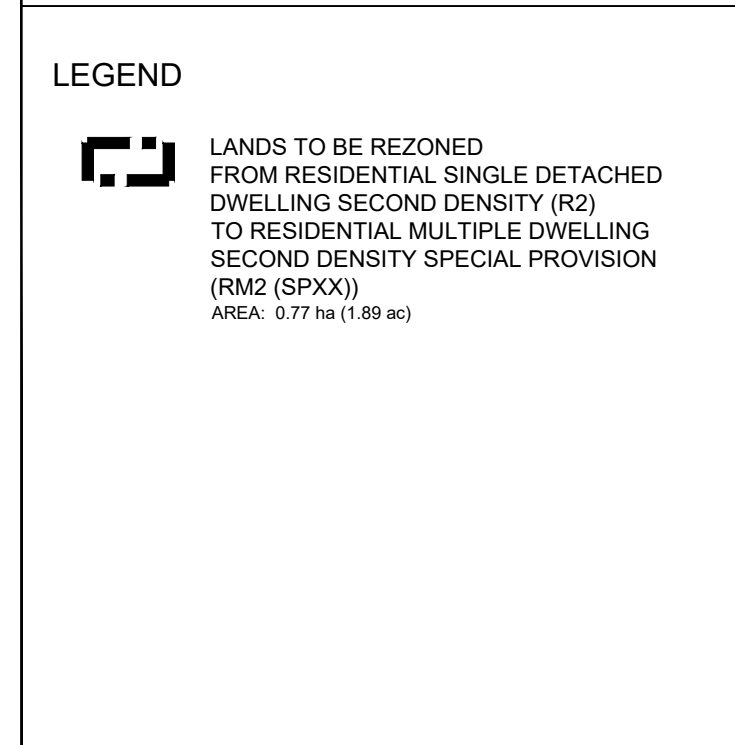
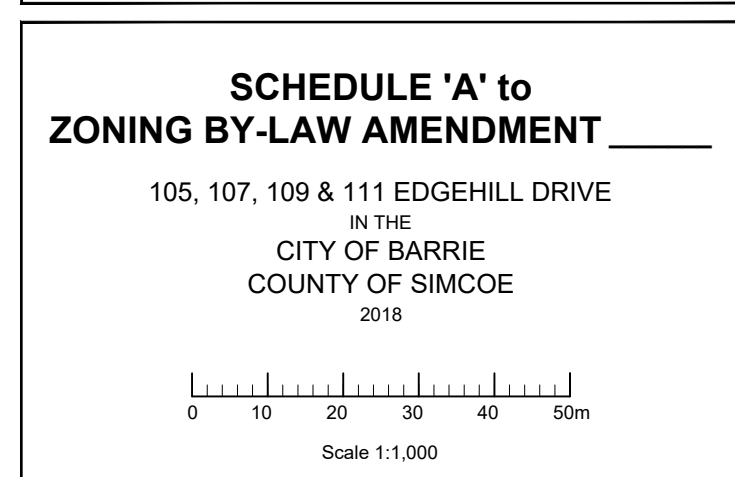
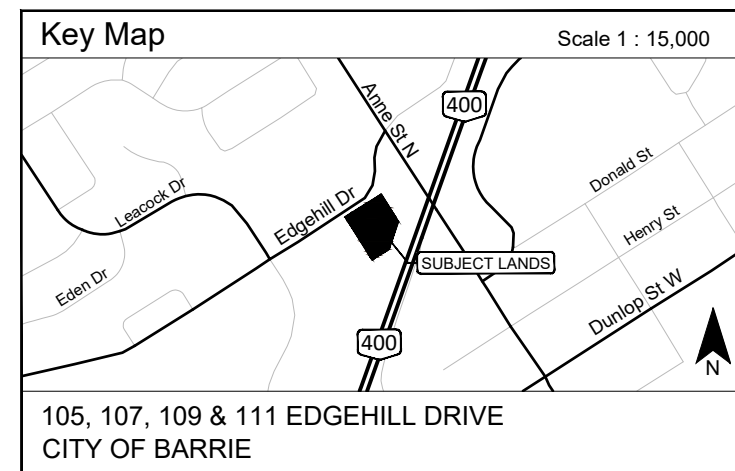
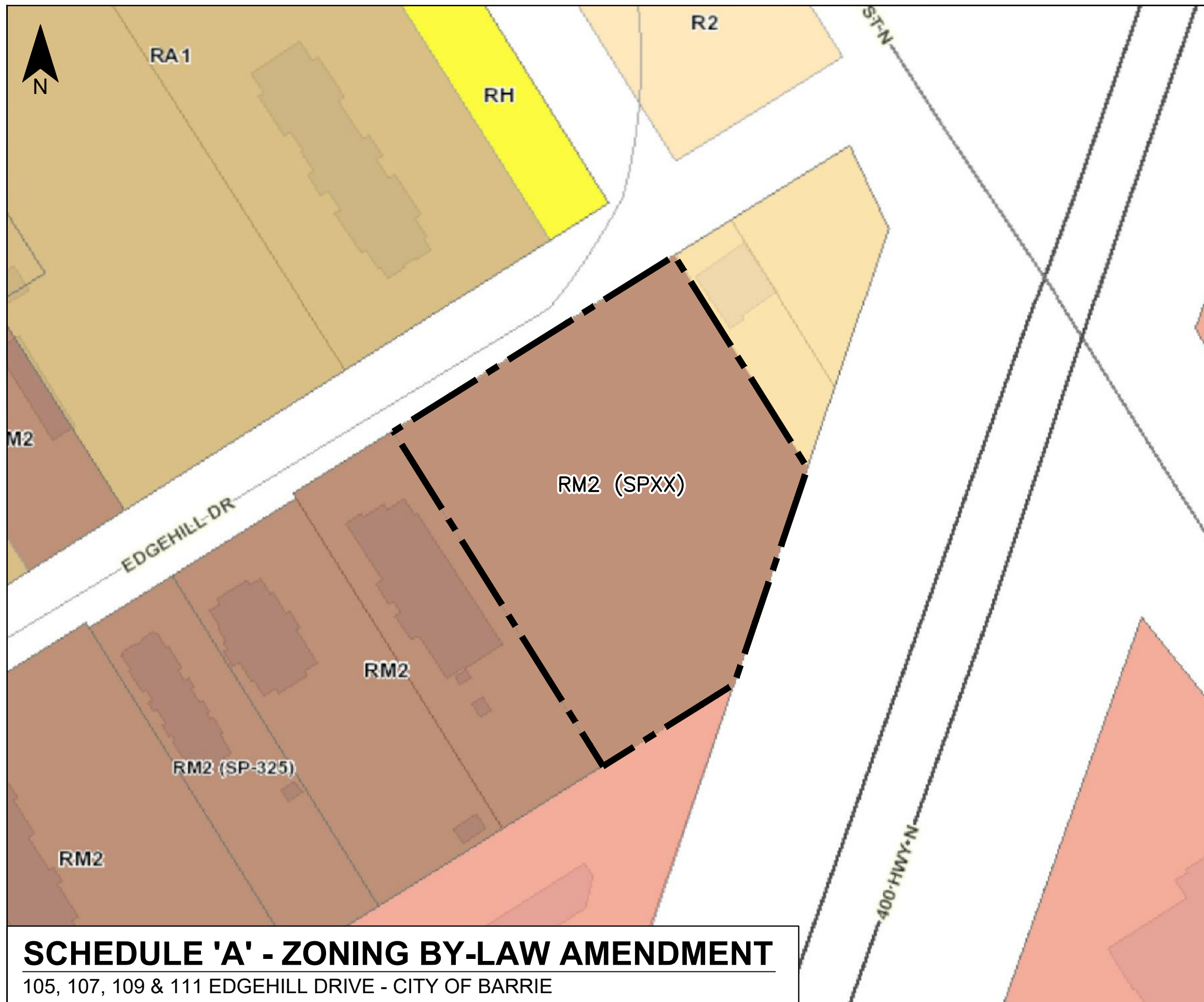
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lot 23, Concession 6, (formerly the Township of Vespra), now City of Barrie, County of Simcoe, known municipally 105 – 111 Edgehill Drive, from the Residential Single Detached Dwelling Second Density (R2) to the Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPXX) Zone as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2000-02 as amended;
2. **THAT** the following site-specific amendments to the Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPXX) zone shall be permitted:
 - i) A minimum front yard setback of 5.5 metres;
 - ii) A maximum building height of 12.0 metres;
 - iii) A maximum gross floor area of 100%;
 - iv) A maximum lot coverage of 45%;
 - v) A parking ratio of 1.25 spots per unit, or 79 total spaces; and
 - vi) A density of 85 units per hectare.
3. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

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

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CITY CLERK



Date:	June 26, 2018	Drawn By:	AM
Drawing:	14-499_ZBA Sketch.dwg		
 INNOVATIVE PLANNING SOLUTIONS PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS 150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1 tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com			