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180 & 190 FERNDAL DRIVE NORTH
Part of Lot 23, Concession 7

**CITY OF BARRIE,
COUNTY OF SIMCOE**

APPLICATIONS FOR

OFFICIAL PLAN AMENDMENT
ZONING BYLAW AMENDMENT
DRAFT PLAN OF SUBDIVISION

PREPARED BY

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ON BEHALF OF

PREVIN COURT HOMES

November 2018

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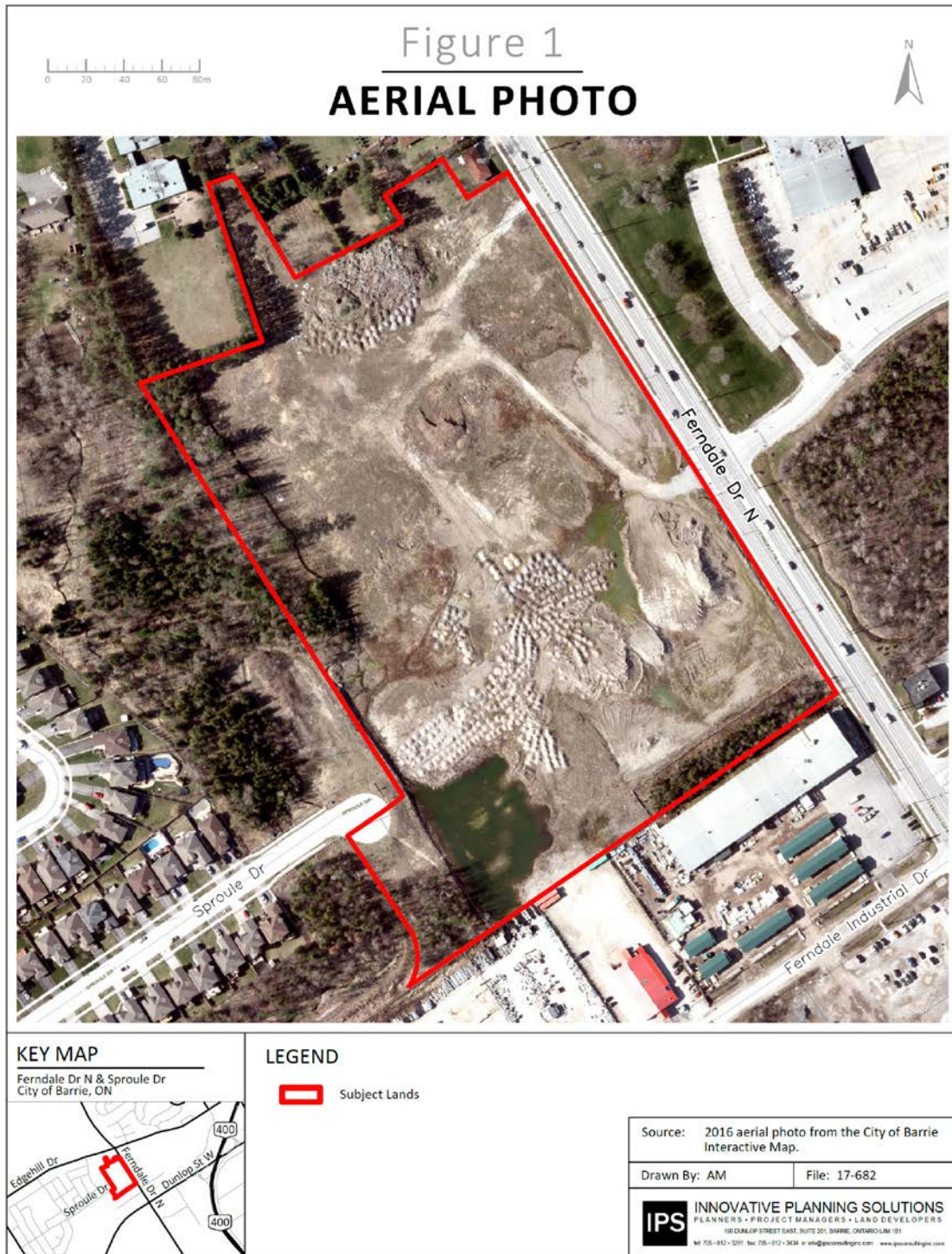
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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by 301099 Ontario Limited ("Previn Court") to complete a Planning Justification Report in relation to an Official Plan ("OPA") and Zoning By-law Amendment ("ZBA") Application and a Draft Plan of Subdivision for lands legally described as Part of Lot 23, Concession 7, known municipally as 180 and 190 Ferndale Drive North. The site is located on a designated greenfield area, along an arterial road (Ferndale Drive N), and is within the Edgehill Drive Planning Area. The majority of the lands are currently draft plan approved (per approval by the Ontario Municipal Board (OMB) on December 15th, 1999 (Order withheld until August 2003) under Case No. PL990689). These lands were subject to a recent draft plan extension by the OMB on August 14th, 2018 – OMB order attached as Appendix 1. The landholdings currently approved have a total area of approximately 7.65ha and 325m of frontage on Ferndale Drive North; the draft plan approval includes 8 single detached dwellings, 56 street townhouse dwellings and 112 residential apartments in addition to future development blocks, stormwater management, neighbourhood park and commercial lands. Figure 1 provides an aerial view of the subject lands.

In addition to the original land holding identified above, lands have been added in the south-west quadrant of the plan, known as lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751. These lands include 2 existing lots (lots 55 & 56) fronting on Sproule Drive and City owned lands to south of these lots. Council for the City of Barrie has authorized Previn Court to submit the following applications on their lands as per the motion to Staff Report LGL007-18. The total land holdings equates to 7.973ha. As a consequence of including these additional lands, various changes to the existing draft plan followed including re-configuration of the commercial block, the open space (park) block has moved to the north of the Sproule Drive extension, and the stormwater management pond has moved to the west. In addition, the proposed single detached and street townhouses have been eliminated and replaced with proposed apartment buildings.



The purpose of the proposed OPA, ZBA and Draft Plan applications is to obtain approval for a revised development concept including 300 residential apartment units, approximately 2.03 hectares (5.03 acres) of commercial land, a neighbourhood park and stormwater management.

In accordance with the existing draft plan approval, the lands are currently designated as "Residential", "General Commercial" and "Open Space" in the City of Barrie Official Plan. The lands added to the draft plan are currently designated "Residential" and "Environmental Protection". The lands are similarly zoned per the existing draft plan approval including "Residential Single Detached Dwelling Second Density (R2) (H130)", "Residential Single Detached Dwelling Fourth Density (R4)", "Residential Single Detached Dwelling Fourth Density (R4) (H-131)", "Multiple Residential Dwelling Second Density (RM2) (SP-513)", "Multiple Residential Dwelling Second Density Townhouse (RM2-TH) (SP-512)", "Open Space (OS)", "Open Space Stormwater Management (OS) (SWM)" and "Convenience Commercial (C5) (SP-514)" by Comprehensive Zoning By-law 2009-141. The lands added to the draft plan are zoned "Residential Single Detached Dwelling Second Density (R2)" and "Environmental Protection (EP)". Figures 2 & 3 below illustrate the existing applicable land use designations and zoning categories respectively applying to the subject lands.

The existing special provisions relate to the following:

RM2-TH (WS) (SP-512) 180 & 190 Ferndale Drive North – the following standards shall be permitted:

Lot Area (min.) 200m²; Lot Frontage (min.) 8m; Lot Depth (min.) 25m; Front Yard (min.) 4.5m(1)(2); Int. Side Yard (min.) 1.2m(3); Ex. Side Yard (min.) 3m(1)(2); Rear Yard (min.) 7m; Height of Main Building (min.) 10m; Lot coverage No maximum; Gross Floor area No maximum;

Notes: (1) Minimum setback to a garage is 7m from any lot line abutting a street, and in any event no part of any garage shall protrude beyond the porch or front wall of the main building. Section 5.2.5.2 (c) shall not apply.

(2) A maximum encroachment of 1.5m shall be permitted for unenclosed porches and steps and 0.6m for bay windows.

(3) The interior side yard minimum shall only apply to end units. (By-law 2015- 047)

RM2 (SP-513) 180 & 190 Ferndale Drive North

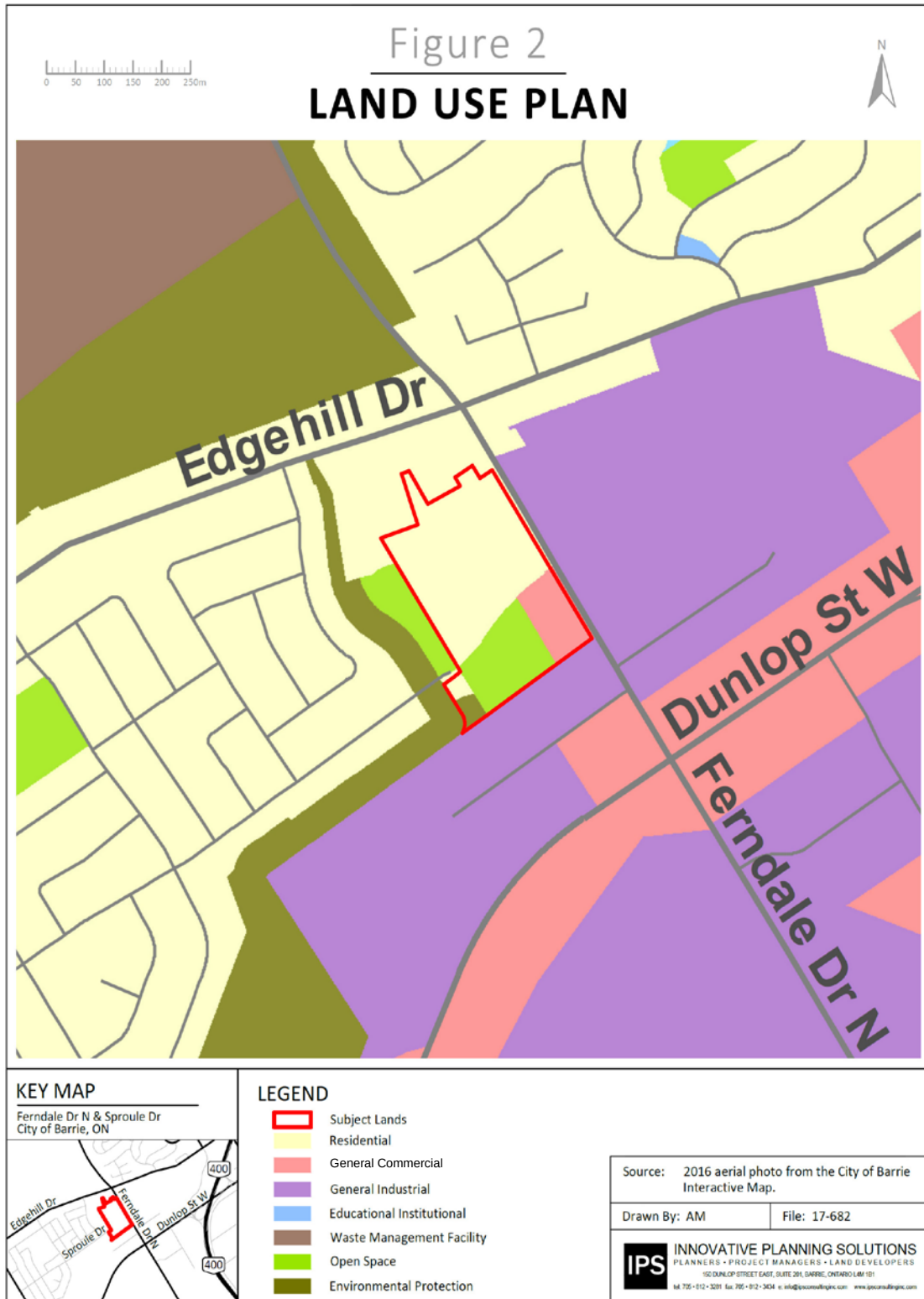
a) Permitted uses shall be restricted to stacked townhouses and walk up apartments; b) a minimum density of 53 units per hectare and a maximum density of 60 units per hectare shall be permitted. (By-law 2015-047)

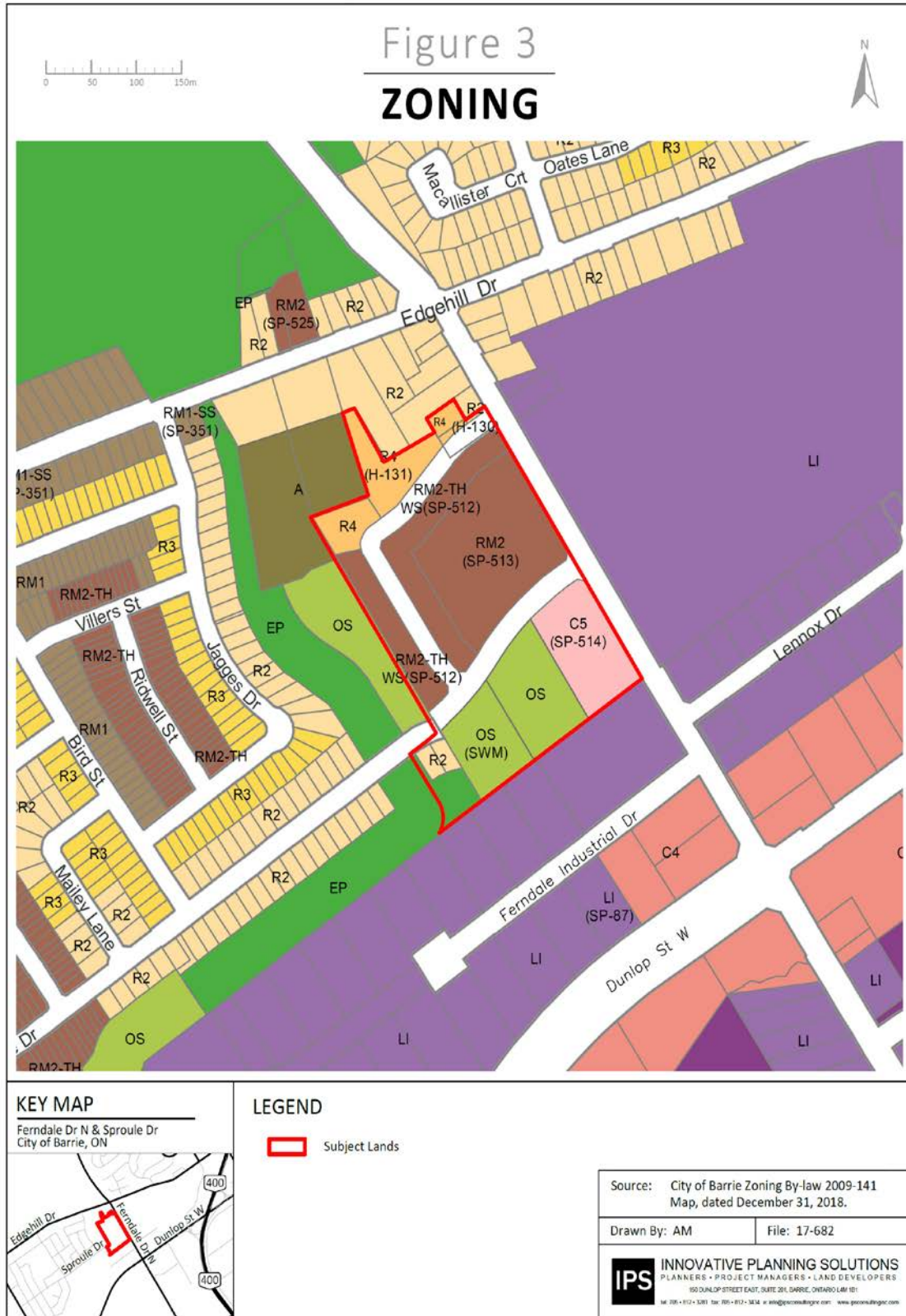
C5 (SP-514) 180 & 190 Ferndale Drive:

Permitted uses shall include a grocery store. Grocery store shall mean a retail store that primarily sells food. (By-law 2015-047)

The OPA proposes to reconfigure the existing land use designations to accommodate the proposed development. The ZBA aims to rezone the lands to ensure conformity and consistency with the development concept and OPA as noted above by rezoning the lands to various zones (RA1-2, C5 SP-514, OS and OS-SWM).

The proposed draft plan of subdivision will ensure blocks of land are provided for their respective uses while also including the recently acquired lands to the west (including the City owned lands). The proposed applications will facilitate the development of 300 apartment units, 2.03 hectares (5.03 acres) of commercial lands, a one (1) hectare park and a stormwater management facility on the subject lands. Further details of the development concept and proposed applications are provided under Section 3 of this Report.





Draft Plan approval has existed on the subject lands since 1999; since then various revisions and extensions have been approved. Recent approval (which does not include the lands recently acquired to the west) was given in September 2015 and permits a total of 176 residential units (including single detached, townhouse and apartment units) north of the Sproule Drive extension, and blocks for commercial, parkland and stormwater management along the southern side of the extension. More recently, the OMB approved an extension to the draft plan approval on August 15th, 2018 to September 3, 2019. It is anticipated that a decision on the subject applications will be obtained prior to this lapsing date; however the applicant has the ability to request an extension should a decision not be rendered on the subject applications.

This Report will review the proposed amendments to the City's Official Plan and Zoning By-law now being requested, and review the proposed Draft Plan of Subdivision, in conjunction with the applicable policies found within the documents noted below while demonstrating how the development proposal meets the applicable policies:

- Places to Grow: Growth Plan for the Golden Greater Horseshoe
- Provincial Policy Statement
- City of Barrie Official Plan
- City of Barrie Zoning By-law

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands have approximately 325.34 metres (1,067.38 feet) of frontage on Ferndale Drive North and are currently vacant. Sproule Drive currently terminates in a temporary cul-de-sac located on the western edge of the property; Sproule Drive is proposed to be extended from its current terminus through to Ferndale Drive North; effectively dividing the lands into two separate parts. North of Sproule the lands will be used for residential purpose and a neighbourhood park approximately 1 hectare in size. South of Sproule Dr the lands will be utilized for commercial and stormwater management purposes. The total site area is 7.973ha (19.7 acres) which

includes the two lots (Lots 55 & 56 Plan 51M-751) and the City owned lands south of these lots.

The lands are relatively flat with recent tree clearing as permitted by a tree clearing permit issued by the City of Barrie in June 2016; fill has also been imported onto the property in accordance with a site alteration permit issued by the City of Barrie in April 2016. The lands are not currently located directly on a transit corridor; however transit is anticipated along the Sproule Drive extension upon development of the site. This is envisioned in the City's Multi-modal Active Transportation Master Plan (Figure ES-1 & Figure 2-3). It is noted that area is currently serviced by two transit routes; transit Route 5 is located along Edgehill Drive and crosses Ferndale Drive approximately 120 metres north of the subject lands with existing transit stops at this intersection. Transit Route 2 is located along Dunlop Street W, approximately 250 metres south of the subject lands with existing transit stops at the intersection of Ferndale Drive. These routes provide access (direct or indirect) to various locations throughout the City. Existing commercial amenities are available along Dunlop Street which is identified as a secondary intensification corridor and provides direct access to Downtown Barrie. Additional uses nearby include but are not limited to the following: Allandale Train Station (approximately 3.5km), St. Mary's Catholic School (1.7km), Pringle Park (900m), Ferndale Park (2.4km), Andrew Hunter Elementary School & Lampman Lane Community Centre (2.5km), Ferndale Woods Elementary School (2.5km), Portage View Public School (2.7km), Emma King Elementary School (2.9km), St. Catherine of Sienna School (3.2km), Ardagh Bluffs Public School (3.5km) and St. Joan of Arc High school (4.8km). Figure 4 provides a context map and surrounding land uses include the following:

North: Lands immediately north consist of single detached dwellings along Ferndale Drive and Edgehill Drive, the Edgehill Drive Banquet Facility and a recently approved 12 unit project (3 four plexes at 302 and 298 Edgehill Drive). Further north along Ferndale is the City of Barrie Landfill and Environment Centre. Lands north of Edgehill Drive, east of Ferndale consist of residential uses, generally single family dwellings

South: Lands south of the site are predominantly used for industrial/employment purposes within an existing industrial subdivision, accessed from Ferndale Drive and Ferndale Industrial Drive. Immediately south is Simcoe Building Centre and associated storage areas and Ferndale Banquet Hall. Further South are additional industrial/commercial uses along Dunlop Street.

East: Lands immediately to the east are occupied by the City's Operation Centre and low – medium density residential uses along Edgehill Drive. Further east consist of medium density residential uses (walk up apartments). To the south east consist of a variety of industrial uses along Lennox Drive and industrial/commercial uses along Dunlop Street.

West: Lands directly to the west consist of open space lands containing Dyments Creek. Further east consists of an existing residential subdivision containing single family, low density residential uses (singles, semis, street towns) and Pringle Park.



3.0 DESCRIPTION OF DEVELOPMENT

This Section will provide a detailed description of the development concept and associated OPA, ZBA and Draft Plan of Subdivision applications necessary to permit the development to proceed.

3.1 DEVELOPMENT CONCEPT

The development concept (Appendix 2) proposes the extension of Sproule Drive through to Ferndale Drive North. North of Sproule Drive a total of five (5) 5-storey residential apartment buildings are proposed including landscaped open space areas, a private common amenity and parking areas. Each residential apartment building will have individual loading/garbage areas and consist of 60 units, for a total of 300 units over approximately 3.68 hectares of residential lands. Based on the conceptual site layout, none of the proposed buildings are located immediately adjacent to an existing residential lot, with Building C located 16.8m from the nearest residential lot. The remaining buildings are located adjacent to Environmental Protection lands (Buildings A & B) or oriented towards Ferndale Drive (Building D) and Sproule Drive (Building E). It is anticipated that the development will provide both rental and ownership opportunities; at this time it is expected that one building will be retained as a rental building (note that the specific building has not yet been identified). The buildings will consist of a mix of unit sizes, predominantly consisting of 1 & 2 bedrooms with potential for 3 bedroom units.

The residential component of the development proposes 456 parking spaces (450 required) with two conceptual access points - one located at the northern edge of the property from Ferndale Drive N, the other from Sproule Drive, adjacent the proposed neighbourhood park. Pedestrian access is also provided at these locations (additional pedestrian access to the site will be contemplated at the Site Plan stage). These access points will provide unfettered vehicular and pedestrian movements throughout the site including the requisite fire routes. Also located on the north side of Sproule Drive, to the west of the residential lands is a one (1) hectare neighbourhood park; this park will be dedicated to the City of Barrie

(anticipated as a draft plan condition) and available for public use. It is also anticipated that programming of this park will be required by the applicant as a draft plan condition.

On the south side of the Sproule Drive extension, the development concept proposes a 0.6 hectare (1.48 acre) Stormwater Management Block to accommodate stormwater management demands of the proposed development. Further details of this facility are discussed in the Functional Servicing Report, prepared by Pearson Engineering. This report has been submitted under separate cover in support of the proposed applications and associated development concept.

Also proposed on the south side of Sproule Drive is a 2.03 hectare (5.03 acres) commercial block. The Concept plan illustrates four (4) potential commercial units throughout, including the required parking. Access to this block is proposed from Sproule Drive, aligning with the proposed entrance to the residential block on the north side. Second and third accesses are proposed along the south property limit, adjacent to the existing industrial lands and along the western boundary of the commercial block. These accesses serve to provide greater on site circulation including potential delivery vehicles. Should the proposed applications be approved, the commercial block will be subject to site plan control to address detailed design considerations. It is anticipated that site plan control will be applied for once a commercial tenant(s) has been secured. As such, it is noted that the provided concept is subject to modification. The concept demonstrates conformity to the applicable commercial zoning provisions; future revisions will be subject to the same zoning provisions.

Lastly, the development proposes the extension of Sproule Drive from its existing terminus at the western edge of the property (Figure 5) to Ferndale Drive North. Sproule Drive will be designed and built as a municipal road and to municipal standards, including a sidewalk connection to Ferndale Drive, prior to being dedicated to the City. Sproule Drive will be aligned at Ferndale Drive N with the existing signalized intersection, opposite the entrance to the City of Barrie Operations Facility (Figure 6). It is the intention of the applicant to construct and

dedicate Sproule Drive and the neighbourhood park to the City as soon as possible.

Figure 5. (top) View of the subject lands from the existing terminus of Sproule Drive, facing east. (Imagery provided by Google Earth, 2018). **Figure 6. (bottom)** View of the existing signalized intersection of the future Sproule Dr. and Ferndale Dr. N, facing north/west. (Imagery provided by Google Earth, 2018).



3.2 OFFICIAL PLAN AMENDMENT

The subject lands are currently designated Residential, General Commercial, Open Space and Environmental Protection by the Official Plan. To facilitate the development concept, an OPA is required to re-designate/re-configure the limits of the current designations discussed below.

The OPA proposes the General Commercial designation be increased from 0.866 hectares to 2.035 hectares (an increase of 1.169). The Open Space designation will be increased from 1.452 hectares to 1.6 hectares (an increase of 0.148 hectares) and the residential land use designation will be reduced from 4.817 hectares to 3.683 hectares (a reduction of 1.134 hectares). The lands recently acquired will accommodate the proposed stormwater management facility and it is proposed that these lands be re-designated from Residential (0.134 ha) and Environmental Protection (0.183 ha) to Open Space. It is noted however that all land use designations (including Residential and Environmental Protection) permit stormwater management facilities however the designation as Open Space will ensure consistency with existing approvals.

No textual amendments are proposed by the OPA, only Schedule A – Land Use Plan of the Official Plan is proposed to be amended. Attached as Appendix 3 is a copy of the Draft OPA including Schedule A.

3.3 ZONING BY-LAW AMENDMENT

Per the existing draft plan approval, the subject lands also possess multiple zones including: “Residential Single Detached Dwelling Second Density (R2)”, “Residential Single Detached Dwelling Second Density (R2) (H130)”, “Residential Single Detached Dwelling Fourth Density (R4)”, “Residential Single Detached Dwelling Fourth Density (R4) (H-131)”, “Multiple Residential Dwelling Second Density (RM2) (SP-513)”, “Multiple Residential Dwelling Second Density Townhouse (RM2-TH) WS (SP-512)”, “Open Space (OS)”, “Open Space Stormwater Management (OS) (SWM)” and “Convenience Commercial (C5) (SP-514)”.

In order to facilitate the development concept, a ZBA is required. The proposed ZBA seeks to reconfigure and rezone portions of the lands in accordance with the above noted OPA and described in detail below.

The residential component is proposed to be rezoned to the Apartment Dwelling First Density-2 zone (RA1-2); the commercial component will expand upon the existing Convenience Commercial (C5) (SP-514) zone. The Neighbourhood Park block is proposed to be zoned Open Space (OS) while the Stormwater Management area is proposed to be zoned Open Space (OS-SWM). No additional special zoning provisions are proposed by the application, however the existing Special Provision applying to the C5 zone (SP-514) will be maintained and applied over the entire proposed Convenience Commercial (C5) lands; this special provision includes a grocery store as a permitted use. A copy of the draft Zoning Bylaw including Schedule A is included under Appendix 4.

Tables 1 and 2 provide a zoning matrix of the proposed C5-SP514 and RA1-2 zoning relative to the concept plan.

Table 1. C5 (SP-514), Convenience Commercial Special Provision 514 Zoning Matrix

	C5 SP514 Required	Provided
Lot Area (min.)	450m ²	20,356.91m ²
Lot Frontage (min.)	15.0m	122.9m
Setbacks		
Front yard (min.)	6.0m	6.0m
Side Yard (min.)	3.0m	6.9m
Side Yard adjoining street (min.)	5.0m	5.6m
Rear Yard (min.)	7.0m	7.3m
Lot Coverage (max.)	50%	28.7%
Height (max.)	14m	<14m
Parking (# spaces)	195	212

Table 2. RA1-2, Apartment Dwelling First Density-2 Zoning Matrix

	RA1-2 Zone	Provided
Lot Area (min.)	1,100m ²	36,831.95m ²
Lot Frontage (min.)	24.0m	118.3m
Setbacks		
Front yard (min.)	7.0m	7.0m
Side Yards (min.)	5.0m	7.0m
Ex. Side Yard (min.)	3.0m	7.0m
Rear Yard (min.)	7.0m	7.0m
Landscaped open space (min.)	35%	38.5%
Dwelling unit floor area (min.)	35m ² / dwelling unit + 10m ² / bedroom	>35m ²
Lot Coverage (max.)	35%	14.7%
GFA% of lot (max.)	100%	73.3%
Height (max.)	15.0m	15.0m
Parking (# spaces)	450	456

3.4 DRAFT PLAN OF SUBDIVISION

The proposed draft plan of subdivision places the various land uses into appropriate blocks to facilitate future development. The proposed draft plan of subdivision includes a total of six (6) blocks as noted in Table 3 below. A copy of the proposed Draft Plan is provided under Appendix 5.

It is anticipated that both the residential and commercial lands (Blocks 1 and 2 respectively) will be developed through additional Planning Act applications (site plan control, condominium exemption etc) in the future. It is anticipated that the Stormwater management Block will be designed in accordance with the

development of the residential and commercial lands and dedicated to the City of Barrie; the park block will be designed and programmed to the satisfaction of the City of Barrie as a draft plan condition, including the dedication of these lands to the City of Barrie. Block 5 will also be deeded to the City as a draft plan condition for potential road widening while Block 6 will be designed and constructed in accordance with City standards including sidewalks, following which these lands will be deeded to the City. Block 6 will connect with Ferndale Drive North at the existing signalized intersection adjacent the City of Barrie Operations Centre.

Table 3. Draft Plan Summary

Block Number	Use	Area (ha)	% of Site
1	Residential	3.68	46.20
2	Commercial	2.04	25.53
3	Stormwater Management	0.60	7.53
4	Park	1.00	12.54
5	Road Widening	0.13	1.63
6	Street A	0.52	6.57
Total		7.97	100.00

3.5 TECHNICAL REPORTS

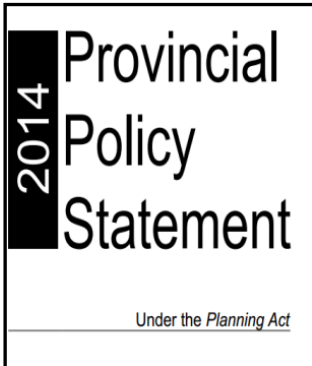
Through correspondence with City of Barrie Planning Staff, a number of technical reports were deemed to be required to support the proposed applications. The following reports were deemed to be required and have been submitted under separate cover:

1. Functional Servicing and Stormwater Management Report – Pearson Engineering
2. Traffic Impact Study – JD Engineering
3. Environmental Assessment – Orion Environmental
4. Tree Inventory/Assessment/Preservation Plan – Don Naylor Associates

4.0 PLANNING POLICY AND ANALYSIS

Section 4.0 will outline the applicable planning and development policies impacting the proposed application. Each subsection will outline the applicable policies and contain planning rationale on conformity and development principles.

4.1 PROVINCIAL POLICY STATEMENT



The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS directs land requirements and land use patterns to be based on the provision of sufficient land for a full range of land uses in areas which have the existing or planned infrastructure to accommodate them. The PPS has been reviewed relative

to the proposed application and associated development concept as discussed below.

It is important to note that the subject lands currently possess residential and commercial land use permissions (designation and zoning) and Draft Plan approval for development of the site for low, medium and high density residential, commercial and associated uses (parkland, SWM). The proposed applications aim to alter these permissions in order to achieve a more compact and efficient use of the land. It has been previously demonstrated that the development of the subject lands for such uses is consistent with the PPS and given the nature of the proposed changes, will continue to be consistent with the PPS. The proposed applications will continue to facilitate an efficient development and land use pattern which sustains the financial and social well-being of the area while contributing to the range and mix of uses (residential and commercial) in the area. The development promotes the concept of cost-effective, compact development which minimizes land consumption and takes advantage of existing infrastructure thereby reducing costs for servicing as identified in Section 1.1.1 of the PPS.

Section 1.1.3 of the PPS provides policies relative to development within settlement areas such as the City of Barrie. The PPS provides that settlement areas are to be the focus for growth and development and continues to provide that development within settlement areas shall promote densities and a mix of land uses that efficiently use land, support active transportation, and avoid the need for the uneconomical expansion of infrastructure and public service facilities. The development will contribute to a complete community on lands that have long sat vacant adjacent to an existing residential subdivision, including providing a long-desired extension of Sproule Drive to connect with Ferndale Drive N and additional commercial lands. The development has access to existing servicing (municipal water and wastewater infrastructure), is located in an area with convenient access to public transportation and services and exists in proximity to commercial, institutional and open space lands, providing increased opportunity for active means of transportation.

Under Section 1.4.3 of the PPS on Housing, planning authorities are directed to provide for a range and mix of housing types and densities to meet the requirements of an expanding population. As such, the PPS promotes all forms of residential use, particularly residential intensification and redevelopment which minimizes the cost of housing by providing compact solutions. The proposed development provides additional residential (apartment) units to the area in an appropriate manner and without negatively impacting existing uses. Additionally, the residences in the proposed development are considered compatible with surrounding land uses and are both compact and affordable; such units are currently in limited supply in the general area.

Sections 1.6.7 on Transportation Systems and Section 1.8 on Energy Conservation, Air Quality and Climate Change both emphasize the promotion of compact developments with close transit links. The location of the subject lands as well as the inclusion of commercial uses within the proposed development lends to use of the Barrie Transit system and alternative active modes of transportation.

As noted above, growth and development is encouraged and directed to intensification opportunities which cause infrastructure and public services to be

used efficiently. Being within the Settlement Area of the City of Barrie, with municipal infrastructure, recreation, transit, police, fire services, etc. currently offered in the community, the proposed development meets the objectives of the PPS.

Based on the above the proposed application is consistent with the Provincial Policy Statement.

4.2 GROWTH PLAN FOR THE GGH



The Growth Plan for the Greater Golden Horseshoe (GGH) has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management and environmental protection particular to the GGH. The City of Barrie is recognized as a Primary Settlement Area within the Growth Plan for the GGH. The subject lands are located outside the City's Delineated Built-Up Area as shown on Schedule I and is therefore considered Greenfield lands; the lands are also located approximately 250m north of an identified intensification corridor (Dunlop St W).

Section 2.2 of the Plan provides policies for Where and How to Grow. The applicable policies of this Section include 2.2.1 Managing Growth; 2.2.6 Housing; and 2.2.7 Designated Greenfield Areas.

Under Section 2.2.1, forecasted growth will be directed to settlement areas that: have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities. The Plan directs growth to the City of Barrie given it satisfies these criteria. The development proposes additional residential and commercial uses to an area which benefits from convenient access to several existing amenities. The development contributes to the vision of a complete community, as detailed in the Growth Plan by providing a mix of residential and commercial uses and improving access to local stores and public open spaces and parks. The development (both residential and commercial) will be subject to site plan control to ensure the

development is of a high quality and compact in built form. It is also noted that high density residential and commercial uses are currently permitted on the subject lands.

In conformity with Section 2.2.6, the proposed development will contribute to the variety of housing options in the area by introducing apartment units where single detached, semi detached and townhouse dwellings are the predominate built form. The development will provide housing options to a wider demographic and accommodate a diverse range of household sizes and incomes. The development for apartment units generally provides more affordable housing options to the area.

Section 2.2.7 on Designated Greenfield Areas (DGAs) provides that new development taking place in DGAs will be planned, designated and zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

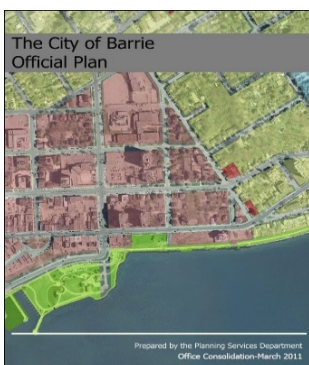
The proposed development supports the achievement of complete communities by providing a mixed use neighbourhood with opportunities for residents of diverse backgrounds to meet most of their individual day-to-day needs including commercial and open space/park land. The development supports active transportation by providing various pedestrian connections to the existing sidewalk network and access to existing bike lanes on Ferndale Drive N. The development also encourages the integration and sustained viability of transit services as it is conveniently located near existing public transit infrastructure. Further, there is potential that Barrie Transit Route 5 is re-routed to provide service along Sproule Dr to Ferndale Drive N, then head north on Ferndale Drive to Edgehill Drive. This is envisioned in the City's Multi-modal Active Transportation Master Plan (Figure ES-1 & Figure 2-3).

Section 2.2.7.5 provides that the density target contained in the Official Plan that is approved and in effect as of July 1, 2017 will continue to apply until the next municipal comprehensive review is approved and in effect. The City of Barrie Official Plan has a minimum density target of no less than 50 residents and jobs per hectare. The development exceeds the municipality's minimum density target by proposing a density of 81.5 units per hectare. This would translate to 137 (136.1) residents per hectare assuming an average household size of 1.67 persons per unit as referenced in the City's Growth Management Study (Phase 1 Report, Page 2-6). The provision of commercial development is anticipated to provide employment opportunities to further achieve the minimum density target.

Section 6 of the Plan applies to the Simcoe Sub-area, including the City of Barrie which is identified as the principal Primary Settlement Area and where significant growth is directed. Based on Section 6, all lands within the City of Barrie are recognized as a Primary Settlement Area in the Growth Plan, identified as an area of growth and development. The proposed development is located within the Primary Settlement Area and conforms to the policies of Section 6.3.

Based on the above and through a review of the Growth Plan, it is determined that the applications conform to the Growth Plan for the Greater Golden Horseshoe.

4.3 CITY OF BARRIE OFFICIAL PLAN



The City of Barrie Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development", defined as development that does not jeopardize opportunities for future generations. The lands have multiple land use designations, including "Residential", "General Commercial", "Open Space" and "Environmental Protection" as per Schedule A of the Official Plan. The lands are also located within the Edgehill Drive Planning Area and within the Edgehill Drive Secondary Plan. The majority of the lands are

identified as "Referred to the OMB" under Schedule A, with the recently acquired lands shown as Environmental Protection on Concept Plan – Map 3. It is noted that through the OMB, the lands have been designated per Schedule A of the Official Plan with the corresponding policies applicable.

The proposed OPA aims to re-configure the existing land use designations to facilitate the proposed development concept as outlined in Section 3 of this report.

The applicable policies of the Official Plan are generally outlined below. The proposed applications should also be considered under the context of existing development approvals including more specifically the approved zoning and draft plan approval; this is important as the principle and basis for residential (low-high density) and commercial development on the subject lands has previously been established and implemented. The proposed applications aim to adjust existing development rights to facilitate a revised concept plan.

The Official Plan, under Section 2.1 on Growth and Development provides that a significant amount of the forecasted population and employment (as per the Growth Plan) will be accommodated on lands within the former City boundary. The subject lands are located within the former City of Barrie boundary. Section 2.3 further provides the following: that the population, household, and employment growth forecasts for Barrie will continue to be substantially above that of the provincial average. This rate of growth reflects high density growth within the City's built-up areas and new Greenfield development in the limited remaining designated areas and in the Salem and Hewitt's Secondary Plan Areas. There will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. It is expected that throughout the planning period, Barrie's new housing stock will continue to include a large percentage of single detached units and a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements

of new development and to utilize existing services including transit, schools, and open space. Intensification, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan, and in order to ensure success, urban design will be a key consideration in all developments.

The proposed development is considered Greenfield development and proposes a higher density development than currently permitted; this will support the provision of a complete range of housing options in an efficient manner, making use of existing services. The proposed applications will assist the city in achieving its minimum density targets in an appropriate manner and location and will be subject to the applicable urban design standards of the City of Barrie.

In Section 3.1.2.3 of the Plan the City of Barrie provides policy related to development and intensification, providing that:

(a) Development of the City's designated greenfield area shall be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare as measured by the Growth Plan.

(d) The City's Growth Management Strategy identifies that the built up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre. An additional 5,700 units will be developed in the City's designated Greenfield areas within the former City of Barrie, while approximately 15,700 units will be accommodated in the Salem and Hewitt's Secondary Plan Areas. These units will accommodate the population forecast in the Growth Plan and will be subject to monitoring and review throughout the life of this Plan.

The proposed development satisfies the minimum density target of not less than 50 residents and jobs combined per hectare. Measured over the entire site (as the entire site is considered Greenfield) the development would provide approximately 137 residents per hectare and would contribute 300 new residential units towards the 5,700-unit goal set for the limited remaining designated Greenfield areas

described in Section 3.1.2.3. The provision of commercial lands will also serve to provide jobs in excess of the minimum density target.

The Housing Goals of Section 3.3.1 are met/maintained by the proposed applications. Section 3.3.2.1 on General Housing Policies provides:

- a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.
- g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The applicable policies of Section 3.3.2.1 are satisfied by the proposal. The policy objectives are to provide a variety of housing options with regards to size, density and tenure and alongside of mix of land uses/amenities within the City of Barrie. The subject lands have been previously draft plan approved to include a variety of land uses and housing types which support the policies of Section 3.3.2.1. The development will provide for residential apartment units in a neighbourhood where they are not currently available while integrating transit services and active transportation. The proposal aims to increase the amount of commercial lands, thereby increasing the ability to provide day to day services to the existing and proposed residents.

Section 3.3.2.2 of the Plan provides policies related to Affordable Housing. This Section states that in accordance with Provincial Policy, the following policies shall apply to the provision of affordable housing within the City:

- (a) It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria:
 - i) In the case of home ownership, the least expensive of:

- (1) housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - (2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
- ii) In the case of rental housing, the least expensive of:
- (1) a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
 - (2) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Based on the City of Barrie Affordable Housing Strategy (July 2016 – December 2017) the affordability threshold for ownership was \$305,000 for 2017 and for rental units, rates below \$1,999 based upon 30% of the annual gross household income. The development proposes a range of unit sizes and as such, anticipated sale prices are estimated in the range of \$275,000-\$350,000 depending on unit sizes. It is anticipated that at least 10% of all units (30 units) will be offered for sale for less than \$305,000 or offered for rent below \$1,999 or average market rates, whichever is lesser. It is noted that in general, the proposed built form is generally the most affordable housing type within the City of Barrie and further it is anticipated that the proposed development will ultimately provide for more affordable residential units than the existing approvals would. The development is geared towards providing more affordable housing than lower density forms of housing such as single or semi-detached dwellings.

Based on the above, the proposed development will satisfy the Affordable Housing policies within the Official Plan.

The Residential Land Use Goals and Policies are provided in Section 4.2. Section 4.2.1 on Goals includes:

- a) to guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents (proposed development

provides a sense of place and belonging for future residents, including a compact built form, common amenity areas, inclusion of nearby amenities, parkland);

b) To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services (new housing type located on a potential new transit route and with access to both public and private parkland, commercial amenities within the overall development and along Dunlop Street);

c) to develop residential areas with densities which would support transit use as well as pedestrian and cycling, and contribute to the municipality achieving its intensification and density targets (proposed development will assist in achieving density targets while supporting transit and active transportation);

d) To develop high quality, well-linked public open spaces in residential areas (development provides for public parkland which will be programmed through detailed design to the satisfaction of the City);

e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors (development proposes additional commercial lands and does not jeopardize expansion of industrial or institutional sectors.

f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses (5-storey buildings are compatible with surrounding built forms given the proposed setbacks and distances between ground oriented, low density uses. Commercial and SWM facilities are proposed adjacent to compatible land uses); and

g) To plan for new development in the medium and high density categories which encourage mixed use and high quality urban design for medium and high density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of

stable neighbourhoods. (proposed development includes both high density residential and commercial uses which will be subject to high quality urban design, and will support the integrity of the surrounding area by achieving a more complete community and wider range of housing types and costs).

Section 4.2.2.2 (e) of the Plan on Residential Densities provides that high density residential development shall consist of developments which are in excess of 54 UPH. The proposed development is considered high density given the density of 81.5 UPH over the residential lands. It is noted that based on the existing draft plan approval, the residential lands are permitted an overall density of approximately 37.5 units per hectare (176 units over 4.683 hectares). Further to that, it is noted that the current draft plan approval provides a block of apartment units (Block 18) at a density of 59.25 UPH which is considered high density – these lands are permitted a maximum density of 60 units per hectare under the applicable zoning. As such, high density residential development has been previously established as appropriate on the subject lands, albeit at a lower density than currently proposed.

Section 4.2.2.3 on Locational Criteria provides that in areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to this Plan. In areas where a secondary plan is not in effect, the locational criteria shall apply. The subject lands are located within the Edgehill Drive Secondary Plan; however the lands are identified as “Referred to the OMB” and “Environmental Protection”. No amendments are required to the Secondary Plan as the lands identified as “Referred to the OMB” are designated Residential in the Official Plan and permits low-high density residential uses. The lands identified as “Environmental Protection” are proposed to be used for Stormwater Management purposes and will ultimately be owned by the City of Barrie; the Secondary Plan (Section 2.6.3) provides “The Secondary Plan recognizes that the channelization of the Dyment Creek may be improved, and that municipal services may be constructed through a portion of the Environmental Protection lands”. The proposed SWM facility is considered a

municipal service and is proposed to be constructed through a portion of the Environmental Protection lands. These lands have been assessed by Orion Environmental Solutions and it has been demonstrated that the lands can be used for SWM with no negative impact to the Environmental features in the area. As such, an amendment to this plan is not required.

The Locational Criteria of the Plan (Section 4.2.2.3) have been reviewed relative to the proposed development as follows:

4.2.2.3(b) Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule 'I' and generally directed towards areas that are:

- i) adjacent to arterial and collector roads;
- ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
- iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.

Though the subject lands are not located within an intensification node or corridor, the lands are located adjacent to an arterial road (Ferndale Dr. N) and a planned minor collector (Sproule Dr.). Sproule Dr will connect with Ferndale Drive at the existing signalized intersection adjacent the City of Barrie Operations Centre as part of the proposed development. In addition, the site is located approximately 250m from Dunlop St. W., which is identified as a Secondary Intensification Corridor as per Schedule I of the OP. The subject lands are located in close proximity to public transit – currently available along Edgehill Drive and Dunlop Street – and it is anticipated that new public transit routes will implemented along the proposed Sproule Drive extension. The lands are also located in close proximity to a number of schools, adjacent to a proposed park and commercial development, in addition to existing commercial uses along Dunlop Street. Aspects of the proposed development, such as completion of Sproule Drive, parkland and the proposed commercial use will further contribute to the diversity of facilities and services present in the immediate area. Lastly, the subject lands are in an area where

planned and existing services are adequate. In consideration of the existing land use permissions for high density residential development, location of the subject lands, as well as surrounding land uses, the locational criteria for high-density residential development is met.

The design policies of the Official Plan are provided under Section 4.2.2.4 with the relevant subsections provided below:

- a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.
- b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.
- d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

Many of the above noted requirements will be further addressed through Site Plan Control. The provision of parking, functional open space amenity areas including landscape, screening, buffering and accessibility considerations have been incorporated in the development concept. The proposed densities, while higher than what is currently permitted on the adjacent lands to the west and north, are in accordance with the intensification policies of the Official Plan. Further, the proposed development will be buffered from the existing low-density residential uses along Ferndale Drive to the north by a 16.8m setback, including landscaped areas which will minimize the impact to lower density uses. Additionally, the development is also buffered from existing low density uses along Sproule Drive and Jagges Dr to the west by approximately 100m of (vegetated) EP and Open Space lands. Further, the proposed development provides a suitable transition from the low-density residential use to the west and north, to the light industrial use in the south and south east. The proposed development is anticipated to enhance

the character of the existing residential area by rounding out development on these vacant lands, completing the extension of Sproule Drive including a sidewalk connection for the existing residents to Ferndale Drive where one does not currently exist, development of commercial amenities to service the existing and future residents and provides additional park lands for public use. These features will contribute to and improve upon the character and appearance of the existing residential area. Given this, the proposed development satisfies the design policies outlined in the Official Plan.

Section 4.2.2.6 of the official plan provides the Intensification Policies. Intensification can be achieved by redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. The Plan provides that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency. The proposed applications will facilitate greenfield development on the subject lands in accordance with these intensification policies.

Given the subject lands location outside of an intensification node or corridor, Section 4.2.2.6 Subsections (b) and (d) provide policies for the evaluation of suitable intensification proposals outside of delineated intensification areas as follows:

- b) Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan.
- d) Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:

i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;

The proposed development is similar in scale and character to the existing draft plan approval which permits high density residential development on the subject lands. The proposed development concept has been designed in a more compact and efficient manner while ensuring compatibility and integration with the surrounding neighbourhood. This is achieved by providing appropriate setbacks to adjacent residential uses, providing the requisite on site features such as parking, landscape open space, amenity areas and pedestrian connectivity in addition to the proposed neighbourhood park and connection of Sproule Drive with Ferndale Drive. Detailed design considerations will be outlined and implemented through the Site Plan Control process prior to any development occurring, including ensuring the development conforms to the City's Urban Design Guidelines.

ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;

The available infrastructure, transportation facilities and community facilities and services are available in the area as described throughout this report, including the necessary servicing infrastructure, road/transportation network, including public transit and community facilities and services such as schools and parks. The proposed development is not anticipated to impact the operation and capacity of existing systems.

iii) that public transit is available and accessible;

Public transit is available and accessible on Edgehill Drive and Dunlop Street and it is further anticipated that public transit will be extended east along Sproule Drive adjacent the subject lands, providing additional accessible public transit service.

iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;

The development is located on Greenfield lands where the minimum density target has been achieved and where high-density development has been previously permitted. The proposed development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused; to the contrary the proposed development can be considered a potential catalyst for intensification projects along Dunlop Street where it is focused through the development of the lands, including commercial uses.

v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and

The proposed development will be subject to Site Plan Control which ensures the City has the ability to implement sensitive, high quality urban design through the development including the efficiency and safety of the development and environment. The applicant is committed to providing a high-quality development to the satisfaction of the City of Barrie.

vi) that consideration is given to the preservation of heritage resources.

The subject lands are currently vacant of any buildings, structures and generally void of much vegetation, save for the west boundaries. As such, and through the preparation of the requested technical reports, heritage resources have been considered though there are no resources present worthy of preservation.

The lands are not located within an intensification node or corridor, though they are located approximately 250m north of the Dunlop St W secondary intensification corridor. It is also noted that based on the existing draft plan approval and associated zoning that high density residential uses are currently permitted on a portion of the lands, to a maximum of 60 units per hectare. The proposed applications aim to permit an increase to the planned density to achieve a more compact, desirable built form which will add to the range of housing types and costs to the area. Official plan policy 4.2.2.3 b),i) encourages high density development along arterial and collector routes. There are two collector (Edgehill Dr. and Sproule Dr.) and two arterial roads (Ferndale Dr. N and Dunlop St. W.) adjacent or in proximity to the site. The proposed development will

provide a suitable buffer between the low-density residential and light industrial uses in the area while also providing adequate setbacks and landscape buffers between the proposed development and existing uses. Services and amenities are available in the area to meet the needs of the proposed development. Further, the site will introduce additional commercial and open space uses to the area. The development will contribute 300 units to the City's 5,700-unit goal set for the limited remaining designated Greenfield areas described in Section 3.1.2.3 while also providing employment opportunities on the commercial lands.

The OPA proposes the re-designation of areas currently designated Open Space to General Commercial. As previously detailed, the proposed applications are viewed as a reconfiguration of the existing land use, zoning and draft plan approvals. The Open Space block proposed for re-designation to Commercial was previously intended as the neighbourhood park which is relocated to the northern side of Sproule Drive, adjacent to the proposed residential lands. The proposed expansion of the existing General Commercial Designation will remain in conformity with the provisions of Section 4.3.2 of the OP. The commercial uses proposed will be harmonious with and contribute to the diversity of amenities available to surrounding uses. Adequate parking, traffic, and loading facilities are proposed for the site (4.3.2.1 c), d)). The proposed commercial uses are situated along Minor Collector and Arterial roads and benefits from proximity to existing and future access to transit infrastructure (4.3.2.5. f)). The location of the commercial amenities along Ferndale Drive would lend to use by not only the surrounding neighbourhood and communities but extend beyond to serve those travelling along Ferndale Drive as well (4.3.2.5. e)). The expansion of commercial land uses will further contribute to the 50 jobs per hectare provided under 3.1.2.3 a) of the Official Plan.

The application also proposes the re-designation of lands currently designated Residential and Environmental Protection to Open Space in order to accommodate the stormwater management pond. A scoped EIS completed by Orion Environmental Solutions and submitted under separate cover concluded that (i) no Species at Risk or potential habitat that would be adversely impacted by

the proposed development, (ii) Low Impact Development measures will be implemented to address the potential infiltration deficit between the pre and post development condition, and (iii) The natural heritage features and functions associated with the Dymont's Creek corridor will not be adversely impacted by the proposed development. The scoped EIS was prepared in conformity with provisions 4.7.2.3 c) which requires an EIS in support of re-designation of lands designated Environmental Protection. The report findings support re-designation in conformity with 4.7.2.3 d) of the Official Plan which provides that no negative impact should be incurred by the natural features or ecological functions the lands being redesignated. Under the Servicing and Transportation Policies of Section 5.0 of the Plan, Subsection 5.1.2.1 a) provides that Public Utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, [...] or any other utilities shall be permitted within any land use designation of this Plan. Where the location of public utilities on lands designated Environmental Protection or Open Space is efficient, cost effective and in the public interest, an EIS shall be undertaken in accordance with the policies of Section 6 of the Plan. Aspects of the proposal, such as employment opportunities, commercial amenities, and residential intensification are in the public interest, and the EIS submitted under separate cover is consistent with the Official Plan. Though stormwater facilities are permitted under any designation, the proposal requests that all lands to be utilized for stormwater be designated open space. The proposed re-designation to Open Space from two (2) designations (Residential, and Environmental Protection) will ensure consistent, uniform and logical designation for lands contributing to one stormwater facility.

4.3.1 URBAN DESIGN

Section 6.5 of the Official Plan provides the Urban Design Guidelines (UDG) for development within the City. The Goals of the UDG are:

- a) To provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment;

- b) To initiate an overall visual improvement program for the Planning Areas with emphasis on the Defined Policy Areas and major entrances to the City through public works programs incorporating such matters as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development; and
- c) To provide guidelines for environmentally sensitive development or redevelopment proposals that minimize disruption to significant natural heritage features and utilize existing vegetation where possible.

The goals noted above are met by the proposal as the development intends to provide a healthy, safe, convenient, efficient and aesthetically pleasing urban environment over and above what is currently approved. The development will provide a visual improvement over the current vacant status through the inclusion of pedestrian/vehicular connection of Sproule Drive to Ferndale Drive, development of a neighbourhood park, access to public transit and walkable commercial amenities. The development will also be environmentally sensitive as outlined in the scoped EIS.

Section 6.5.2.1 b) under General Policies provides that it is intended that the urban design objectives of the City will be achieved through co-operation with developers, landowners and residents. The developer in this case intends to co-operate with the Municipality to achieve the City's Urban Design objectives; it is noted that the proposed residential and commercial development will be subject to site specific Site Plan Control applications which provides the City the opportunity to implement the appropriate Urban Design standards for the respective development prior to any construction.

The General Design Guidelines are provided under Section 6.5.2.2 with a focus on the following: Building and Siting, Parking Areas, Landscaping, Environmental Features, Signage, Utilities and Energy Efficient Urban Design.

The Conceptual Site Plan has been developed in accordance with the policies under 6.5.2.2 as it is intended the development will complement and contribute to a more desirable community character in terms of massing and conceptual

design. The development propose a mix of commercial and residential land uses which will provide more convenient access to commercial amenities to the existing and proposed residents while also contributing to the housing type and mix within the neighbourhood. Further detailed design considerations will be implemented through Site Plan Control, specifically as it relates to the design of the buildings roof, consideration of enhanced design for exposed/visible walls and consideration of landscaping as a tool for screening where appropriate. The opportunity for well-defined and accessible commercial and residential building entrances exists and will be achieved by the proposal; conceptually the site has been designed with vehicular and pedestrian connections throughout to ensure safety and accessibility. Corner locations have been conceptually designed to emphasize buildings and not vehicles with significant opportunities for landscaping, pedestrian amenities and additional architectural features.

Parking areas, driveways and access points have been designed in a manner to ensure safe vehicular access throughout the sites (commercial and residential). Access to the residential lands is proposed in two locations (Sproule and Ferndale Drive at the north end); the provision for multiple access locations provides additional safety in the event one of the entrances is blocked. Access to the commercial block is proposed via 2 entrances from Sproule and one right in/right out access to Ferndale Drive, this will provide suitable access through the site in consideration of larger trucks (delivery and garbage) and to accommodate loading in a more efficient manner – generally towards the rear of buildings. The entrances to the residential and commercial blocks from Sproule are aligned to provide additional safety. Parking throughout is provided as required by the Zoning bylaw, including the required accessible parking spaces while parking areas are conceptually divided by landscape strips which will be subject to planting to soften the visual impact.

It is anticipated that detailed landscape plans will be submitted through Site Plan Control as required for both the Commercial and Residential developments; further landscape submissions including streetscaping and any plantings associated with the Stormwater Management lands and Neighbourhood park are anticipated as

Draft Plan conditions. These submissions will be required to satisfy the City's standards. Relative to environmental features, the only lands subject to such are located in the south west corner where it is proposed to be designated and zoned as Open Space in order to accommodate stormwater management which will ultimately outlet to Dyments Creek which is located on lands to the west. The re-designation and rezoning of these lands have been assessed through an EIS which demonstrates there will be no adverse environmental impacts. These lands will ultimately be dedicated to the City of Barrie. It is also noted that the lands have been subject to tree clearing and filling as permitted by the City of Barrie in recognition of the existing draft plan approval and in anticipation of development.

Additional General Design Policies relating to signage, utilities and energy efficiency will be provided greater detail through the Site Plan processes. Signage is anticipated for the commercial development and will adhere to the City's Sign by-law; utilities will be accommodated within the public ROW where possible and on private lands with easements (where necessary). Specific infrastructure/utility needs will be determined through the Site Plan process, including locations for such. Relative to energy efficiency, details relating to the construction of buildings will be addressed through the Site Plan process, however it is noted that in general the proposed built form represents an energy efficient use, in addition to the compact built form which will foster and encourage the use of transit and alternative forms of transportation as well as provision for walkable commercial and parkland uses.

Section 6.6 of the Plan provides policies relative to Tall Buildings and Height Control. The policies of this section are applicable to any building proposed to be greater than three (3) storeys in height. The development proposes a total of five (5) buildings, each at five (5) storeys, or 15m in height. Section 6.6.3 provides that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm. The final design of the buildings will be completed through the Site Plan Process, however the concept plan provides for a minimum 7m setback from the property lines (Sproule and Ferndale) which is considered appropriate given the scale of the proposed

buildings. Internally, sufficient space between buildings has been provided and conforms to the Zoning bylaw requirements; additionally the conceptual orientation of the buildings ensures privacy, light and views are provided to each unit (ie no building faces are oriented towards each other). The minimum separation between the buildings is currently 14 metres and subject to further consideration through the Site Plan process. Generally, parking, servicing, loading and utilities are located at the rear or sides of buildings and will be screened to the extent possible, particularly from public streets. Parking is also generally located internal to the sites with the frontages and flankages consisting of residential, commercial uses or landscape materials.

The Concept plan and further detailed design submissions will continue to satisfy the Building Shadowing policies under 6.6.4 to ensure buildings are designed in a manner to best mitigate the potential impacts of shadows on the proposed neighbourhood park and open space areas and surrounding streets. The location (and height) of the proposed buildings serve to mitigate and reduce shadows onto surrounding areas and to provide for adequate sunlight and views of the sky between buildings. Given the overall site design including building setbacks, spacing, site size and proposed heights, the development will minimize potential adverse microclimatic impacts on the surrounding lands. From a compatibility perspective, the subject lands are located adjacent to a row of existing single family residential dwellings along Ferndale Drive N to the north. The closest building (building C) is located 16.8m south of the north property line which is considered compatible given the proposed height of the building of 15m. Building C is separated from the north property line by landscape buffers and a private driveway, whereas a municipal ROW was previously approved. Based on the above noted considerations, the proposed applications and associated development concept satisfy the Urban Design Guidelines of the Official Plan, including the Tall Building policies. Further review and implementation of these guidelines and policies will be incorporated through the Site Plan control process, as required, should the proposed applications be approved.

For the above stated reasons, the proposed applications and associated development concept are deemed to be in conformity with the City of Barrie Official Plan.

5.0 CONCLUSION

This report demonstrates conformity and consistency of the proposed applications with the applicable Planning Policies in support of the development of the subject lands. The proposed applications will facilitate the development of three-hundred (300) residential apartment units, a 1-hectare (2.47 acre) neighbourhood park, 2.03 hectares (5.03 acres) of general commercial use and 0.6 hectares (1.48 acres) for Stormwater Management. It is important to recognize that the majority of the subject lands were previously draft plan approved by the Ontario Municipal Board (OMB) on December 15th, 1999 (Order withheld until August 2003) under Case No. PL990689 and the lands contain existing land use designations and zoning to accommodate residential and commercial development. Proposed changes to the existing approvals came following the addition of two existing residential lots fronting on Sproule Drive and the City owned lands south of these lots. The inclusion of these lands facilitated a re-configuration of the development concept in addition to consideration of a more compact and efficient residential development of these Greenfield lands.

The proposed applications will provide for more compact and efficient development via additional housing units and types/costs to the area, additional commercial lands and parkland to existing and potential future residents (in addition to SWM lands). The development will also result in the extension/connection of Sproule Drive to Ferndale Drive North, including sidewalk/pedestrian connectivity and new transit routes as envisioned within the City's MMAMTP.

It is in our professional opinion that the proposed development represents good planning as it conforms to the applicable policies reviewed in the Provincial Policy Statement, Growth Plan – Places to Grow, and the City of Barrie Official Plan. The proposed applications will permit the subject lands to be developed in an efficient

and compact manner, without creating any environmental, health, or safety issues, and assist the City of Barrie with achieving "sustainable development" that help to create complete communities.

Respectfully submitted,

Innovative Planning Solutions

Darren Vella, MCIP, RPP
President & Director of Planning

Greg Barker, B.A.A.
Senior Planner

APPENDICES

Appendix 1 – OMB Order August 14th, 2018

Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement
local



ISSUE DATE: August 15, 2018

CASE NO.: PL990689

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 51(34) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Applicant and Appellant:	301099 Ontario Limited, operating as Previn Court Homes
Subject:	Proposed Plan of Subdivision - Failure of City of Barrie to make a decision
Purpose:	To permit the development of a residential plan of subdivision
Property Address/Description:	180 Ferndale Drive North
Municipality:	City of Barrie
Municipal File No.:	D12-294R
OMB Case No.:	PL990689
OMB File No.:	S990044
OMB Case Name:	301099 Ontario Limited v. Barrie (City)

BEFORE:

K.J. HUSSEY	)	Wednesday, the 15 th
VICE-CHAIR	)	
	)	day of August, 2018

THIS MATTER having come on for public hearing and after the hearing, the Ontario Municipal Board in its Decision No. 2268 issued December 15, 1999 having granted

approval to the draft plan, and having withheld its Order to await the fulfillment of the conditions that were imposed and amended on August 8, 2003;

AND THE TRIBUNAL having received a request from the parties for a Red-line Revision to the Draft Approval Plan of Subdivision (D12-294) as originally approved by the Ontario Municipal Board in its Decision No. 2268 issued December 15, 1999 and most recently granted Draft Plan Approval by the Board on September 3, 2015, for lands owned by 301099 Ontario Limited (Previn Court Homes), located at 180 and 190 Ferndale Drive North, be granted a one year extension to the Draft Plan Approval status to September 3, 2019 pursuant to Section 51(33) of the *Planning Act* and subject to the conditions attached as 'Attachment A';

THE TRIBUNAL ORDERS that the Red-line Revision to Draft Plan Approval and the attached amended conditions (Attachment 'A') be considered minor and as such, no further circulation or notice be required pursuant to subsection 51(45) and 51(47) of the *Planning Act* be approved and that the City of Barrie shall have approval authority for the future processing of the this Draft Plan of Subdivision.



REGISTRAR

If there is an attachment referred to in this document,
please visit www.elto.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal

A constituent tribunal of Environment and Land Tribunals Ontario

Website: www.elto.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

ATTACHMENT A



Page 1 of 9

CITY OF BARRIE

DRAFT PLAN OF SUBDIVISION CONDITIONS

For Final Approval for the Registration of the Plan of Subdivision for

301099 ONTARIO LIMITED ("Owner")

EXTENSION TO DRAFT PLAN OF SUBDIVISION APPROVAL: AUGUST 14, 2018

Prior to final approval and registration of the Plan of Subdivision for the subject lands, the Owner/Developer must comply with the following conditions and/or agree to comply with that condition in the Subdivision Agreement. Confirmation of clearance for each condition must be received from the appropriate department or agency to the satisfaction of the City of Barrie (the City).

1. That the Owner/Developer shall prepare the final plan on the basis of the approved Draft Plan of Subdivision, prepared by Templeton Planning Limited, dated March 4, 2014, which illustrates 8 single detached residential lots, 56 street townhouses, 112 residential apartments, two public roadways and blocks for future development, stormwater management, neighbourhood park, commercial development and reserves.

SPECIAL CONDITIONS

2. That the Owner/Developer convey to the City of Barrie, at no expense and free of encumbrances, all Stormwater Management Facilities (Block 23), Parkland Blocks (Block 22), and any easements required for stormwater drainage purposes.
3. That the Owner remove Blocks 19 and 20 from the Draft Plan of Subdivision to simplify the merger with adjacent lands to the north at a future date.
4. That the Owner/Developer be responsible for the design and construction of a raised intersection in conjunction with a planted traffic island at the intersection of Sproule Drive and Street 'A' to assist with pedestrian crossing and traffic calming measures, all to the satisfaction of the Engineering Department.
5. That the extension of Sproule Drive be aligned with Sproule Drive to the west of the subject development and with the existing City of Barrie Operation Centre access on the east side of Ferndale Drive. This street shall also have a minimum 300 metre centre line radius.
6. That the Owner provide an easement in gross in favour of The Corporation of the City of Barrie for traffic signals over Part of Lot 23, Concession 7, being Parts 1, 2 & 3, Plan 51R37980, City of Barrie, County of Simcoe, Part of PIN 58765-1351(LT).
7. That the Owner agree and understand that where residential development abuts a defined preservation zone, a minimum 5m table land (buffer) must be maintained between the approved canopy limit of the approved preservation zone and building envelope in accordance with BSD-1235.
8. That the Owner/Developer be required, at their cost and as a condition of the subdivision agreement, to install a 'Board on Board Residential to Residential Fence' as per BSD-1205 along the westerly boundaries of Lots 1, 2 and 6, the northerly boundaries of Lots 2-8 and the easterly boundary of Lot 8.



9. That the Owner/Developer be required, at their cost and as a condition of the subdivision agreement to install a 'Chain Link Fence' as per BSD-1210 along the westerly boundary of Blocks 15-17 and 20, the northerly boundary of Blocks 19 & 20 and the easterly boundary of Block 20.
10. That prior to final approval the Owner shall convey Block 23 to the City for stormwater purposes and that the stormwater facility be designed in such a manner to provide maintenance access to the satisfaction of the Engineering Department.
11. The Owner shall prepare a streetscape plan to address treatment of the Ferndale Drive road allowance and abutting lands to the satisfaction of the Parks Planning and Development Section and the Engineering Department.
12. The Owner/Developer shall agree in the Subdivision Agreement, to complete the Ministry of Environment Guideline D-4 (Land Use On or Near Landfills) Study for Block 20, at the time of development of this block. As per Ministry of Environment and Climate Change Guidance Documents "D-4 A Land Use On or Near Landfills and Dumps", the D-4 Assessment for Block 20 is required to be peer reviewed by a third party reviewer for completeness and accuracy at the owner's expense.
13. That prior to the execution of the Subdivision Agreement, the following shall be undertaken to the satisfaction of the Lake Simcoe Region Conservation Authority (LSRCA), in accordance with the Phosphorus Offsetting Policy:
 - a) Phosphorus budget; and
 - b) Compensatory measures, if required.

STANDARD CONDITIONS

14. That prior to final approval and registration of the plan, the Owner/Developer shall confirm that all lots and/or blocks within the Draft Plan have been appropriately zoned in accordance with the *Planning Act* and the City's Comprehensive Zoning By-law.
15. That the Owner shall convey parkland (Block 22) to the City of Barrie pursuant to the provisions of the *Planning Act* and to the satisfaction of the City prior to final approval.
16. That prior to final approval, the Ministry of the Environment shall advise that a noise report has been prepared and provision for the intended noise attenuation measures have been incorporated into the subdivider's agreement, between the owner and the municipality, to the satisfaction of the Ministry of the Environment.
17. In the event that a slight noise level excess will remain, despite the implementation of any required noise control features, the following warning clause shall be included in the subdivision agreement and in subsequent offers of Purchase and Sale for the affected lots:

"Purchasers are advised that despite the inclusion of noise control features within the development areas and within the individual building units, noise levels may continue to be of concern, occasionally interfering with some activities of the dwelling occupants."
18. That the following warning clause be contained in the subdivider's agreement:

"An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 – Proximity – of Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no



object be brought closer than 3m (10 ft.) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating "**DANGER – Overhead Electrical Wires**" in all locations where personnel and construction vehicles might come in close proximity to the conductors."

19. That the following clause(s) be inserted into all Offers of Purchase and Sale or Lease:

"Purchasers are advised that an operating landfill site is located within the vicinity of the development and noise from the operation of the landfill site may be audible; and

Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual units, noise levels may continue to be of concern, occasionally interfering with some activities of the dwelling occupants."

20. That any lands zoned residential or commercial which abut open space, parkland or environmentally protected lands are required to be fenced with a minimum 1.5m galvanized chain link fence as per BSD-1210 and BSD-1211, prior to the construction of any foundations.
21. That prior to final plan approval, a Species at Risk (SAR) site assessment shall be prepared to the satisfaction of the LSRCA and City in accordance with the *Endangered Species Act* and be provided as a supporting document to the Tree Preservation Plan update.
22. The Owner/Developer shall enter into a Subdivision Agreement with the City to satisfy all requirements financial or otherwise, including but not limited to the provision of roads, services, grading, landscaping, fencing, payment of development charges and engineering studies to support municipal services.
23. The Owner/Developer shall submit plans showing the proposed phasing and/or staging arrangements to the City for review and approval if this subdivision is to be developed by more than one registration.
24. The Owner/Developer shall discharge any, and all, applicable City of Barrie Act or Local Improvement Charges associated with the subject property.
25. The Owner/Developer shall ensure that the road allowances included in this draft plan are shown as public highways on the final plan and shall agree to dedicate those allowances to the City.
26. The Owner/Developer shall acknowledge and agree that the road allowances included in this draft plan will be named to the satisfaction of the City.
27. The Owner/Developer shall ensure that any dead ends and open side of road allowance created by this draft plan are terminated in 0.3 metre reserves and shall agree to convey those reserves to the City at no expense and free and clear of any encumbrances.
28. The Owner/Developer shall be responsible for the provision of all works, roads, and services including the connections to existing municipal services, in accordance with all City of Barrie Development Standards and Policies.
29. The Owner will undertake or adhere to sufficient master engineering studies, including environmental investigations, hydrological studies, noise studies, traffic impact studies, and soil studies, etc. to determine the conditions under which development should be permitted, and should be fully



responsible for the provisions of all works and services required to support the proposed residential use in accordance with current City of Barrie development standards and policies to the satisfaction of the municipality.

30. The Owner/Developer shall acknowledge and agree that the proposed development must be serviced from the municipal water distribution system. The water distribution system for the subject land shall be of sufficient size to provide the maximum day usage plus maintain minimum fire flows, all to the satisfaction of the Engineering Department.
31. The Owner/Developer shall be responsible for removing any wells in accordance with Ministry of the Environment guidelines.
32. The Owner/Developer shall be responsible for the provision of all appropriate storm and sanitary and water conveyance systems, including outlet work and/or other related facilities including the provision of servicing facilities external to the plan, where required.
33. That the Owner/Developer shall retain the services of a professional hydrogeological engineer who must be approved, by the City and LSRCA, to prepare a hydrogeological study to identify and ensure that there is no adverse impact on the existing area wells and aquifer recharge area. Without limiting the generality of the foregoing, the study will include a survey of all water supply systems within 300 metres of the subject property, and/or the zone of influence, and report of the possible impact the development of the plan will have on the existing water supply systems. Should the Engineering Department and LSRCA apprehend or determine that the existing water supply systems be altered, reduced or eliminated based on the study and any other available supporting data, the Owner/Developer will be responsible for providing the interim and permanent restoration of the water supply systems, to the satisfaction of the City of Barrie. This report should be conclusive with provisions and recommendations on servicing within the noted recharge area.
34. The Owner/Developer shall agree to convey any blocks and/or easements required for the provisions of utilities, municipal sanitary and water service, and stormwater management to the City and/or appropriate authority.
35. The Owner/Developer shall be responsible for complying with and satisfying all applicable policies and requirements of approval from the City of Barrie, the Ministry of the Environment and Climate Change, the LSRCA, and any other applicable agency.
36. The Owner/Developer is advised that draft approval does not in itself constitute a commitment by the City of Barrie or the Ministry of Environment to provide servicing access to the City's Wastewater Treatment Plant or Water Supply Plant. The subject plan may proceed to registration provided there is sufficient plant capacity and capability to serve the development. Plant capacity will be allocated for new development on a priority basis at the time of payment of Development Charges.
37. Prior to final approval and any site alteration or grading, the following plans and reports must be prepared in accordance with any existing Master Studies and submitted to the satisfaction of the City, the LSRCA and any other applicable agencies:
 - a) A detailed Stormwater Management Report, including water balance analysis;
 - b) Detailed Erosion and Sedimentation Control Plans;
 - c) Detailed Grading and Drainage Plans;
 - d) Traffic Impact Study;



- e) Noise Study;
 - f) Landscaping Plans for all stormwater management facilities, streets and park blocks;
 - g) Servicing & Internal Road Construction Plan Drawings; and
 - h) A detailed Geotechnical Report for the stormwater management facilities which also addresses the hazardous soils on site.
 - i) A detailed hydrogeological evaluation
38. Prior to any site alteration or grading, proper erosion and sediment control measures must be in place in accordance with the approved Grading and Drainage Plan and Erosion and Sediment Control Plan to the satisfaction of the City and LSRCA.
 39. The Owner/Developer shall obtain 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 to the City and LSRCA in accordance with City policy. The Owner/Developer shall be responsible, through its Profession Consultant, to maintain the said works for the duration of the subject development.
 40. Prior to issuance of a Site Alteration Permit, the Owner/Developer shall obtain a Tree Removal Permit, and shall not remove any trees from the site without written approval of the Director of Engineering. Any trees which are removed, injured or damaged as a result of construction activities without written consent shall be replaced and the City compensated.
 41. That the Owner shall provide a Vegetation Inventory and Tree Preservation Plan as required by By-law 2014-115 or its successor, towards obtaining a Tree Removal Permit to the satisfaction of the Director of Engineering.
 42. That the Owner agrees in the subdivision agreement, to undertake tree preservation and maintenance measures and to remove all dead, damaged and diseased trees within the plan of subdivision to the satisfaction of the Director of Engineering.
 43. The Owner/Developer and their agents/contractors shall not cause harm to trees on or shared with adjacent lands outside the limit of this development.
 44. Limit of preservation shall be defined as the 'Limit of Canopy' for trees to be preserved and that a minimum buffer of 5.0m is required between the preservation limit and building envelope limit(s) as per BSD-1235.
 45. The Owner is required, at their cost and as a condition of the subdivision agreement, to install protective fencing in accordance with the approved Tree Preservation Plan and the approved Site Alteration Plan as per BSD-1232.
 46. The Owner/Developer will be required at his/her cost prior to final approval of the plan to engage the services of a qualified Landscape Architect to prepare and implement a comprehensive set of streetscape and landscape working drawings and specifications to address all streetscape/landscaping items for lands within the limits of the plan of subdivision prior to registration to the satisfaction of the Director of Engineering.



47. The Owner/Developer shall retain the services of the Landscape Architect until all landscape related works including but not limited to project monitoring, tree preservation, inspections, site management, Letter of Credit reductions and sign offs for assumption and end of general maintenance are completed and accepted to the satisfaction of the Director of Engineering.
48. That the Owner will be required at his cost prior to final approval of the plan to engage the services of a qualified Landscape Architect to prepare a minimum of (3) concept drawings for the Future Park Block 22, of which staff will select one concept to be developed into a 'Master Plan'. The Master Plan of the Staff selected concept plan will illustrate facility fit, setbacks, planting strategies, preliminary grading, servicing and site circulation to the satisfaction of the Director of Engineering. Upon approval of the concept drawings and Master Plan by the City of Barrie, the Owner's Landscape Architect is to prepare a detailed drawing package which includes but is not limited to a grading, layout, planting and detail for the park block. The consultants Landscape Architect will also prepare all written specifications and tender packages for all aspects of the park development which are to be submitted prior to registration of the development to the satisfaction of the Director of Engineering.
49. That the Owner/Developer be responsible for posting signage on the property addressing Emergency Services Assistance to the satisfaction of the City.
50. That the Final Draft Plan identify, as necessary, fire break lots prior to registration to the satisfaction of the Fire and Emergency Services Department.
51. Should the Ministry of Environment and/or the City of Barrie at any time conclude that the City of Barrie does not have sufficient water reserve capacity to adequately service this plan, development shall not proceed until the capacity issue can be resolved to the satisfaction of the Ministry of Environment and/or the City of Barrie.
52. That prior to any site alteration, the Owner/Developer shall obtain a permit, under the Conservation Authorities Act, from the Lake Simcoe Region Conservation Authority.
53. The Owner/Developer shall pay all development fees applicable to LSRCA in accordance with the approved fees policy under the Conservation Authorities Act.
54. The Owner/Developer shall acknowledge and agree to maintain all existing vegetation until a maximum of 30 days prior to any grading or construction on-site.
55. The Owner/Developer may be required to submit a Financial Impact Analysis to the satisfaction of the City that describes the capital and operating costs estimated to be borne by the City, and the timing thereof, as a consequence of the subject development.
56. The Owner/Developer shall prepare and distribute an Information Package, approved by the City, to the prospective purchasers and tenants that generally addresses the various land use components of the development, including but not limited to the location of major utilities, roads, transit and active transportation routes, lot sizes and types.
57. The Owner/Developer shall complete an archaeological assessment of the subject property and agree to complete all recommendations and requirements of such assessment, including the mitigation and/or salvage of any significant archaeological remains to the satisfaction of the Development Plans Review Unit of the Ministry of Culture and Communications, and the City if such significant archaeological remains are found within the lands to be dedicated to the City.
58. The Owner/Developer shall satisfy the requirements of Alectra Utilities with respect to the provision of electrical utilities.



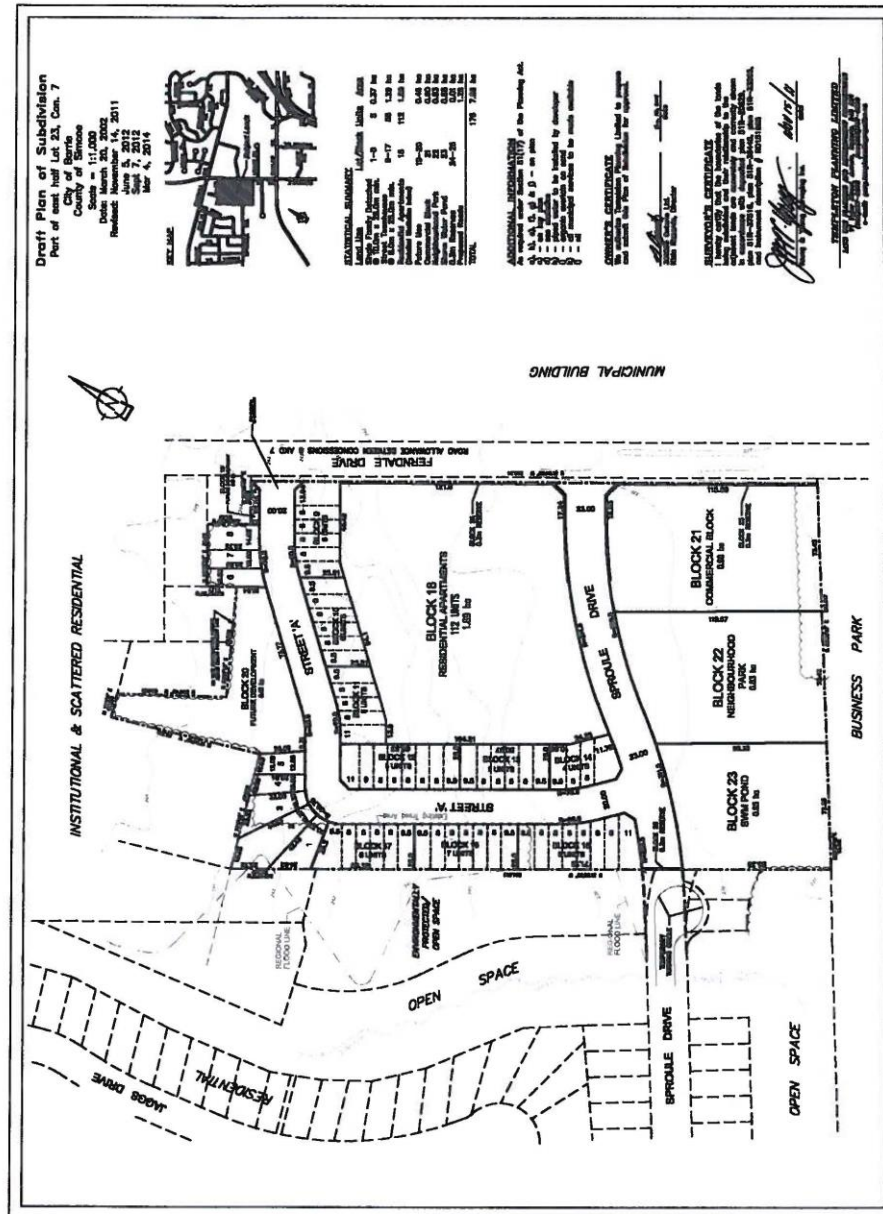
59. The Owner/Developer shall agree in the Subdivision Agreement, in wording satisfactory to the City:
- a) That prior to commencing any work within the Plan, the Owner/Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service, including emergency management services (i.e. 911 Emergency Services).
 - b) That any easements, which may include blanket easements, for telecommunication services are to be granted to Bell Canada as required, and in the event of any conflict with existing facilities or easements, the Owner/Developer shall be responsible for the relocation of such facilities or easements.
60. The Owner/Developer shall agree in the Subdivision Agreement in wording satisfactory to Enbridge Gas Distribution:
- a) To coordinate the preparation of an overall utility distribution plan to the satisfaction of all affected authorities;
 - b) That streets are to be constructed in accordance with municipal standards;
 - c) That streets be graded to final elevation prior to the installation of the gas lines, all to the satisfaction of Enbridge Consumers Gas; and
 - d) That all of the natural gas distribution system will be installed within the proposed municipal road allowances therefore easements will not be required.
61. The Owner/Developer shall agree in the Subdivision Agreement, in wording acceptable to the Simcoe County District School Board, to include the following clause in all Purchase and Sale or Lease Agreements:
- "That students from this development attending facilities operated by the Simcoe County District School Board may be transported and accommodated in temporary facilities outside of the neighbourhood school's area."*
62. The Owner/Developer shall agree in the Subdivision Agreement, in wording acceptable to the Simcoe Muskoka Catholic District School Board to include the following clause in all Purchase and Sale or Lease Agreements:
- "That pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to/accommodated in temporary facilities out of the neighbourhood school's area."*
63. The Owner/Developer shall provide the registered Plan of Subdivision, and all other associated plans, referring to horizontal control surveys UTM (Zone 17) NAD83 to the City. These are to be supplied in both hard copy and in digital format in accordance with City standards.
64. The Owner/Developer shall agree in the Subdivision Agreement, in wording acceptable to the City, LSRCA, and any other applicable agencies, to carry out or cause to be carried out, the recommendations and measures contained within the plans and reports as approved by the City and any other applicable agency.
65. That the Owner/Developer retain a qualified professional to certify in writing that the works were constructed in accordance with the plans, reports and specifications, as approved by the LSRCA.



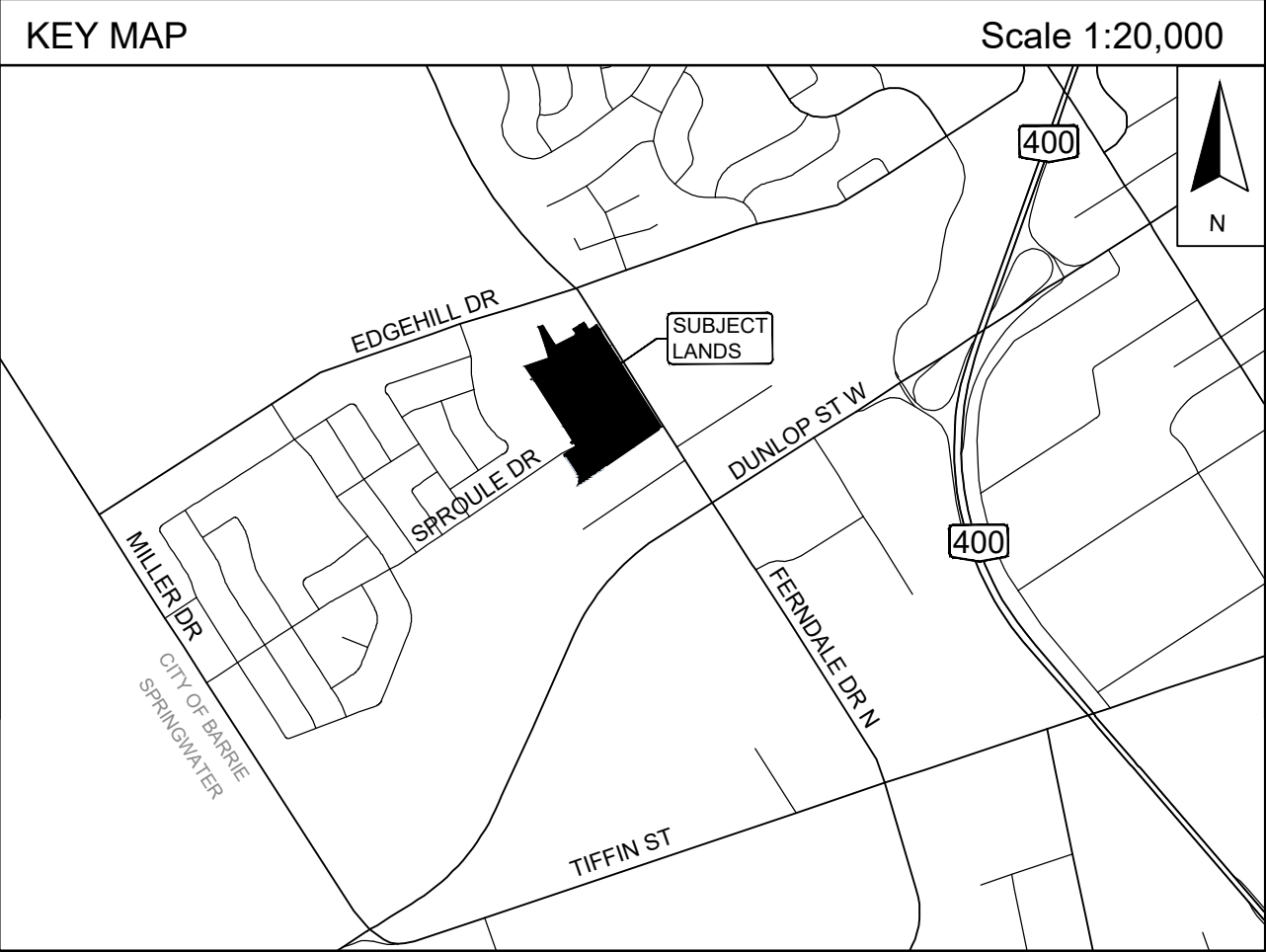
66. The Subdivision Agreement shall require qualified professionals acceptable to the City, LSRCA, and any other applicable agencies, to certify in writing, that all works were constructed in accordance with the plans, reports and specifications, approved as part of this review process.
67. Prior to final approval, the City is to be advised in writing by each department or applicable agency how each of their conditions has been satisfied:
- a) Planning Services and/or Legal Services
 - b) Engineering Department
 - c) Lake Simcoe Region Conservation Authority
 - d) Ministry of Tourism, Culture and Sport
 - e) Ministry of the Environment and Climate Change
 - f) Alectra Utilities
 - g) Bell Canada
 - h) Enbridge Gas Distribution
 - i) Simcoe County District School Board
 - j) Simcoe Muskoka Catholic District School Board
68. The Subdivision Agreement shall be registered on title at the Owner/Developer's expense following registration of the plan.
69. The Owner/Developer shall agree to register the Final Plan of Subdivision within one (1) year of this Extension to Draft Plan Approval otherwise the Draft Plan Approval shall lapse in accordance with Section 51(32) and 51 (33) of the *Planning Act, RSO 1990 c P.13* (the "Planning Act"). The City of Barrie may consider an extension to Draft Approval which shall be based on written information provided by the Owner to substantiate the extension. Any draft plan extension application must be made a minimum 120 days prior to the lapsing of the Draft Plan of Subdivision approval date.


Andrea Bourrie, RPP
 Director of Planning & Building Services
 City of Barrie


Date



Appendix 2 – Development Concept



LEGEND

- SUBJECT LANDS
Area: ±7.973ha (19.70ac)
- RESIDENTIAL APARTMENT BUILDINGS
60 Units / Building
- COMMERCIAL RETAIL UNITS
- NEIGHBOURHOOD PARK
- LANDSCAPED OPEN SPACE
- SWM BLOCK

ZONING TABLE				
	APARTMENT RESIDENTIAL (RA1-2 ZONE)		GENERAL COMMERCIAL (C5-SP 514 ZONE)	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED
Lot Area	1,100m²	36,831.95m²	450m²	20,356.91m²
Lot Frontage	24m	118.3m	15.0m	122.9m
Setbacks				
Front Yard	7.0m	7.0m	6.0m	6.0m
Side Yard	5.0m	6.0m	3.0m	6.9m
Ex. Side Yard	3.0m	7.0m	5.0m	5.0m
Rear Yard	7.0m	7.0m	7.0m	7.3m
Landscaped Open Space	35%	38.5%	n/a	-
Dwelling Unit Floor Area	35m²	35m²	n/a	-
Lot Coverage	35%	14.7%	50%	28.7%
GFA % of Lot	100%	73.3%	n/a	-
Height	15m	15m	14m	<14m
Parking	450 (incl. 15 barrier free)	456	195	212

CONCEPT PLAN
300 Units

FERNDALE DRIVE NORTH & SPROULE DRIVE
PART OF LOT 23, CONCESSION 7
IN THE
CITY OF BARRIE, ON

0 25 50 75m

IPS INNOVATIVE PLANNING SOLUTIONS
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Source: Concept plan prepared by McKnight Charron Limited Architects, October 2018.

Date:	October 30, 2018	File:	17-682
Scale:	1:600	Reviewed By:	GB

Appendix 3 – Draft Official Plan Amendment

AMENDMENT NO. ____

TO THE

CITY OF BARRIE

OFFICIAL PLAN

OFFICIAL PLAN

FOR THE

CITY OF BARRIE

Amendment No. ____

Amendment No. ____ to the City of Barrie Official Plan was prepared by the Barrie General Committee and was recommended to the Council of the City of Barrie under the provisions of the Planning Act, on the ____ day of _____, 20__.

Mayor

City Clerk

This amendment was adopted by the Corporation of the City of Barrie by By-law No. _____ in accordance with the provisions of the Planning Act, on the ____ day of _____, 20__.

Mayor

City Clerk

Bill No. ____

BY-LAW NUMBER _____

A By-law of the Corporation of the City of Barrie to adopt an amendment to the Official Plan (O.P.A. No. ____).

WHEREAS, Section 21 of The Planning Act, R.S.O., 1990 Chapter P.13 authorizes Council to initiate an amendment to or repeal of any Official Plan that applies to the municipality;

AND WHEREAS, by Resolution _____, the Council of the Corporation of the City of Barrie deems it expedient to pass such a by-law to adopt an amendment to the City of Barrie Official Plan;

NOW THEREFORE, the Council of the Corporation of the City of Barrie enacts as follows:

1. Amendment No. ____ to the City of Barrie Official Plan attached to and forming part of this by-law, is hereby adopted.

READ a first and second time this ____ day of _____, 20__.

READ a third time and finally passed this ____ day of _____, 20__.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk

This Amendment No. ____ to the Official Plan for the City of Barrie which has been recommended by the Barrie General Committee and adopted by the Council of the Corporation of the City of Barrie, is hereby approved in accordance with the Planning Act as Amendment No. ____ to the City of Barrie Official Plan.

Date

City Clerk

AMENDMENT NO. ____

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AMENDMENT NO. ____
TO THE CITY OF BARRIE
OFFICIAL PLAN

INTRODUCTION

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT, consisting of the following text and map constitutes Amendment No. 56 to the City of Barrie Official Plan.

PART A - THE PREAMBLE

PURPOSE

The purpose of this Official Plan Amendment is to amend Schedule A – Land Use of the City of Barrie Official Plan by redesignating the subject lands as Residential, General Commercial and Open Space.

An Amendment to the City of Barrie Zoning By-law and Site Plan Approval are required for this development proposal to proceed.

LOCATION

The property subject to this Amendment is known municipally as 180 & 190 Ferndale Drive North, and is located on the west side of Ferndale Drive North. The property is legally described as Part of Lot 23, Concession 7 & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe. The site has a total lot area of approximately 7.973 ha (19.7 acres), with approximately 325m of frontage on Ferndale Drive North. Through this development, the applicant will be dedicating approximately 1 ha (2.47 acres) to the City for Parkland purposes.

BASIS

The subject lands are designated Residential, General Commercial, Open Space and Environmental Protection within the City's Official Plan. The application aims to re-configure the extent of these land use designations to accommodate the proposed development. The lands will continue to possess a mix of land uses including residential, commercial, open space and park lands. The lands will be developed on the basis of full municipal services and designed to contribute to the range of housing and tenure types suitable for different age levels, household income levels, lifestyles and family structures of the area.

The subject lands currently possess the necessary land use designations and zoning to accommodate the existing, OMB approved draft plan of subdivision (City File No D12-294R) which would permit up to 176 residential units, commercial lands, neighbourhood park, stormwater management and associated roads.

There are a number of policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.

Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities are encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles.

In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26-53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. In accordance with these provisions, the proposed development represents a density of approximately 81.5 units per hectare measured over the residential lands only and as such, would be

considered to be high density residential in accordance with the Official Plan. The proposal represents a development that is able to use the land more efficiently.

Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads; in close proximity to public transit, schools, parks, commercial development; and where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. Although the subject lands are not located within a designated Intensification Area, the proposed development would meet the City's locational criteria with respect to medium and high density development as the subject property is located on an arterial roadway (Ferndale Drive N) with nearby transit and where transit is anticipated (on Sproule Drive). Existing commercial facilities are located in proximity of the subject lands at the intersection of Ferndale Drive N and Dunlop Street W, with additional commercial amenities proposed as part of this development. The property is located in proximity to local schools (St. Mary's Catholic School, Andrew Hunter Elementary School & Lampman Lane Community Centre, Ferndale Woods Elementary School, Portage View Public School, Emma King Elementary School, St. Catherine of Sienna School, Ardagh Bluffs Public School and St. Joan of Arc High School). Many nearby recreational lands are also in proximity, including Pringle Park, and the proposed neighbourhood park as part of this application, Bear Creek Wetlands, Ferndale Park.

Section 4.2.2.6 (d) of the Plan requires that development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates that the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood; that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems; that public transit is available and accessible; and that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused.

The proposed development satisfies the Intensification Policies noted above as it provides a built form that is considered compatible with and can be integrated into the surrounding area. In this regard, the proposed development provides sufficient separation/buffering from the existing low-rise residences to the north and west through the preservation of significant boundary vegetation and setbacks (minimum setback of 16m). The height and density of the existing boundary vegetation will also serve to screen the proposed development from the adjacent residential properties to the west. Municipal infrastructure is available to service the proposed development and Municipal transit is available on Edgehill and Dunlop Street and anticipated to extend along Sproule Drive once constructed. Finally, the proposed development will not detract from the City's ability to achieve increased densities in the defined Intensification Areas.

Section 6.5 of the Official Plan provides the Urban Design Guidelines (UDG) for development within the City. The Goals of the UDG are:

- a) To provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment;
- b) To initiate an overall visual improvement program for the Planning Areas with emphasis on the Defined Policy Areas and major entrances to the City through public works programs

incorporating such matters as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development; and

- c) To provide guidelines for environmentally sensitive development or redevelopment proposals that minimize disruption to significant natural heritage features and utilize existing vegetation where possible.

The goals noted above are met by the proposal as the development intends to provide a healthy, safe, convenient, efficient and aesthetically pleasing urban environment over and above what is currently approved. The development will provide a visual improvement over the current vacant status through the inclusion of pedestrian/vehicular connection of Sproule Drive to Ferndale Drive, development of a neighbourhood park, access to public transit and walkable commercial amenities. The development will also be environmentally sensitive as outlined in the scoped EIS.

Section 6.5.2.1 b) under General Policies provides that it is intended that the urban design objectives of the City will be achieved through co-operation with developers, landowners and residents. The developer in this case intends to co-operate with the Municipality to achieve the City's Urban Design objectives; it is noted that the proposed residential and commercial development will be subject to site specific Site Plan Control applications which provides the City the opportunity to implement the appropriate Urban Design standards for the respective development prior to any construction.

The General Design Guidelines are provided under Section 6.5.2.2 with a focus on the following: Building and Siting, Parking Areas, Landscaping, Environmental Features, Signage, Utilities and Energy Efficient Urban Design.

The Conceptual Site Plan has been developed in accordance with the policies under 6.5.2.2 as it is intended the development will complement and contribute to a more desirable community character in terms of massing and conceptual design. The development propose a mix of commercial and residential land uses which will provide more convenient access to commercial amenities to the existing and proposed residents while also contributing to the housing type and mix within the neighbourhood. Further detailed design considerations will be implemented through Site Plan Control, specifically as it relates to the design of the buildings roof, consideration of enhanced design for exposed/visible walls and consideration of landscaping as a tool for screening where appropriate. The opportunity for well-defined and accessible commercial and residential building entrances exists and will be achieved by the proposal; conceptually the site has been designed with vehicular and pedestrian connections throughout to ensure safety and accessibility. Corner locations have been conceptually designed to emphasize buildings and not vehicles with significant opportunities for landscaping, pedestrian amenities and additional architectural features.

Parking areas, driveways and access points have been designed in a manner to ensure safe vehicular access throughout the sites (commercial and residential). Access to the residential lands is proposed in two locations (Sproule and Ferndale Drive at the north end); the provision for multiple access locations provides additional safety in the event one of the entrances is blocked. Access to the commercial block is proposed via 2 entrances from Sproule and one right in/right out access to Ferndale Drive, this will provide suitable access through the site in consideration of larger trucks (delivery and garbage) and to accommodate loading in a more efficient manner – generally towards the rear of buildings. The entrances to the residential and commercial blocks from Sproule are aligned to provide additional safety. Parking throughout is provided as required by the Zoning bylaw, including the required accessible parking spaces while parking areas are conceptually divided by landscape strips which will be subject to planting to soften the visual impact.

It is anticipated that detailed landscape plans will be submitted through Site Plan Control as required for both the Commercial and Residential developments; further landscape submissions including streetscaping and any plantings associated with the Stormwater Management lands and Neighbourhood park are anticipated as Draft Plan conditions. These submissions will be required to satisfy the City's standards. Relative to environmental features, the only lands subject to such are located in the south west corner where it is proposed to be designated and zoned as Open Space in order to accommodate stormwater management which will ultimately outlet to Dyments Creek which is located on lands to the west. The re-designation and rezoning of these lands have been assessed through an EIS which demonstrates there will be no adverse environmental impacts. These lands will ultimately be dedicated to the City of Barrie. It is also noted that the lands have been subject to tree clearing and filling as permitted by the City of Barrie in recognition of the existing draft plan approval and in anticipation of development.

Additional General Design Policies relating to signage, utilities and energy efficiency will be provided greater detail through the Site Plan processes. Signage is anticipated for the commercial development and will adhere to the City's Sign by-law; utilities will be accommodated within the public ROW where possible and on private lands with easements (where necessary). Specific infrastructure/utility needs will be determined through the Site Plan process, including locations for such. Relative to energy efficiency, details relating to the construction of buildings will be addressed through the Site Plan process, however it is noted that in general the proposed built form represents an energy efficient use, in addition to the compact built form which will foster and encourage the use of transit and alternative forms of transportation as well as provision for walkable commercial and parkland uses.

The Tall Buildings policies contained within Section 6.6 of the Official Plan are applicable to any proposed building above 3-storeys in height across the entire City. The general design policies of this section require that innovative architectural design be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.

The proposed development is consistent with the Tall Building Policies identified above. The required parking is proposed internal to the site generally screened from view with the ability to provide additional screening via landscaping. While not yet confirmed a variety of building materials in earth tones are anticipated to complement each other while blending in with the character of the area. Contrasting features (roof, windows, balconies, etc.) are anticipated with the intention of providing good design and consistent character throughout the development. The base portion of the apartment buildings is anticipated to be clad with stone or similar material to ensure a durable material where the ground meets the building as well as giving the development a grounded feel. As the building façade moves upward, the materials will lighten. The horizontal variation in building materials would reduce the visual and physical impact of height, while providing a more pedestrian scale façade adjacent to the pedestrian realm of Ferndale Drive N and Sproule Drive. Individual balconies for each unit may be provided and will be determined through the site plan control stage; this would provide a physical connection to the outdoors for all residents.

Where intensification projects are proposed adjacent to stable residential neighbourhoods, the application of a 45 degree angular plane is recommended to provide a transition in height from mid-rise buildings to low-rise residential homes. The intent of this provision is to provide appropriate separation distances and to reduce shadow impacts on abutting residential homes as well as the perception of height. Given the maximum building height of 5-storeys, the boundary tree preservation to the west and distance separation proposed from the abutting low-rise residential homes to the north the 45 degree angular plane can be achieved by this development.

Based on the provisions identified above, the proposed development is considered to be consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for medium and high density residential development and provides for an appropriate density that would serve to utilize existing services and infrastructure in accordance with the Intensification policies of the City's Official Plan. The proposed development is also considered to be consistent with the Urban Design Guidelines and Tall Building policies of the Official Plan and the noted design elements would be further refined through a subsequent Site Plan Approval.

PART B - THE AMENDMENT

DETAILS OF THE AMENDMENT

That the Official Plan for the City of Barrie, as it applies to lands known municipally as 180 & 190 Ferndale Drive North and legally described as Part of Lot 23, Concession 7 & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe be amended as follows:

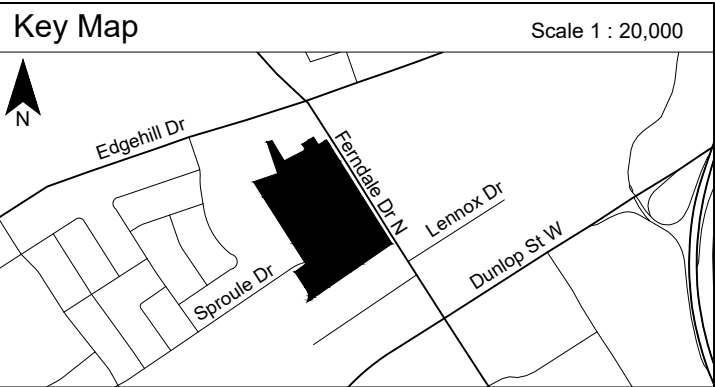
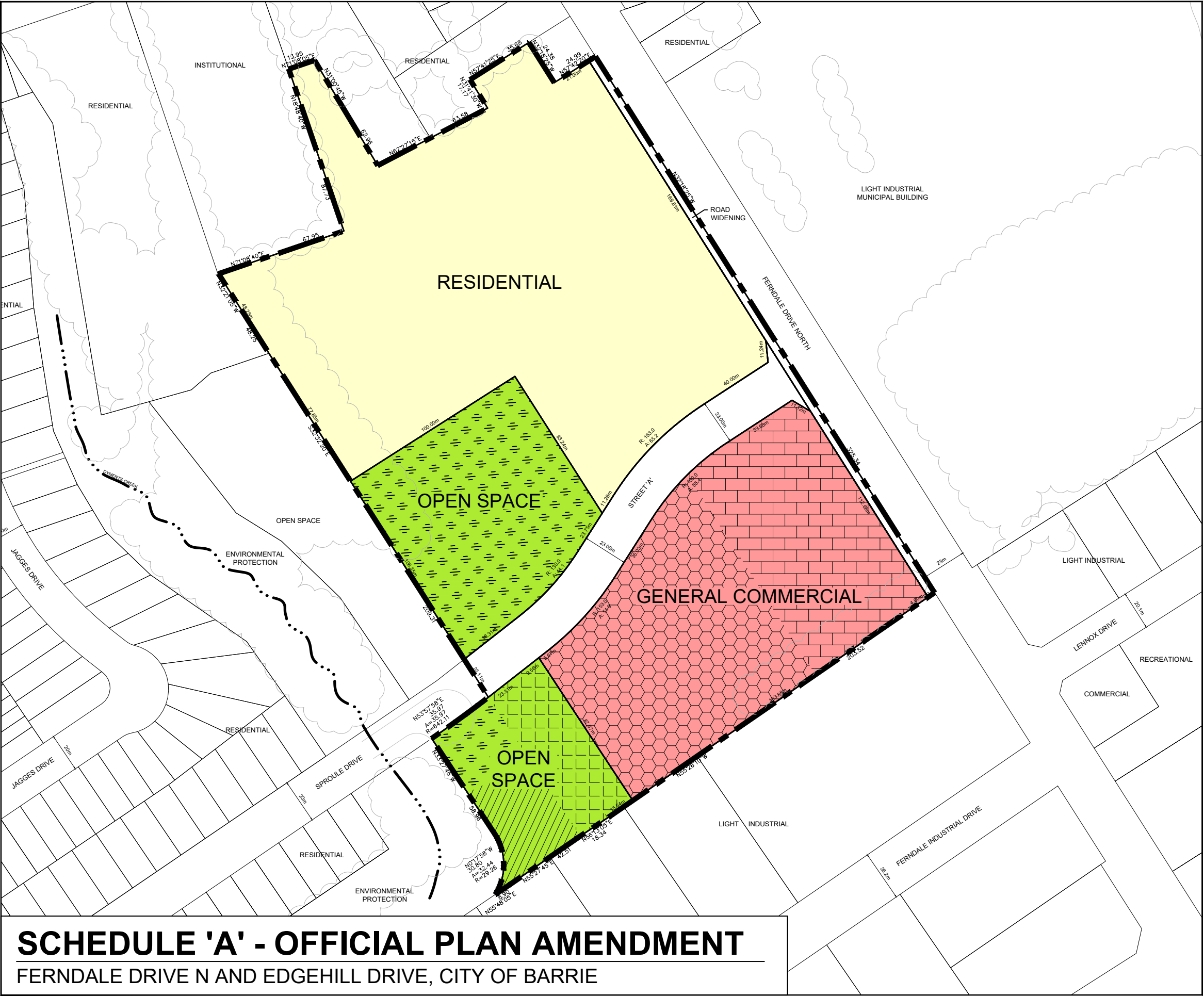
1. Official Plan Schedule "A" – Land Use is hereby amended by re-designating certain lands shown on Schedule A to Residential, General Commercial and Open Space;

IMPLEMENTATION

Subsequent to the adoption of this Amendment, Council may consider passing an implementing zoning by-law which will rezone the property in accordance with the proposed Amendment.

INTERPRETATION

The provisions of the Official Plan, as amended from time to time, shall apply in this regard to this Amendment.



SCHEDULE 'A'
OFFICIAL PLAN AMENDMENT

PART OF LOT 23, CONCESSION 7
IN THE
CITY OF BARRIE

0 25 50 75 100 125m

LEGEND

- SUBJECT LANDS
7.973 ha (19.70 ac)
- LANDS TO REMAIN RESIDENTIAL
±3.683ha (9.10ac)
- LANDS TO BE RE-DESIGNATED FROM RESIDENTIAL TO OPEN SPACE
±1.134ha (2.80ac)
- LANDS TO BE RE-DESIGNATED FROM OPEN SPACE TO GENERAL COMMERCIAL
±1.169ha (2.89ac)
- LANDS TO REMAIN GENERAL COMMERCIAL
±0.866ha (2.14ac)
- LANDS TO BE RE-DESIGNATED FROM ENVIRONMENTAL PROTECTION TO OPEN SPACE
±0.183ha (0.45ac)
- LANDS TO REMAIN OPEN SPACE
±0.283ha (0.70ac)

MAYOR _____

CLERK _____

Scale: 1 : 2,000	Date: October 3, 2018
Drawing: 17-682	Drawn By: AM

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SCHEDULE 'A' - OFFICIAL PLAN AMENDMENT
FERNDAL DRIVE N AND EDGEHILL DRIVE, CITY OF BARRIE

Appendix 4 – Draft Zoning Bylaw Amendment



Bill No. _____

BY-LAW NUMBER

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

WHEREAS the The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone of Part of Lot 23, Concession 7 & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe, municipally known as 180 & 190 Ferndale Drive N from “Residential Single Detached Dwelling Second Density (R2)”, “Residential Single Detached Dwelling Second Density (R2) (H130)”, “Residential Single Detached Dwelling Fourth Density (R4)”, “Residential Single Detached Dwelling Fourth Density (R4) (H-131)”, “Multiple Residential Dwelling Second Density (RM2) (SP-513)”, “Multiple Residential Dwelling Second Density Townhouse (RM2-TH) WS (SP-512)”, “Open Space (OS)”, “Open Space Stormwater Management (OS) (SWM)” and “Convenience Commercial (C5) (SP-514) to Residential Apartment One Second Density (RA1-2), Convenience Commercial (C5) (SP-514), Open Space (OS) and Open Space Stormwater Management (OS) (SWM).

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

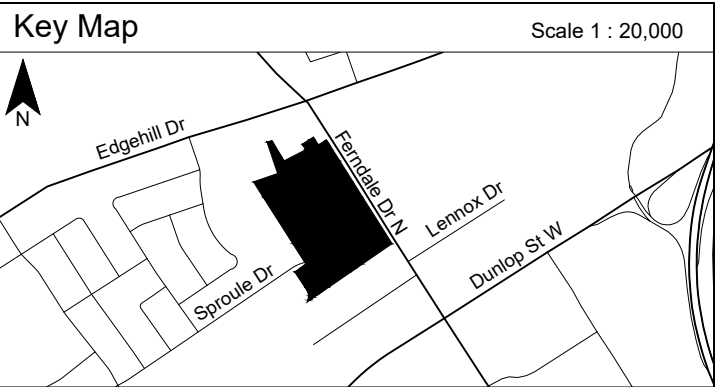
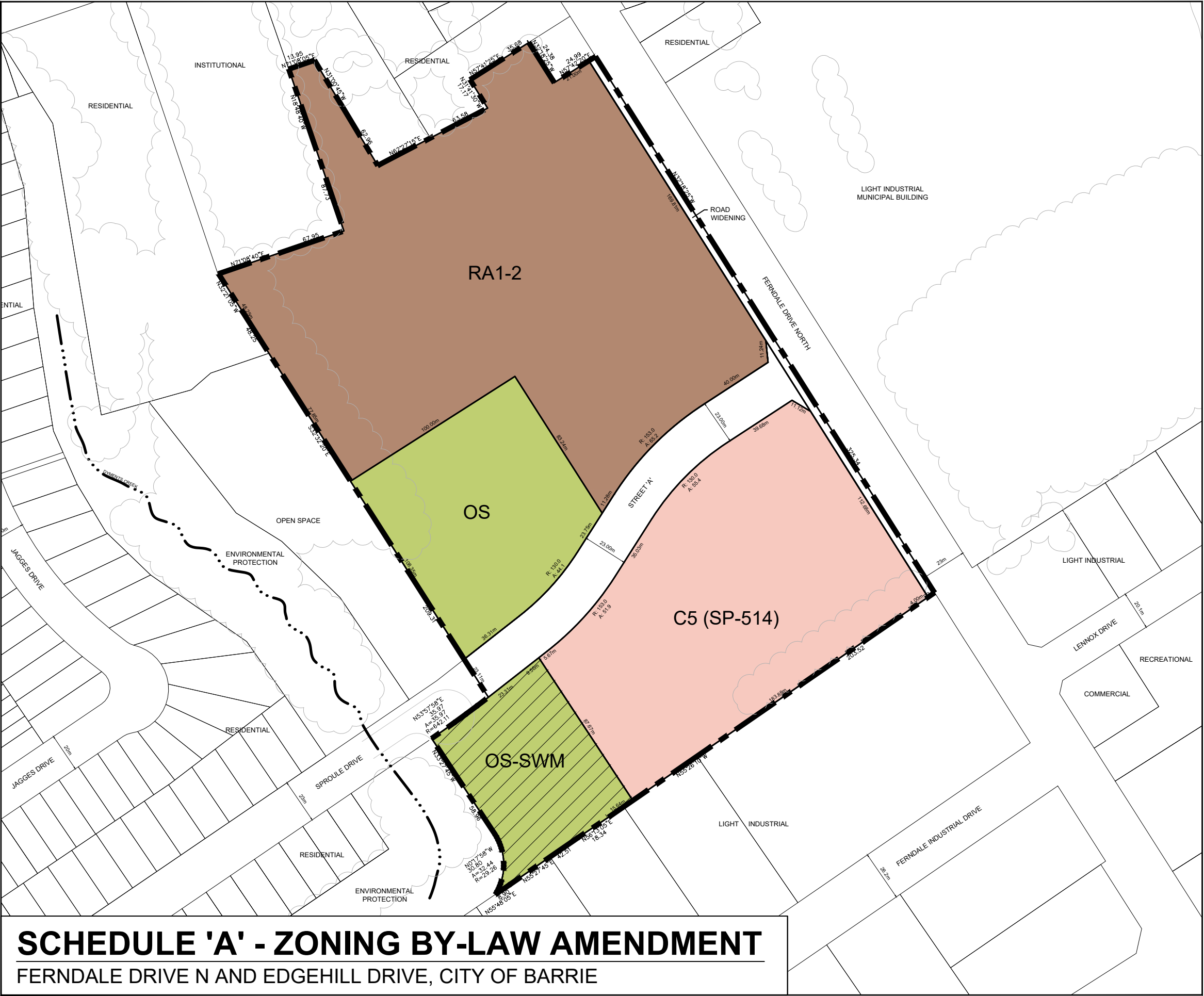
1. **THAT** the zoning map is amended to change the zoning of Part of Lot 23, Concession 7 & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe, municipally known as 180 & 190 Ferndale Drive N from “Residential Single Detached Dwelling Second Density (R2)”, “Residential Single Detached Dwelling Second Density (R2) (H130)”, “Residential Single Detached Dwelling Fourth Density (R4)”, “Residential Single Detached Dwelling Fourth Density (R4) (H-131)”, “Multiple Residential Dwelling Second Density (RM2) (SP-513)”, “Multiple Residential Dwelling Second Density Townhouse (RM2-TH) WS (SP-512)”, “Open Space (OS)”, “Open Space Stormwater Management (OS) (SWM)” and “Convenience Commercial (C5) (SP-514) to Residential Apartment One Second Density (RA1-2), Convenience Commercial (C5) (SP-514), Open Space (OS) and Open Space Stormwater Management (OS) (SWM) in accordance with Schedule “A” attached to this By-law being a portion of the zoning map.
2. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule “A” to this By-law shall apply to the said lands except as varied by this By-law.
3. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

CITY OF BARRIE

MAYOR

CLERK

Date



Ferndale Drive N and Edgehill Drive
City of Barrie, ON

**SCHEDULE 'A' to
ZONING BY-LAW AMENDMENT _____**

PART OF LOT 23, CONCESSION 7
IN THE
CITY OF BARRIE

0 25 50 75 100 125m

LEGEND

- SUBJECT LANDS
7.973 ha (19.70 ac)
- LANDS TO BE ZONED RESIDENTIAL APARTMENT DWELLING FIRST DENSITY (RA1-2)
3.683ha (9.10ac)
- LANDS TO BE ZONED OPEN SPACE (OS)
1.000ha (2.47ac)
- LANDS TO BE ZONED CONVENIENCE COMMERCIAL (C5 (SP-514))
2.036ha (5.03ac)
- LANDS TO BE ZONED OPEN SPACE (OS-SWM)
0.600ha (1.48ac)

MAYOR

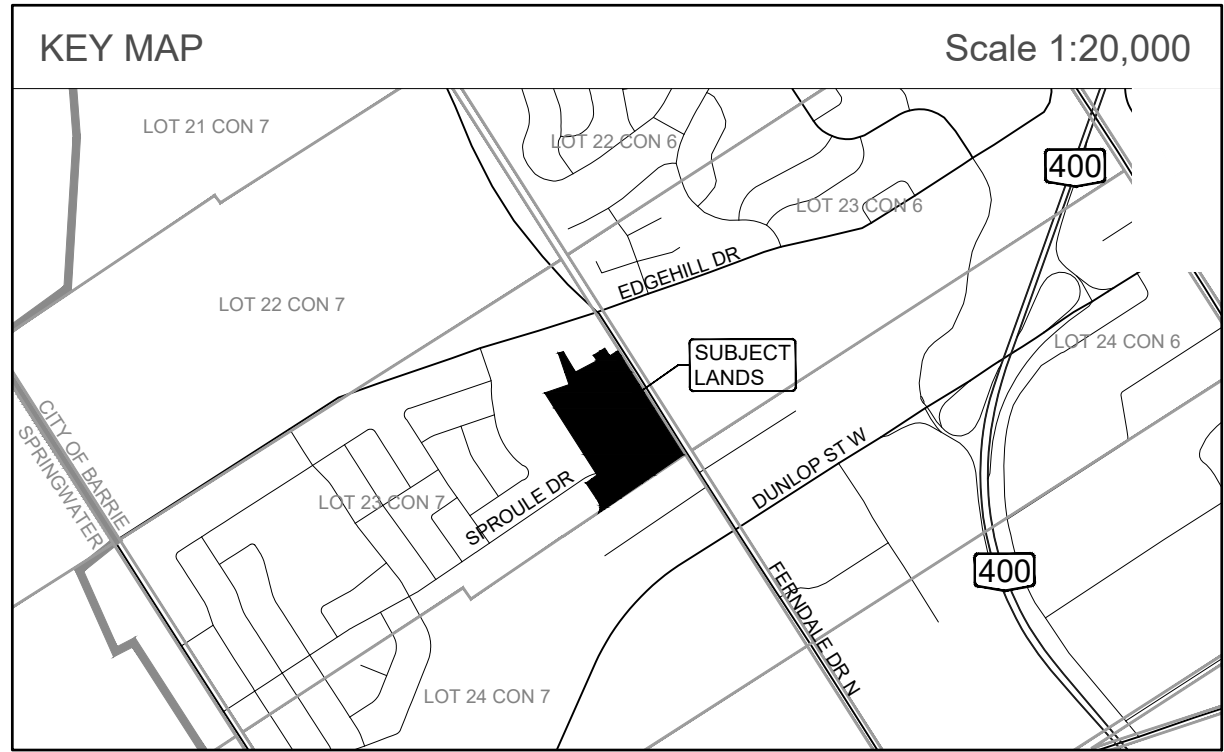
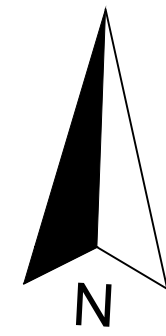
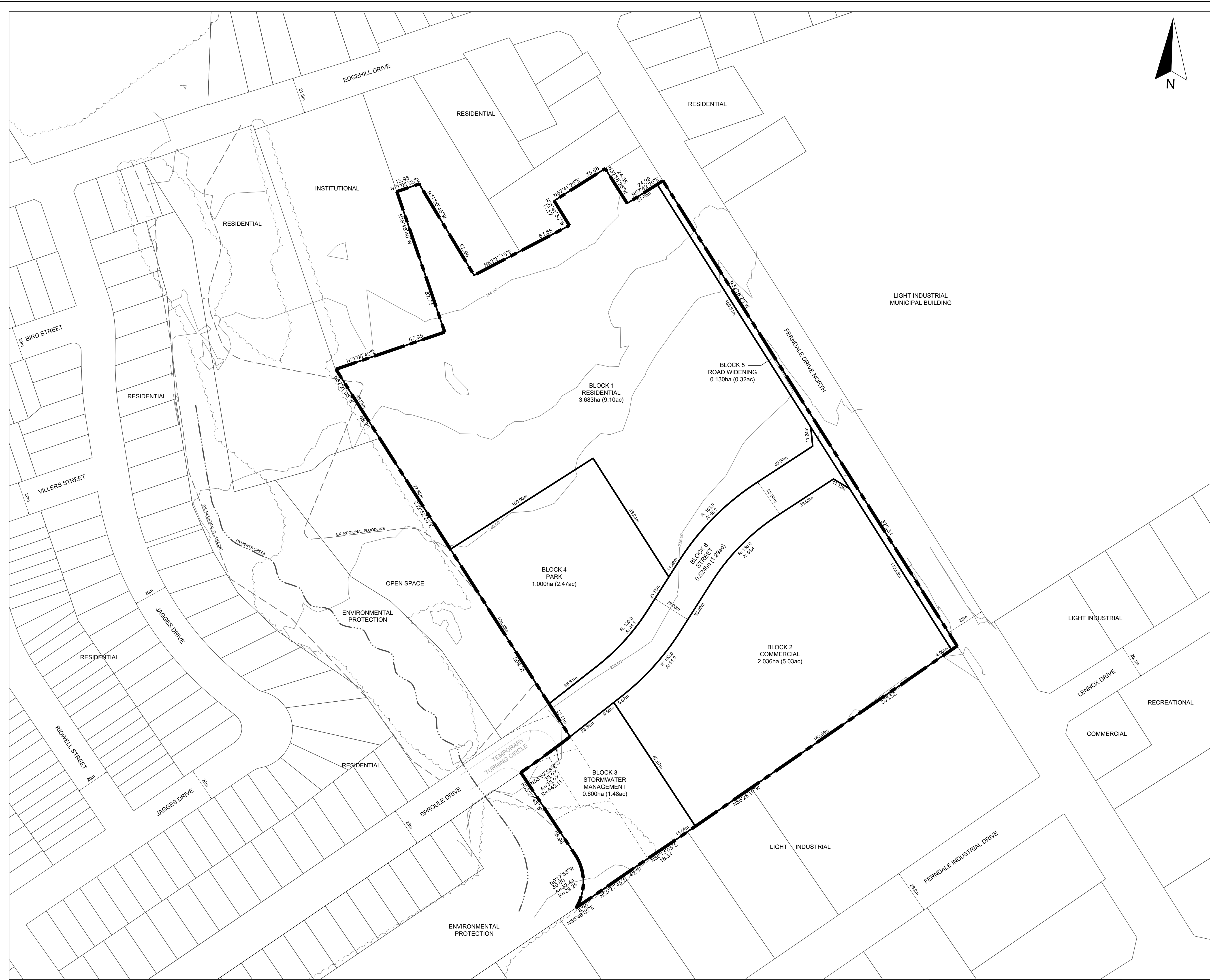
CLERK

Scale: 1 : 2,000	Date: October 3, 2018
Drawing: 17-682	Drawn By: AM

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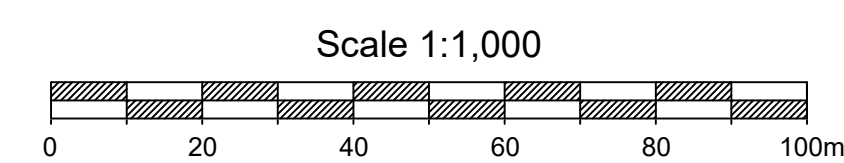
SCHEDULE 'A' - ZONING BY-LAW AMENDMENT
FERNDALE DRIVE N AND EDGEHILL DRIVE, CITY OF BARRIE

Appendix 5 – Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION

FERNDALE DRIVE NORTH & SPROULE DRIVE
PART OF LOT 23, CONCESSION 7
CITY OF BARRIE



LAND USE SCHEDULE				
	BLOCKS	ha	ac	%
RESIDENTIAL	1	3.683	9.10	46.20
COMMERCIAL	2	2.036	5.03	25.53
STORMWATER MANAGEMENT	3	0.600	1.48	7.53
PARK	4	1.000	2.47	12.54
ROAD WIDENING	5	0.130	0.32	1.63
STREET	6	0.524	1.29	6.57
TOTAL		7.973	19.70	100

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT					
a) SHOWN ON PLAN	d) RESIDENTIAL, COMMERCIAL & STORMWATER MANAGEMENT	f) SHOWN ON PLAN	i) TIOGA SANDY LOAM & MUCK	j) SHOWN ON PLAN	k) ALL MUNICIPAL SERVICES
b) SHOWN ON PLAN		g) SHOWN ON PLAN		h) MUNICIPAL WATER	l) NONE
c) SHOWN ON PLAN					

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE	PREVIN COURT HOMES SIGNING OFFICER
------	---------------------------------------

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE	DINO ASTRI SURVEYING LTD
------	--------------------------

SCHEDULE OF REVISIONS			
No.	Date	Description	By



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Date:	September 4, 2018	Drawn By:	AM
File:	17-682	Reviewed By:	GB



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