



INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

February 19, 2019

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

Attention: Carlissa McClaren, RPP – Senior Planner

Re: Draft Plan of Subdivision, Official Plan & Zoning By-law Amendment
Applications (File Nos. D09-OPA71, D14-1663, D12-441)
180 & 190 Ferndale Drive N, Lots 55 & 56 and Part of Block 183 Plan 51M-
751. City of Barrie, County of Simcoe

On behalf of 301099 Ontario Limited (Previn Court Homes), Innovative Planning Solutions is pleased to provide the following addendum to the recently submitted Planning Justification Report (PJR, November 2018) relative to the above noted lands and applications. The following addendum is being submitted as it has been identified that an amendment to the Edgehill Drive Secondary Plan (OPA 16) is required to facilitate the proposed development. Additionally, it has been identified that a drive-through facility would not be permitted on the proposed commercial lands; at this time, Previn Court Homes is proposing to permit a drive through facility on the subject lands, in order to accommodate a potential drive through business (ie, restaurant, bank, retail store) on the proposed commercial lands. It is noted that a drive through facility must be used in combination with an otherwise permitted use. This addendum letter will review the applicable Planning Policies, including the Edgehill Drive Secondary Plan and outline the proposed amendments necessary to accommodate the proposed development as outlined in the PJR, November 2018. Accompanying this submission is a revised draft OPA, including Schedules A and B, attached as Appendix 1 and a revised Draft ZBA, including Schedule A as Appendix 2.

The subject lands are located within the Edgehill Drive Secondary Plan which was initially approved by the OMB as OPA #16 in December 1999. New development is required to be in accordance with the applicable policies of the Secondary Plan. An amendment to OPA #16 was previously submitted by the applicant and was approved by Council for the City of Barrie on May 25th, 2015 as OPA#15 (Bill No. 045 attached as Appendix3).

OPA #15 included amendments to the Edgehill Drive Secondary Plan, resulting in the following designations applying to the subject lands:

Residential Low Density
Residential Medium Density
General Commercial

Park
Park (SWM)

Additional amendments to Sections 1.2.1, 2.1.2, 2.2.2 and 2.6.4 were also approved as follows:

- i) Section 1.2.1 is hereby amended by replacing the population figure in the first sentence with “approximately 4,330”;
- ii) Section 2.1.2 is hereby amended by deleting it and replacing it with the following: “The residential density for the Edgehill Drive Planning Area will be approximately 50 persons per gross residential hectare, yielding a residential community of approximately 4,330 persons”;
- iii) Section 2.2.2 is hereby amended by deleting it and replacing it with the following: “Approximately 1,512 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 77% low density residential and 23% medium density residential; and
- iv) Section 2.6.4 is hereby amended by deleting the following wording from the end of the Section: “A buffer of approximately 25 metres shall be provided between the residential uses proposed on the lands owned by 301009 Ontario Ltd and the industrial lands to the south. The existing trees shall be retained, if it is possible to do so. Alternatively, screening will be permitted to the satisfaction of the City of Barrie. Stormwater management facilities will be permitted within the buffer area”.

A portion of the subject lands (which was not subject to OPA #15) are currently designated as Environmental Protection within the Edgehill Drive Secondary Plan. These lands are known as the two existing residential lots fronting Sproule Drive (Lots 55 & 56, Plan 51M-751) and part of Block 183. These lands are intended to accommodate the proposed Stormwater Management Facility and based on Section 2.6.3 of the Secondary Plan, it is recognized that municipal services may be constructed through a portion of the Environmental Protection lands. Given that the proposed Stormwater Management Facility will be dedicated to the City of Barrie, these lands are considered to be for municipal services and therefore can remain designated as Environmental Protection.

The proposed amendment to the Edgehill Drive Secondary Plan aims to designate the lands as follows (as shown in Schedule B of the draft OPA):

- a) Residential High Density
- b) General Commercial
- c) Park
- d) Park SWM

The proposed amendments to the Edgehill Drive Secondary Plan are consistent with the proposed amendments to the City of Barrie Official Plan, however it is noted that the Edgehill Drive Secondary Plan does not currently contain policies for High density residential uses. As such, a section is proposed to be added to the Secondary Plan to permit High Density Residential uses in addition to proposed amendments to the existing text of the Secondary Plan, generally outlined below.

The proposed concept plan introduces additional density, population, dwelling units and housing mix to the Secondary Plan. Based on OPA #15, the current approximate values have been established:

Approximate population: 4,330 persons

Approximate density: 50 persons per gross residential hectare

Approximate number of dwelling units: 1,512

Approximate housing mix: 77% low density, 23% medium density

The concept plan associated with OPA #15 introduced 176 residential units in the form of 112 medium density apartment units, 56 medium density street townhouse units and 8 low density single detached units over 3.55 hectares. Using the approximate density established, this would provide for approximately 177.5 persons to the secondary plan area.

Based on the approximate number of persons (4,330) and approximate density of 50 persons per gross residential hectare, the approximate area of residential lands within the secondary plan area equates to 86.6 hectares ($4,330/50$). Understanding the approximate number of dwelling units and housing mix as a percentage, there are approximately 1,165 low density units ($1,512 \times .77$) and 347 medium density units ($1,512 \times .23$) within the secondary plan area.

The proposed applications aim to introduce a total of 300 residential units (an increase of 124) in the form of high density apartment units over an area of 3.68 hectares. It is anticipated this will provide for approximately 487 persons using an average household size of 1.67 persons per unit (per the City of Barrie GMS).

As a result the following revised approximate values are now established:

- a. Approximate population: 4,639 (calculation based on: 4,330 (existing total) – 178 (proposed population via OPA 15) + 487 (population now proposed)).
- b. Approximate density: 53.5 persons per gross residential hectare (calculation based on: 4,639 (approximate population)/ 86.6 hectares (approximate area of secondary plan)).
- c. Approximate number of dwelling units: 1,636 (calculation based on: 1,512 (existing total) + 124 (increase in number of units above OPA #15)).

d. Approximate housing mix:

- i) 71% low density (calculation based on previous number of low density units (1,165) – number of low density units previously proposed (8), equating to 1,157/1,636 (approximate number of units)).
- ii) 11% medium density (calculation based on previous number of medium density units (347) – number of medium density units previously proposed (168), equating to 179/1,636 (approximate number of units)).
- iii) 18% high density (calculation based on number of high density units (300)/1,636 (approximate number of units)).

Based on the above noted revised approximate values, the Edgehill Drive Secondary Plan is proposed to be further amended as follows:

Section 1.2.1 is hereby amended by replacing the previously amended population figure in the first sentence of approximately 4,330 with “approximately 4,639”;

Section 2.1.2 is hereby amended by deleting it and replacing it with the following: “The residential density for the Edgehill Drive Planning Area will be approximately 53.5 persons per gross residential hectare, yielding a residential community of approximately 4,639 persons”;

Section 2.2.2 is hereby amended by deleting it and replacing it with the following: “Approximately 1,512 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 71% low density residential and 11% medium density residential and 18% high density residential; and

Section 2.2. is hereby amended by adding the following subsections:

Section 2.2.12 High density residential areas shall include apartment dwellings. The density in these areas shall not exceed eighty five units per net residential hectare.

No textual amendments are required or proposed relative to the proposed General Commercial, Park and Park SWM designations through this amendment, only amendments to Concept Plan, Map 3.

While OPA#16, as amended recommends a housing mix of 23% medium density and 77% low density, the secondary plan does not provide for high density residential uses. As a result, the proposed amendments aim to adjust the housing mix and introduce additional policies relative to high density residential development, thereby allowing for a full range of housing types, options and costs within the secondary plan, in accordance with Provincial Policy. It is acknowledged that the Secondary Plan was implemented through a comprehensive planning process including the establishment of land uses, however more recent Provincial Planning policies have been implemented with the objective of providing for

more compact, efficient use of land, and encouraging municipalities to provide for intensification, particularly within greenfield areas. The proposed amendments are consistent with and conform to these more recent provincial planning documents, including the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe and represent good planning.

Regarding the commercial lands, the proposed OPA and associated ZBA aim to enlarge existing commercial lands by re-designating additional lands as General Commercial and applying the Convenience Commercial Exception (C5 SP-514) over such lands. The current exception would allow for a grocery store on the lands. The draft ZBA also proposes to permit a drive through facility on the subject lands in order to accommodate a potential drive through tenant. It is noted that a variety of uses currently permitted within the C5 zone including but not limited to a Bank and a Restaurant often have drive through facilities associated with the business. The provision for a drive through facility allows for increased customer convenience. It is noted that a drive through facility is not a stand alone use and is required to be in combination with other permitted uses – such as a bank or restaurant. Section 4.12 of the Zoning bylaw provides the zoning provisions for drive through facilities including the requirement for a 15m setback to any residential zone; no exceptions to these provisions are proposed.

Justification for the proposed inclusion of a drive through facility is based on the added convenience a drive through facility provides. Under current market demands, most new financial institutions (banks) and restaurants (fast food) require drive through facilities to better serve their respective customers. At this time, Previn Court Homes has not secured a specific tenant, however the provision of a drive through facility will assist in attracting and securing a tenant for the lands which has the potential to spur additional uses and tenants on site. The use of a drive through facility on the subject lands will not have an adverse impact on any existing or proposed residential uses and will allow for a more economically viable development. Given the location of the proposed commercial lands at the intersection of Sproule Drive (Minor Collector) and Ferndale Drive (Arterial) the site specific provision for a drive through facility is considered appropriate as it is accessible to both the travelling public along Ferndale Drive and to the neighbourhood located west along Sproule Drive.

Trusting this is satisfactory, please do not hesitate to contact the undersigned with any questions or concerns. We look forward to future correspondence from you on this matter.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'Greg Barker', with a stylized flourish at the end.

Greg Barker, B.A.A.
Senior Planner

Appendix 1
Draft OPA

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 designating the subject lands Residential, General Commercial and Open Space and to amend Schedule B - Concept Plan of the Edgehill Drive Secondary Plan OPA No.16 by designating the subject lands Residential High Density, General Commercial and Park. Notwithstanding the provisions of the Edgehill Drive Secondary Plan, the text of the Secondary Plan shall also be amended to reflect updated population, density and housing mix figures to allow for the development of 300 residential apartment, a commercial development block, and a one-hectare neighborhood park. No textual amendments are proposed to the City of Barrie Official Plan.

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, south of Edgehill Drive. The property is within the Edgehill Drive Planning Area and is legally described as Part of Lot 23, Concession 7, formerly Township of Vespra & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe. The site has an area of approximately 7.973 ha (19.7 acres), with approximately 325 metres of frontage on Ferndale Drive North.

BASIS

The subject lands are designated Residential, General Commercial, Open Space and Environmental Protection within the City of Barrie Official Plan, and Residential Low Density, Residential Medium Density, General Commercial, Park, and Environmental Protection within the Edgehill Drive Secondary Plan. The property currently sits vacant of any buildings or structures.

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 roadways.

As noted above, the subject lands are designated Residential, General Commercial, Open Space and Environmental Protection within the City of Barrie Official Plan. Lands

designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria; lands designated Open Space are intended to be used for passive or active recreational uses; lands designated Environmental Protection are intended to be protected, conserved and managed as a permanent and long term public resource; and lands designated General Commercial are intended to provide a range of retail and service commercial uses, subject to locational criteria.

The plan amendment proposed entails the same general mix of land uses including residential, commercial, open space lands as that currently draft approved. The lands will be developed with full municipal servicing and are positioned to contribute to the range of housing and tenure types suitable for different demographics, economic status, lifestyles and family structures resident to the area.

The proposed Amendment would serve to redesignate a portion of the subject lands from Residential Area to Open Space Area. This change is a result of the proposed park block being relocated to the north side of Sproule Drive and enlarged to one hectare. The Official Plan provides policies that assist in the locating of parks. accordance with section 4.6.2.4 of the Plan, the proposed location of the park would remain in general conformity to the policies that suggest parks shall be well-linked and integrated given that the park block, stormwater management pond and Dyments Creek would all be connected.

Related to the above, the proposed Amendment would serve to redesignate a portion of the subject lands from Open Space Area to General Commercial Area. The proposed amendment would expand the General Commercial Area in the current Draft Approved Plan. The Official Plan provides that lands designated General Commercial are intended to provide a range of retail and service commercial uses, should be easily accessible to the travelling public, should be serviced by public transit and will be encouraged to establish in a nodal fashion at the intersection of arterial and collector roads. Through the proposed amendment the General Commercial Area will remain in its current position at the intersection of Sproule Drive (minor collector) and Ferndale Drive North (arterial), and approximately 800 metres from a 400 series highway ramp (Dunlop Street West). The expanded commercial block is anticipated to allow for a greater diversity of commercial services than the current dimensions of the commercial block otherwise allows for.

There are several Official Plan policies that generally support the residential component of the proposed development. Section 2.3 (Assumptions), 3.1 (Growth Management), 3.3 (Housing) and 4.2 (Residential) provide direction with reference to increased densities, directing growth to take advantage of existing services and infrastructure. Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourage the maintenance of

reasonable housing costs by providing for a diversity in housing with reference to size, density and tenure. The proposed

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 high density residential in accordance with the Official Plan.

Section 4.2.2.3 (b) of the Official Plan provides that medium and high-density development is encouraged to be located within the Intensification Nodes and Corridors of Schedule I of the Plan. Further, such development should be directed toward arterial and collector roads; in proximity to public transit, schools, parks, commercial development; and where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. Despite the subject lands not being located within a designated Intensification Area, the proposed development would meet the City's locational criteria with respect to medium and high-density development. The subject property is located along an arterial roadway (Ferndale Drive North), has access to planned and existing transit opportunities. Commercial facilities are located in proximity to the subject lands at the intersection of Ferndale Drive N and Dunlop Street West in addition to the additional commercial amenities proposed as part of the 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). In addition to the proposed neighbourhood park constituting part of this application, other recreation facilities do otherwise exist in the area.

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 will provide a healthy, safe, convenient, efficient and aesthetically pleasing urban environment in conformity with the provisions of Section 6.5. The development will improve the currently vacant site through the inclusion of pedestrian/vehicular connection of Sproule Drive to Ferndale Drive, the development of a neighbourhood park, and through 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 remain in conformity with 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 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.

Edgehill Drive Secondary Plan (OPA No. 16)

The subject lands are located within the Edgehill Drive Secondary Plan which was approved in May 1987 as Official Plan Amendment No. 16 (OPA No.16) . Development approvals have been granted since that time, including initial draft plan approval by the OMB on December 15, 1999 and further approvals on May 25, 2015 (OPA No. 15). In accordance with the City's Official Plan, new development shall be in accordance with

the applicable Secondary Plan policies. Schedule B - Concept Plan of the Secondary Plan designates the subject lands Low Density Residential, Medium Density Residential Environmental Protection, Park, and General Commercial.

The proposed amendments would result in an enlarged park and General Commercial designations, replacing of the Environmental Protection designation with Park SWM, and introduce a high-density residential designation and associated policies to the Secondary Plan as provided in Part B of this Amendment.

In OPA No. 16, the Environmental Protection designation was originally established along the south portion of the subject lands to recognize the proposed storm pond facility and to serve as a buffer between the proposed residential development and the existing industrial development to the south. Given that there are no environmental features associated with this portion of the EP lands, as is supported by the EIS submitted with this amendment, the existing Environmental Protection designation may be removed and be replaced by Park (SWM) to permit the stormwater management pond blocks now proposed in the designation. These pond(s) would serve as an appropriate buffer between the industrial lands to the south and the residential development proposed on the north side of Sproule Drive.

OPA No. 16 does not provide policies relative to high-density residential development within the Secondary Planning Area, understanding that this form of development was not anticipated in 1987. The proposed amendment to the Secondary Plan would result in a reduction in medium density residential development from 23% to 11% and a reduction in low density residential development from 77% to 71% to accommodate the 18% high density residential development now proposed as part of the associated applications within the Planning Area. While it is recognized that the land uses for this area have been planned for comprehensively through the Secondary Plan, Provincial and Municipal policy changes have resulted in increased provision for intensification/densification to ensure that greenfield sites within the existing built boundary are redeveloped at increased densities. In this regard, the 18% increase in high density development and associated reduction in lesser densities proposed for the subject development within the built boundary is considered appropriate.

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, legally described as Part of Lot 23, Concession 7, formerly Township of Vespra & 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 redesignating certain lands shown on Schedule A from Residential Area to Open Space Area;
2. Official Plan Schedule "A" – Land Use is hereby amended by redesignating certain lands shown on Schedule A from Open Space Area to General Commercial Area;
3. Official Plan Schedule "A" – Land Use is hereby amended by redesignating certain lands shown on Schedule A from Environmental Protection Area to Open Space Area;
4. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Residential Medium Density to Residential High Density;
5. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Residential Low Density to Residential High Density;
6. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Residential Medium Density to Park;
7. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Park to Park (SWM);
8. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Environmental Protection to Park (SWM);
9. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Park to General Commercial;

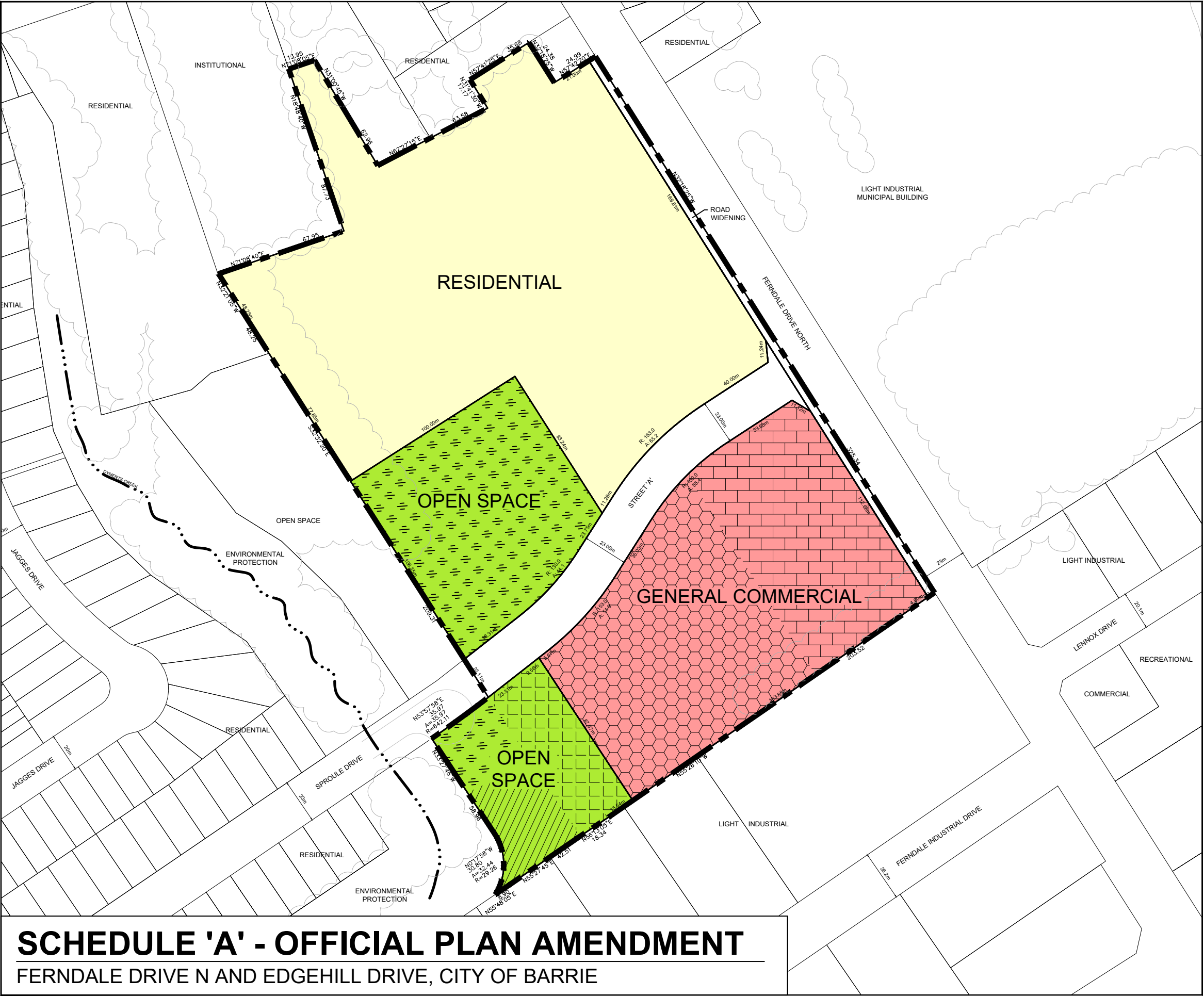
10. Edgehill Drive Secondary Plan Schedule "B" - Concept Plan is hereby amended by redesignating certain lands shown on Schedule "B" from Park (SWM) to General Commercial;
11. That notwithstanding the provisions of the Edgehill Drive Secondary Plan for the lands known municipally as 180 & 190 Ferndale Drive North legally described as Part of Lot 23, Concession 7, formerly Township of Vespra & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe, the text of the Secondary Plan be amended as follows:
 - i. Section 1.2.1 is hereby amended by replacing the previously amended population figure in the first sentence of approximately 4,330 with "approximately 4,639";
 - ii. Section 2.1.2 is hereby amended by deleting it and replacing it with the following: "The residential density for the Edgehill Drive Planning Area will be approximately 53.5 persons per gross residential hectare, yielding a residential community of approximately 4,639 persons";
 - iii. Section 2.2.2 is hereby amended by deleting it and replacing it with the following: "Approximately 1,512 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 71% low density residential and 11% medium density residential and 18% high density residential; and
 - iv. Section 2.2. is hereby amended by adding the following subsections: Section 2.2.12, High density residential areas shall include apartment dwellings. The density in these areas shall not exceed 85 units per net residential hectare.

IMPLEMENTATION

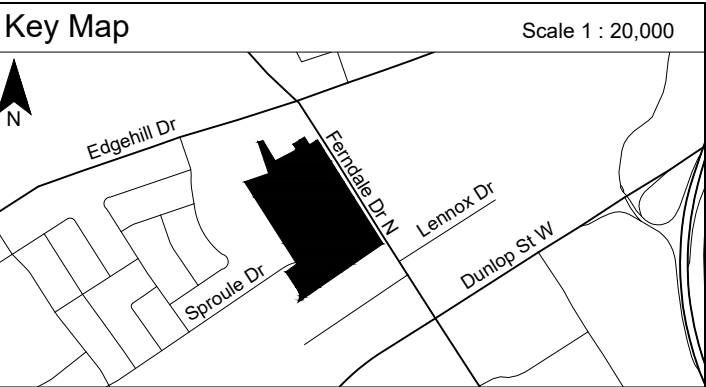
Subsequent to the adoption of this Amendment, Council may consider passing an implementing zoning by-law which will rezone the property in accordance with the proposed Amendment.

INTERPRETATION

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



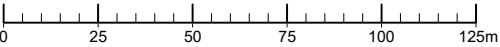
SCHEDULE 'A' - OFFICIAL PLAN AMENDMENT
FERNDALE DRIVE N AND EDGEHILL DRIVE, CITY OF BARRIE



Ferndale Drive N and Edgehill Drive
City of Barrie, ON

SCHEDULE 'A'
OFFICIAL PLAN AMENDMENT

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



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)

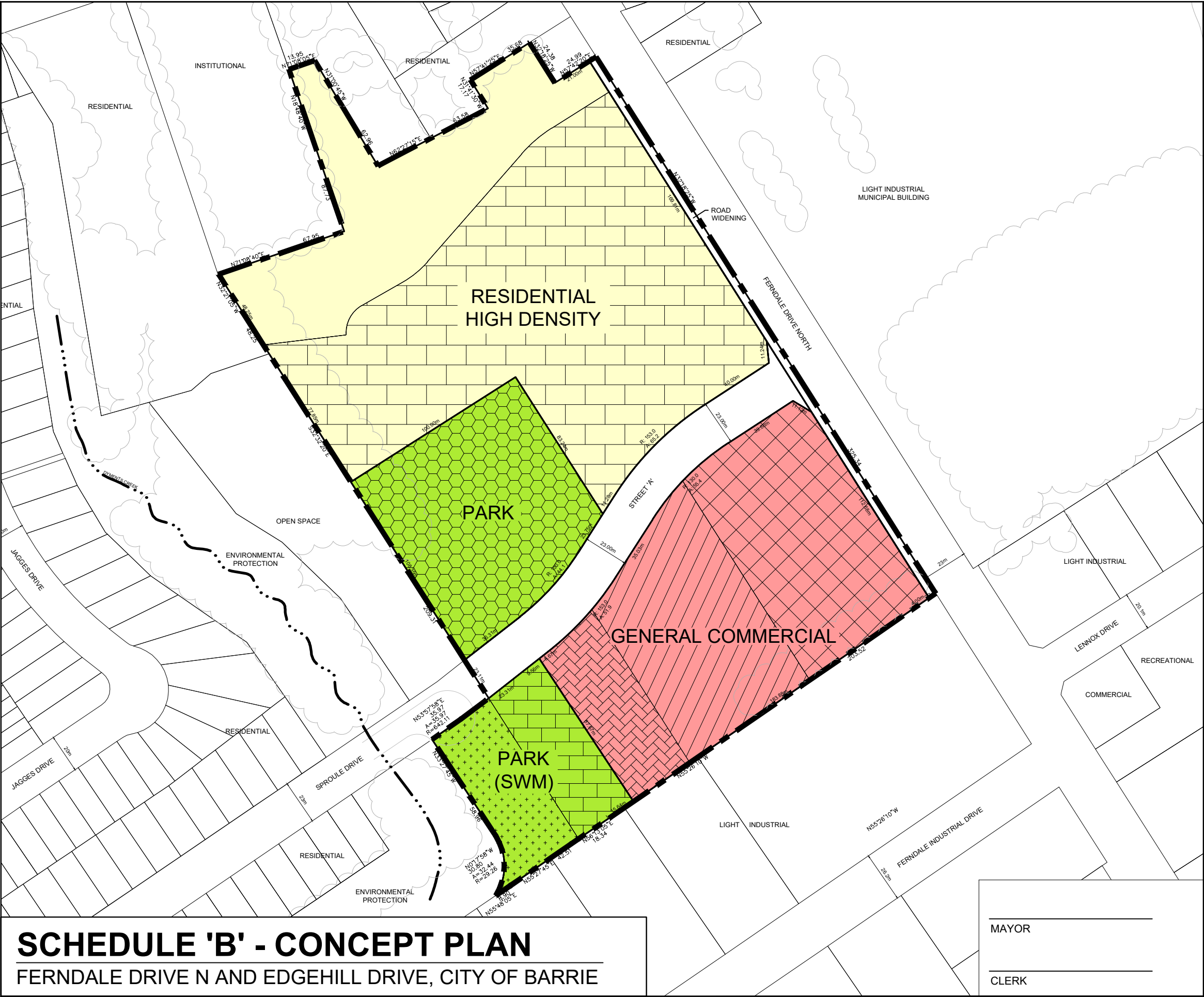
MAYOR

CLERK

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

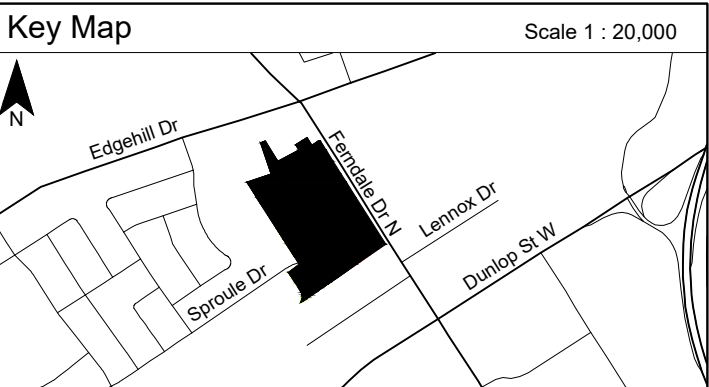


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SCHEDULE 'B' - CONCEPT PLAN
FERNDALE DRIVE N AND EDGEHILL DRIVE, CITY OF BARRIE

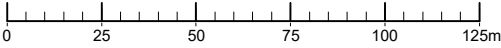
MAYOR
CLERK



Ferndale Drive N and Edgehill Drive
City of Barrie, ON

SCHEDULE 'B'
CONCEPT PLAN

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



LEGEND

- SUBJECT LANDS
7.973 ha (19.70 ac)
- LANDS TO BE RE-DESIGNATED FROM RESIDENTIAL LOW DENSITY TO RESIDENTIAL HIGH DENSITY
±1.072ha (2.65ac)
- LANDS TO BE RE-DESIGNATED FROM RESIDENTIAL MEDIUM DENSITY TO RESIDENTIAL HIGH DENSITY
±2.611ha (6.45ac)
- LANDS TO BE RE-DESIGNATED FROM RESIDENTIAL MEDIUM DENSITY TO PARK
±1.000ha (2.47ac)
- LANDS TO BE RE-DESIGNATED FROM PARK TO PARK (SWM)
±0.289ha (0.71ac)
- LANDS TO BE RE-DESIGNATED FROM ENVIRONMENTAL PROTECTION TO PARK (SWM)
±0.311ha (0.77ac)
- LANDS TO BE RE-DESIGNATED FROM PARK TO GENERAL COMMERCIAL
±0.319ha (0.79ac)
- LANDS TO BE RE-DESIGNATED FROM PARK TO (SWM) GENERAL COMMERCIAL
±0.802ha (1.98ac)
- LANDS TO REMAIN GENERAL COMMERCIAL
±0.914ha (2.26ac)

Scale: 1 : 2,000	Date: February 6, 2019
Drawing: 17-682	Drawn By: AM

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Appendix 2
Draft ZBA



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 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:

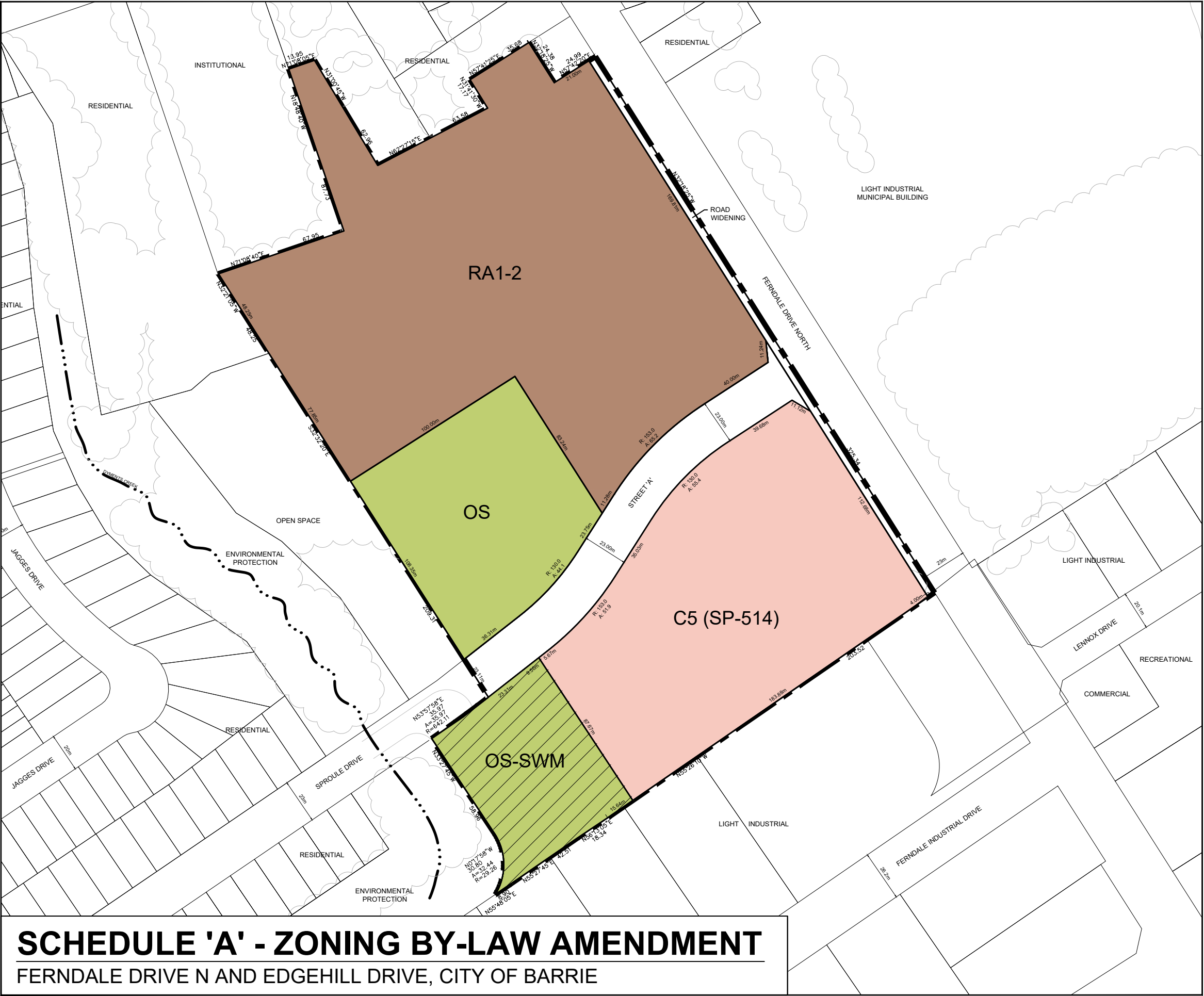
1. **THAT** the zoning map is amended to change the zoning of Part of Lot 23, Concession 7 & Lots 55 & 56 Plan 51M-751 and Part of Block 183, Plan 51M-751, City of Barrie, County of Simcoe, municipally known as 180 & 190 Ferndale Drive N from “Residential Single Detached Dwelling Second Density (R2)”, “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** notwithstanding the provisions set out in Table 6.2 of By-Law 2009-141, drive through facility shall be a permitted use in the (C5) (SP-514) zone.
3. **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.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

CITY OF BARRIE

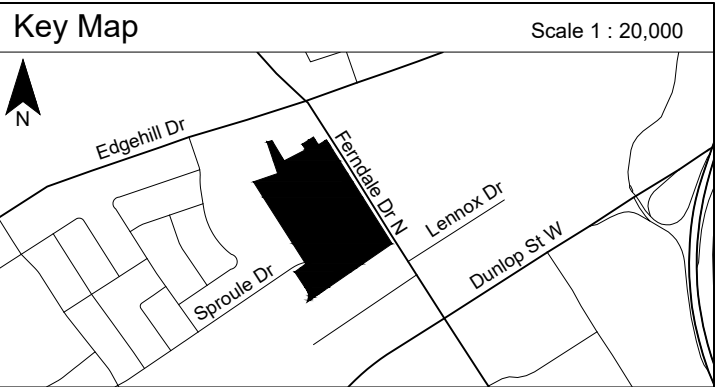
MAYOR

CLERK

Date



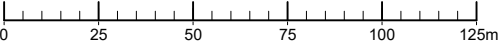
SCHEDULE 'A' - ZONING BY-LAW AMENDMENT
FERNDAL DRIVE N AND EDGEHILL DRIVE, CITY OF BARRIE



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



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)

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

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Appendix 3
Bill No. 045



Bill No. 045

BY-LAW NUMBER 2015-043

**A By-law of The Corporation of the City of Barrie to
adopt an amendment to the Official Plan (O.P.A. #15)**

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

AND WHEREAS, by Motion 15-G-075 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.

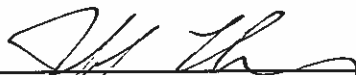
NOW THEREFORE, the Council of The Corporation of the City of Barrie enacts as follows:

1. **THAT** Amendment No. 15 to the Official Plan for the Barrie Planning Area attached to and forming part of this by-law, is hereby adopted.
2. **THAT** this By-law shall come into force and have effect immediately upon the final passing thereof.

READ a first and second time the 25th day of May, 2015.

READ a third time and finally passed this 25th day of May, 2015.

THE CORPORATION OF THE CITY OF BARRIE



MAYOR - J.R. LEHMAN



CITY CLERK - DAWN A. MCALPINE