
To	General Committee
Subject	Official Plan Amendment & Zoning By-law Amendment Applications – 70 and 76 - 80 Edgehill Drive
Date	August 13, 2025
Ward	4
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV028-25

Recommendations:

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of AuroEdge Limited, for lands known municipally as 70 and 76 - 80 Edgehill Drive be approved as attached to Staff Report DEV028-25 as Appendix A:
 - a) Amend Map 2 – Land Use Designations by adding “See Policy 2.8.X” to the lands known municipally as 70 and 76 – 80 Edgehill Drive.
 - b) Amend Section 2.8 Defined Policy Area of the Official Plan as follows:

2.8.X 70 and 76 - 80 Edgehill Drive

Notwithstanding Section 2.6.2 of this Plan, a maximum building height of 16 storeys and a maximum density of 431 units per hectare are permitted on the lands denoted with “See Policy 2.8.X” on Map 2, known municipally as 70 and 76 - 80 Edgehill Drive.
 - c) Amend Map 2 – Land Use Designations by redesignating a portion of the lands known municipally as 70 and 76 – 80 Edgehill Drive from ‘Medium Density’ to ‘Natural Heritage System’.
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of AuroEdge Limited, to rezone lands known municipally as 70 and 76 - 80 Edgehill Drive from ‘Residential Single Detached Dwelling Second Density’ (R2), ‘Residential Apartment Dwelling Second Density-2’ (RA2-2) (SP-508)(H-128) and ‘Environmental Protection Area’ (EP) to ‘Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold’ (RA2-2)(SP-XXX)(H-YYY)

and 'Environmental Protection Area' (EP) be approved as attached to Staff Report DEV028-25 as Appendix B.

3. That the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold' (RA2-2)(SP-XXX)(H-YYY):
 - a) Permit a minimum parking ratio of 1 parking space per dwelling unit, whereas 1.5 parking spaces per dwelling unit is required;
 - b) Permit a front yard setback of 2.9 metres, whereas a minimum front yard setback of 7 metres is required;
 - c) Permit an interior side yard setback of 3.4 metres, whereas a minimum side yard setback of 5 metres is required;
 - d) Permit a rear yard setback of 2.3 metres, whereas a minimum rear yard setback of 7 metres is required;
 - e) Permit a landscaped open space of 20%, whereas a minimum landscaped open space of 35% is required;
 - f) Permit a maximum lot coverage of 70%, whereas a maximum lot coverage of 35% is permitted;
 - g) Permit a maximum gross floor area of 405%, whereas a maximum gross floor area of 200% is permitted;
 - h) Permit a landscape buffer area of 2.3 metres along the rear lot line, whereas a minimum landscape buffer area of 3 metres is required;
 - i) That a landscape buffer area along the west lot line shall not be required, whereas a minimum landscape buffer area of 3 metres is required;
 - j) Permit a building height of 55 metres (16 storeys), whereas a maximum height of 45 metres is permitted; and,
 - k) That the lands shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to the implementing Zoning By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
4. That the Holding Provision (H-YYY) be removed from the site-specific zoning on the subject lands, when the following technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
 - a) The execution of a Site Plan Agreement which includes matters relating, but not limited to, the following:
 - (i) Construction of a municipal cul-de-sac adjacent to the proposed development and the transfer of the associated lands to the City;

- (ii) Construction of a second access as per an agreement with the Gateway Co-operative Homes (County of Simcoe) at 84/90 Edgehill Drive and registration of an access easement in favour of same;
 - (iii) Finalization of a retaining wall at the rear of the property, the location and construction of which may impact the final site design including matters relating, but not limited to building placement, swales, parking areas and density; and,
 - (iv) The transfer of the 'Environmental Protection Area' lands to the City.
5. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV028-25.
6. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of applications for Official Plan and Zoning By-law Amendments for lands known municipally as 70 and 76 - 80 Edgehill Drive to facilitate the development of a 16 storey, residential rental apartment building with a total of 400 units as well as an update to the boundary of the Environmental Protection Area associated with the subject lands. The draft Official Plan Amendment is attached as Appendix A and the draft Zoning By-law Amendment is attached as Appendix B to Staff Report DEV028-25. This report provides an analysis of the applications based on conformity to planning policies, as well as an overview of comments received through the technical review and public engagement processes and changes to the proposed development based on comments received through this process.

A summary of the comments received through the technical review and modifications to the site plans based on those comments is provided in Appendix C. The Planning Analysis with respect to the submitted amendments to the Official Plan and the Zoning By-law is attached as Appendix D. For reference, a Concept Site Plan is included as Appendix E, Elevations as Appendix F and a Density Analysis is attached as Appendix G. Subject to Council approval of the proposed Official Plan and Zoning By-law Amendment applications, the proposed development would proceed through a subsequent Site Plan Control application.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject applications and are of the opinion that the proposed Official Plan and Zoning By-law amendments are consistent with the Provincial Planning Statement (2024) and with the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on March 30, 2022, and a Public Meeting on November 29, 2022. The application underwent

five submissions which resulted in several modifications to the conceptual site plan to accommodate the re-location of the municipal cul-de-sac, a secondary shared emergency access with the adjacent property to the immediate west, building updates to provide better transitions to adjacent properties, a relocation of a proposed retaining wall and an increase in the Environmental Protection Area lands along the northerly limits of the property. Additional details on technical comments and the resulting modifications to the conceptual site plan are provided in Appendix C.

Staff are of the opinion that the proposed amendments to the Official Plan and Zoning By-law and the requested special provisions are considered desirable for the appropriate development or use of the subject lands.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu of parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and the construction of the required Edgehill Drive municipal cul-de-sac as local roads are not Development Charge Credit eligible.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Official Plan Amendment and Zoning By-law Amendment and maintain the existing Official Plan designations and the 'Residential Single Detached Dwelling Second Density' (R2) and 'Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold' (RA2-2)(SP-508)(H-128) zoning over the subject property.

This alternative is not recommended as the proposed development is consistent with Provincial and municipal planning policy as noted throughout this report and is considered an efficient and appropriate use of the subject lands. Approval of the applications will also result in an increase to the boundaries of the Environmental Protection Area associated with the subject lands.

Alternative #2 - General Committee could propose an alternative amendment to the official plan and/or the zoning on the subject property to accommodate an alternative density and/or height and/or special provisions.

This alternative is not recommended as the proposed development conforms to the policies that guide development on the subject lands and was modified based on comments received through the planning process to ensure an appropriate design. The proposed development respects adjacent land uses while facilitating an efficient development that maximizes the number and range of residential units for rental tenure, including affordable housing units.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units for rental tenure, add the potential for affordable and attainable housing options, and support the local and regional transit network
Community Safety	X	A second access is proposed which will provide an additional, upgraded access for emergency services via Anne Street to both the subject lands and the adjacent Gateway Co-operative Homes (84/90 Edgehill Drive) should the intersection of Anne Street and Edgehill Drive be blocked.
Thriving Community		
Infrastructure Investments		
Responsible Governance		

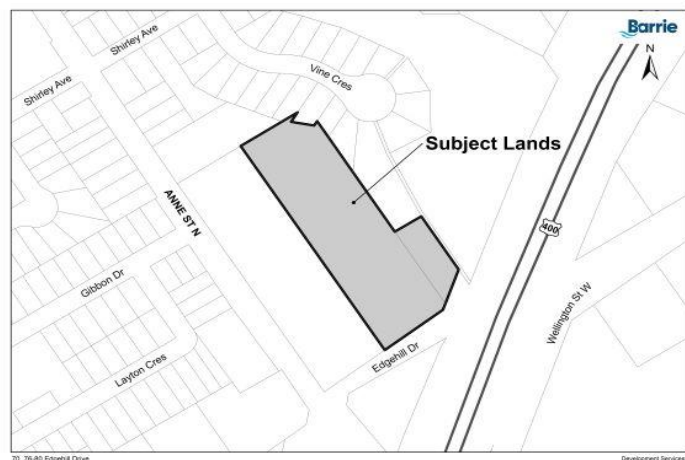
Additional Background Information and Analysis:

Site Description and Location

The subject lands are municipally described as 70 and 76 - 80 Edgehill Drive and are on the north side of Edgehill Drive, just east of Anne Street and north of Highway 400. The subject lands are at the end of Edgehill Drive.

The lands comprise two independent lots forming an irregular shaped parcel with a combined area of 2.17 hectares and a frontage of 116.7 metres on Edgehill Drive.

The subject lands are occupied by one single detached dwelling at 70 Edgehill Drive with the remaining lands being vacant. A large portion of the site (1.15 hectares) comprises an Environmental Protection Area which links the Vine Crescent Natural Area and the Anne Street Natural Area.



The surrounding land uses include the following:

North: Environmental Protection lands, including Vine Crescent Natural Area and Anne Street Natural Area, and single detached residential homes along Vine Crescent.

East: Vine Crescent Natural Area and Highway 400.

South: Highway 400 and S.E.E.D.S Childcare Centre.

West: Gateway Co-operative Homes (12 storey residential building), multi-unit residential buildings ranging in height from 3 storeys to 14 storeys in height.

Existing Policy

The subject lands are designated 'Medium Density' on Map 2 – Land Use Designation in Official Plan (2024). The rear portion is identified as 'EPA - Level 1 with Existing Development Designation Subject to 5.4.2.1 d' on Map 3 – Natural Heritage Protection Overlays.

The property municipally described as 70 Edgehill Drive is zoned 'Residential Single Detached Dwelling Second Density' (R2) and 'Environmental Protection Area' (EP) in Comprehensive Zoning By-law 2009-141. The property municipally described as 76 – 80 Edgehill Drive is zoned 'Residential Apartment Dwelling Second Density-2' (RA2-2)(SP-508)(H-128) in the City's Comprehensive Zoning By-law 2009-141.

Submission Materials

In support of the application, plans, reports and studies were submitted. A list of submission materials is found in Appendix H and copies of the materials are available under [Ward 4 – 70 and 76 Edgehill Drive](#). 4 – 70 and 76 Edgehill Drive.

Department and Agency Comments

The application was circulated to staff in various departments and external agencies and underwent several submissions for review and comment by relevant internal staff and external agencies. Modifications to the original conceptual site plan include: an expansion of the Environmental Protection Area lands, re-location of the retaining wall, reduction in height along the east and west sides of the building to provide a more appropriate transition to adjacent lands, agreement with the adjacent property to the west (Gateway Co-operative at 84/90 Edgehill Drive) to construct a shared second access for emergency services and the re-design and re-location of the existing Edgehill Drive cul-de-sac north and west to respect the Ministry of Transportation's setbacks from Highway 400 and to provide a more appropriate buffer to a wetland feature on the southeast corner of the subject lands. A more detailed description of the comments and resulting changes to the site plan are provided in Appendix C. Staff are satisfied that concerns and comments have been addressed through the updated design, and further comments will be addressed through a subsequent Site Plan Control Application.

Consultation and Engagement:

A Neighbourhood Meeting was held on March 30, 2022, for the subject application and was attended by approximately 22 residents, the previous Ward 4 Councillor Barry Ward, Planning staff as well as the agent and members of the applicant's consulting team. The comments received from residents have been summarized as follows:

- Impacts of increased traffic and reduced parking and impact on the existing turnaround for school buses that currently utilize this portion of Edgehill Drive.
- Impacts on environmental protection lands, maintaining continued access to the Nine Mile portage walking trail and pedestrians to/from Vine Crescent.

- Impacts from shadows, wind, drainage and construction on adjacent building(s) and properties.

A statutory Public Meeting was held on November 29, 2022, to present the subject application to the Planning Committee and the public. One member of the public presented comments at the meeting, noting that he was representing a group of neighbours from Vine Crescent. The representative expressed concerns about height and density and concerns about what would be required to address the change in elevation across the property. Modifications to the original site design have reduced the massing, expanded the Environmental Protection (EP) lands and associated buffers and ensured no impacts to adjacent properties. Edgehill Drive and the associated cul-de-sac will be designed and constructed to municipal standards.

Environmental and Climate Change Impact Matters:

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

- Redevelopment of an underutilized site within an area that has been designated for medium density development.
- Alternative built forms for residential dwellings, maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.
- Protection of environmental lands and tree cover. Based on environmental studies submitted through the application, the Environmental Protection (EP) area was increased in size and has been designed to ensure links between the Anne Street Natural Area and the Vine Crescent Natural Area.

Appendix:

Appendix A - Draft Official Plan Amendment
Appendix B - Draft Zoning By-law Amendment
Appendix C - Technical Review Comments and Modifications
Appendix D - Planning Analysis
Appendix E - Conceptual Site Plan
Appendix F - Proposed Building Elevations
Appendix G - Residential Density Analysis
Appendix H – Submission Materials

Report Author:

M. Freethy, RPP, Senior Planner, Development Services

File #:

D30-023-2022

Pending # (if applicable):

Not Applicable

Appendix A - Draft Official Plan Amendment

PART B – THE AMENDMENT

DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie is hereby amended by revising the text and Schedules of the Official Plan as follows:

1. Section 2.8 Defined Policy Area is amended by adding the following text:

Section 2.8.X 70 and 76 – 80 Edgehill Drive

Notwithstanding Section 2.6.2 of this Plan, the lands known municipally as 70 and 76 – 80 Edgehill Drive are permitted to have a maximum height of 16 storeys and a maximum density of 431 units per hectare for residential development.

2. Map 2 – Land Use is hereby amended by adding “See Policy 2.8.X” to the lands known municipally as 70 and 76 – 80 Edgehill Drive.
3. Map 2 – Land Use is hereby amended by re-designating a portion of the lands known municipally as 70 and 76 – 80 Edgehill Drive from ‘Medium Density’ to ‘Natural Heritage System’.

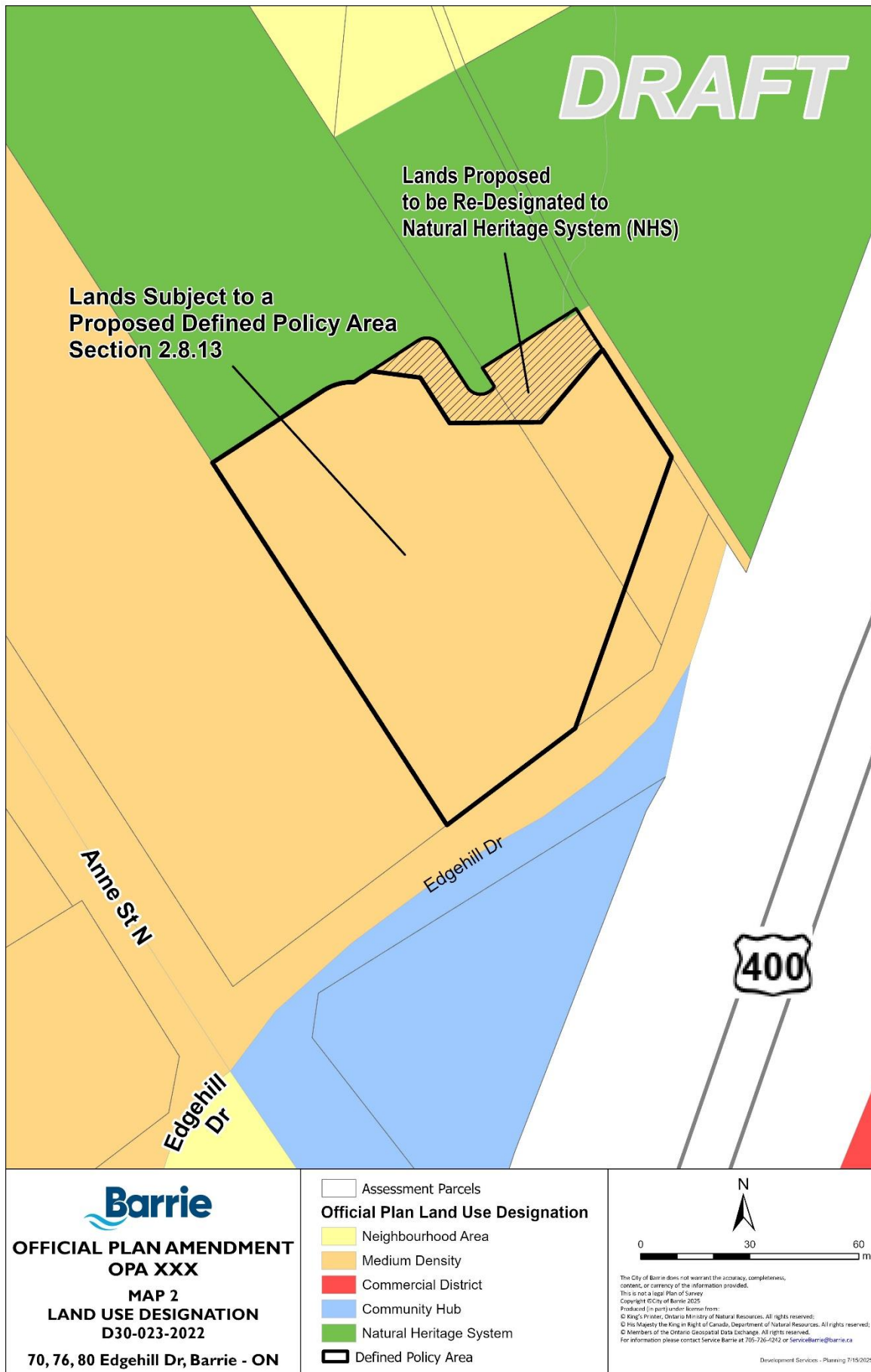
IMPLEMENTATION

Subsequent to the adoption of this Amendment, an implementing Zoning By-law to rezone the lands from ‘Residential Single Detached Dwelling Second Density’ (R2), ‘Residential Apartment Dwelling Second Density-2’ (RA2-2)(SP-508)(H-128) and ‘Environmental Protection’ (EP) to ‘Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold’ (RA2-2)(SP-XXX)(H-YYY) and ‘Environmental Protection’ (EP) will be presented to Council in accordance with the proposed Amendment.

In addition, a Site Plan Control application will be required to ensure the proposal will integrate appropriately into the existing and future uses on the adjacent lands and in the surrounding area.

INTERPRETATION

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



Appendix B – Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being as PART LOTS 2-3 RCP 1513 BARRIE PART 1, 51R22297 & PART 2, 51R9424; BARRIE 70 Edgehill Dr - LOT 4 RCP 1513; BARRIE known municipally as 70 and 76 – 80 Edgehill Drive shown on Schedule “A” to this By-law from ‘Residential Single Detached Dwelling Second Density’ (R2), ‘Residential Apartment Dwelling Second Density-2’ (RA2-2)(SP-508)(H-128) and ‘Environmental Protection’ (EP) to ‘Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold’ (RA2-2)(SP-XXX)(H-YYY) and ‘Environmental Protection’ (EP).

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

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

1. **THAT** the zoning map is amended to change the zoning of 70 and 76 – 80 Edgehill Drive, shown on Schedule “A” to this By-law from ‘Residential Single Detached Dwelling Second Density’ (R2), ‘Residential Apartment Dwelling Second Density-2’ (RA2-2)(SP-508)(H-128) and ‘Environmental Protection’ (EP) to ‘Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold’ (RA2-2)(SP-XXX)(H-YYY) and ‘Environmental Protection’ (EP) in accordance with Schedule “A” attached to this By-law.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-242, a minimum parking ratio of 1 parking space per unit shall be provided in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
3. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum front yard setback of 2.9 metres is required in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
4. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum side yard setback of 3.4 metres is required in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
5. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum rear yard setback of 2.3 metres is required in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;

6. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum landscaped open space of 20% is required in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
7. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum lot coverage of 70% is permitted in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
8. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum gross floor area of 405% is permitted in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
9. **THAT** notwithstanding the provisions set out in Table 5.3.2 of Comprehensive Zoning By-law 2009-141, a maximum height of 55 metres (16 storeys) is permitted in the Residential Apartment Dwelling Second Density-2 with Special Provision, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
10. **THAT** notwithstanding the provisions set out in Section 5.3.71 of Comprehensive Zoning By-law 2009-141, a minimum landscaped buffer of 2.3 metres is required along the rear lot line in the Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
11. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of Comprehensive Zoning By-law 2009-141, a minimum landscaped buffer along the western lot line shall not be required in the Residential Apartment Dwelling Second Density-2 with Special Provision, Hold (RA2-2)(SP-XXX)(H-YYY) zone;
12. **THAT** a holding provision be applied to the subject lands zoned 'Residential Apartment Dwelling Second Density-2 with Special Provision, Hold' (RA2-2)(SP-XXX)(H-YYY) to be removed when the below policies and technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
 - a. The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the following:
 - i. Construction of a municipal cul-de-sac adjacent to the proposed development and the transfer of the associated lands to the City;
 - ii. Construction of a second access as per an agreement with the Gateway Co-operative Homes (County of Simcoe) at 84/90 Edgehill Drive and registration of an access easement in favour of the same;
 - iii. Finalization of a retaining wall at the rear of the property, the location and construction of which may impact the final site design including matters relating, but not limited to, building placement, swales, parking areas and density; and,
 - iv. The transfer of the 'Environmental Protection' lands to the City.
13. **THAT** lands zoned 'Residential Apartment Dwelling Second Density-2 with Special Provision, Hold' (RA2-2)(SP-XXX)(H-YYY), shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
14. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule "A" to this Bylaw, shall apply to the said lands except as varied by this By-law.
15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2025.

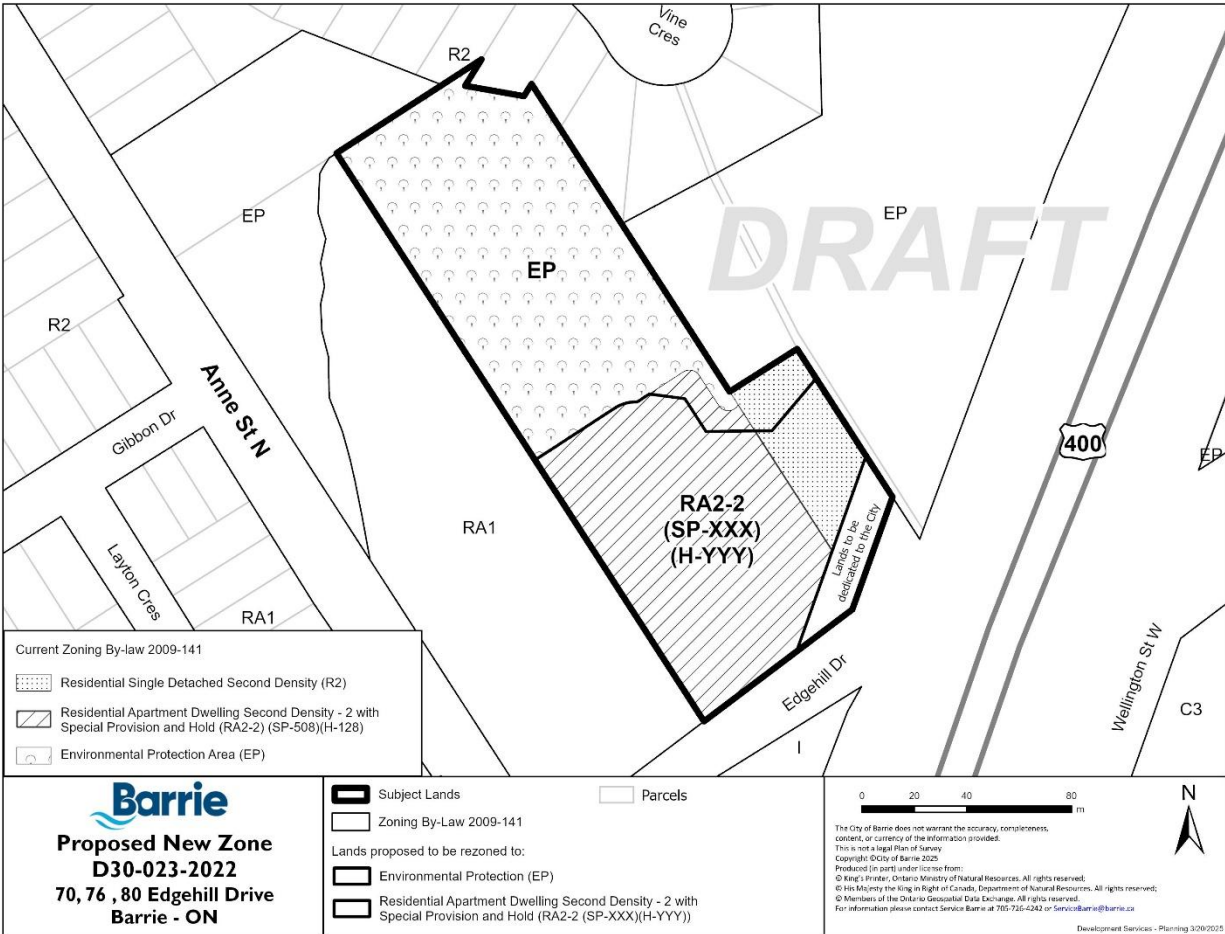
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

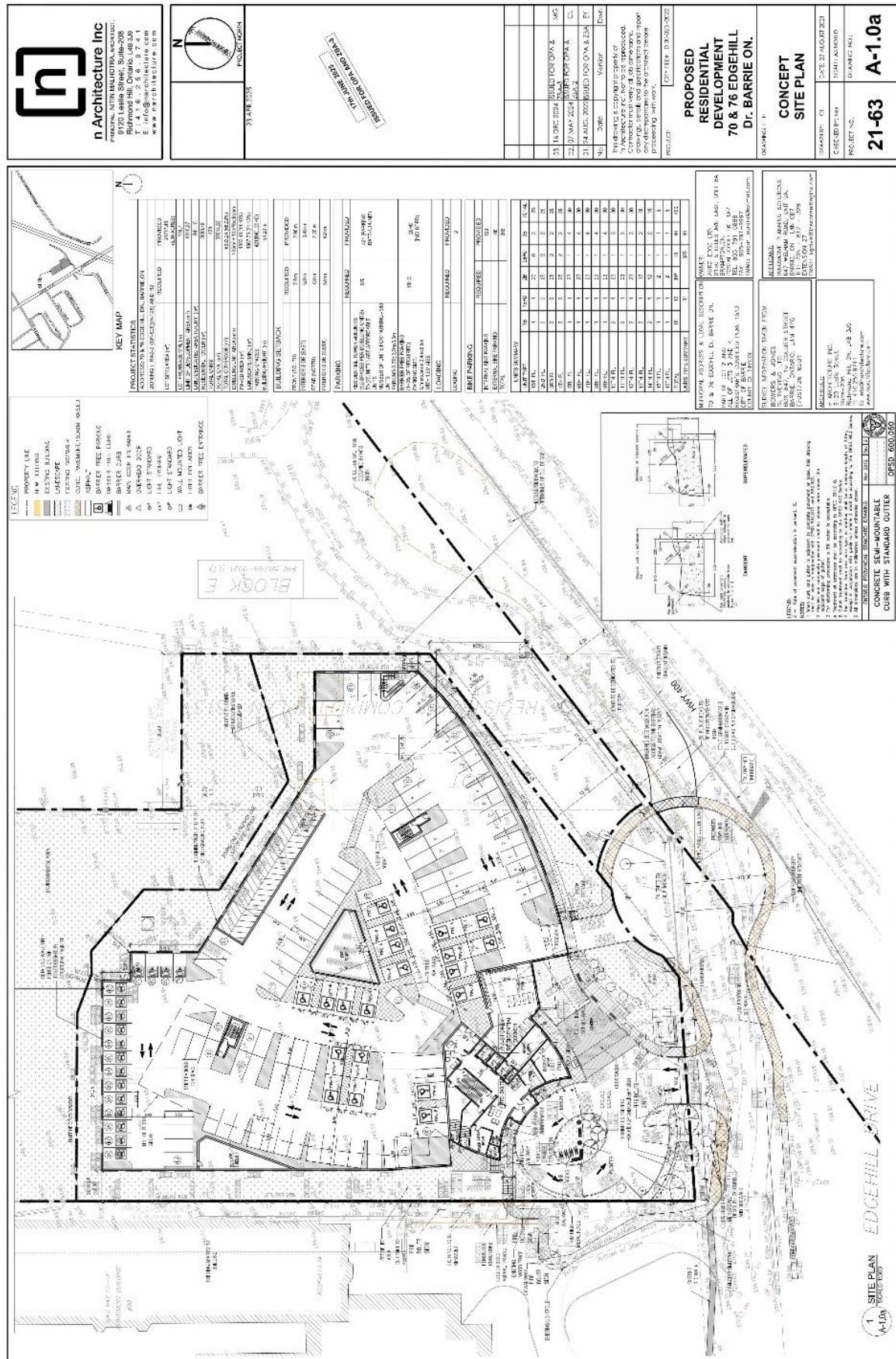
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

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



City of Barrie Official Plan & Zoning By-law Amendments
70 and 76 - 80 Edgehill Drive



Appendix C – Technical Review Comments and Modifications

The subject application was circulated to staff in various departments and external agencies for review and comment as follows:

- a) Development Services – Zoning, Urban Design, Approvals, Parks Planning
- b) Fire and Emergency Services
- c) Waste Management and Environmental Sustainability – Risk Management and Compliance
- d) Finance – Development Charges Department
- e) Transit
- f) Building Services
- g) Infrastructure Services Department (Water Operations Branch)
- h) Alectra Utilities
- i) Ministry of Transportation
- j) Simcoe County District School Board
- k) Lake Simcoe Region Conservation Authority (LSRCA)

All comments and concerns were addressed including the following key items:

a) Barrie Fire and Emergency Services (BFES)

BFES was concerned about the lack of secondary access to the proposed development for emergency services should the intersection of Anne Street and Edgehill Drive be obstructed. The same concern applies to 84/90 Edgehill Drive (Gateway Co-operative Homes) and, therefore, the applicant has an agreement with the County of Simcoe (owner of Gateway Co-operative Homes) to implement and maintain, fully at the applicant's cost, an updated emergency access point to the 84/90 Edgehill Drive directly from Anne Street through to 76 - 80 Edgehill Drive. Through an easement agreement, this access will provide secondary emergency service access for both properties. The access will be established through site plan control which will be executed through a holding provision in the implementing zoning by-law.

b) Transportation Planning and Parks Planning

Edgehill Drive and the associated cul-de-sac will be relocated to respect the required setbacks from Highway 400 and to provide a further buffer to a drainage feature in southeast corner of the site. A strip of land along the Edgehill Drive frontage will be conveyed to the City to facilitate the new location which resulted in a further reduction of the developable envelope. The costs associated with the reconstruction of the new road and cul-de-sac will be the developer's responsibility. A holding provision is proposed to ensure the reconstruction of Edgehill Drive and transfer of the lands to the City through site plan control.

c) Community Design

Planning staff suggested updates to the building's location, orientation and massing design to improve transition to and compatibility with the Gateway Co-operative Homes apartment building abutting the subject lands to the west. The applicant revised the site design to provide an appropriate separation between the buildings and a better height transition with 12 storeys along the west wing, 14 storeys along the east wing stepping up to a maximum

height of 16 storeys at the southwest corner of the proposed building along Edgehill Drive.

d) Parks Planning and Approvals Branch

Concerns were expressed regarding the delineation of the development limits associated with the Environmental Protection (EP) lands, the retaining wall along the rear of the building and the drainage feature in the southeast corner of the site. The development limits of the site were updated and finalized based on an Environmental Impact Study which resulted in an increase in the EP lands to be conveyed to the City and a further reduction of the development envelope. The retaining wall was moved further back from the development limits to facilitate construction, and ensure all works occur entirely outside the environmental protection lands. Detailed design of the retaining wall will be addressed through a future site plan control application and may result in additional changes to the site design. This matter has been addressed through the proposed holding provision as well as the requirement for the transfer of the EP lands to the City through a future site plan agreement.

Appendix D – Planning Analysis

Provincial Planning Statement (2024)(PPS)

Staff are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which promote efficient growth and intensification by supporting a mix of uses, a range of housing options and densities to meet housing needs, active transportation and development that is transit supportive. The proposed development supports the policies of a healthy, livable, and compact community through an efficiently designed development on existing municipal infrastructure and through the creation of additional residential units for rental tenure. Furthermore, the site has been designed to further preserve and enhance the environmental protection lands and ecological features that occupy much of the site.

City of Barrie Official Plan (OP)

The application was deemed complete on October 4, 2022, prior to the approval of the new City of Barrie Official Plan (2024) as approved by the Ministry of Municipal Affairs and Housing on May 16, 2024. Section 2.5.7 of the new Official Plan notes that applications deemed complete prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy framework in place at the time the Notice of Complete Application was issued. This policy applies to any subsequent approvals required for implementation and, accordingly, an analysis of the policies of the City's former Official Plan (2010) has been provided.

Official Plan (2010) designated the subject lands as Residential and Environmental Protection Area and identified 76 – 80 Edgehill Drive as Defined Policy Area HH (Section 4.8.23) which permits a 12-storey residential building and a density of 255 units per hectare. Official Plan (2024) designates the subject lands as Medium Density along Edgehill Drive and Natural Heritage System along the rear of the site. The Medium Density designation permits a maximum density of 300 units per hectare and a maximum building height of 12 storeys.

The applications request permission for a height of 16 storeys and a density to 431 units per hectare which exceeds what is permitted under the Official Plan (2010) and the current, in force Official Plan (2024). As such, an official plan amendment is required. A large and expanded portion of the 2.17 ha site is occupied by lands identified for Environmental Protection (1.15 hectares) and a smaller portion will be deeded to the City to accommodate the new location of the Edgehill Drive cul-de-sac, both of which are not included in the density calculation. The density calculation is based on the remaining small, developable portion of the site (0.93 hectares) and, if based on the entire site, the density would be well within the permitted range. The site has been designed to efficiently use the remaining developable lands for residential units and has been designed to integrate with and provide an appropriate transition to adjacent uses.

The applications satisfy the Natural Heritage policies of the former Official Plan (2010) and Official Plan (2024). The proposed development is limited to the developable area within the established development limits and has been designed to provide buffers from the Environmental Protection Area which covers much of the site. An Environmental Impact Study (EIS) was completed which identified additional environmental lands and demonstrated that the proposed development will cause no negative impacts to associated

natural heritage features or ecological functions. The re-design resulted in the relocation of the Edgehill Drive cul-de sac and subsequent requirement for additional lands to be conveyed to the City, as noted on the zoning by-law schedule in Appendix B.

The proposed development meets the affordable housing policies that were in force at the time of a complete application submission and encouraged the production of affordable housing by promoting an appropriate range of housing types, sizes, and affordability. A wide range of unit sizes, including family sized units and smaller units, and affordability through market rental housing units is proposed, including 5% of units as affordable housing (20 units).

To facilitate the requested density and height on the subject property, an official plan amendment is required to add a Defined Policy Area overlay permitting a building height of up to 16 storeys and density of 431 units per hectare on the subject property. An expansion of the lands designated as Natural Heritage System is proposed to reflect the delineated development limits based on the EIS and illustrated in the Environmental Plan. A draft Official Plan Amendment to Schedule 2 - Land Use Designations of the Official Plan (2024) is provided in Appendix A to this report.

Based on the foregoing, staff are of the opinion that the proposed Official Plan Amendment and associated Zoning By-law Amendment applications follow the intent and principles of the Official Plan with further design requirements to be addressed as part of a future Site Plan Application should the Official Plan Amendment and Zoning By-law Amendment be approved.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment seeks to rezone the subject lands to 'Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold' (RA2-2)(SP-XXX)(H-YYY) and 'Environmental Protection' (EP) in accordance with the City's Comprehensive Zoning By-law 2009-141.

The table below summarizes the requested Special Provisions:

Table 1: Proposed Special Provisions

Zoning Standard	Required by Zoning By-law 2009-141 (RA2-2)	Proposed Zoning Standard (RA2-2)(SP-XXX)
Minimum Parking Ratio (Table 4.6)	1.5 spaces per unit	1 space per unit
Minimum Front Yard Setback (Table 5.3)	7.0 metres	2.9 metres
Minimum Side Yard Setback (Table 5.3)	5.0 metres	3.4 metres
Minimum Rear Yard Setback (Table 5.3)	7.0 metres	2.3 metres
Minimum Landscaped Open Space (% of lot area) (Table 5.3)	35%	20%
Maximum Lot Coverage (Table 5.3)	35%	70%

Zoning Standard	Required by Zoning By-law 2009-141 (RA2-2)	Proposed Zoning Standard (RA2-2)(SP-XXX)
Maximum Gross Floor Area (% of lot area) (Table 5.3)	200%	405%
Maximum Building Height (Table 5.3.2)	45 metres	55 metres (16 storeys)
Minimum Landscaped Buffer Areas – Apartment Dwellings (Section 5.3.7.1)	3 metres along side and rear lot lines	2.3 metres along rear lot line
Minimum Landscaped Buffer Areas – Parking Areas (Section 5.3.7.2)	3 metres along side and rear lot lines	Shall not apply

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Parking Ratio

A minimum parking ratio of 1 parking space per residential unit is proposed, whereas 1.5 parking spaces per unit is required by the Comprehensive Zoning By-law. A Traffic Impact Study was submitted which stated that the proposed parking spaces are sufficient to support the proposed development and Planning and Transportation Planning staff are supportive of the proposed parking ratio. A reduced parking ratio is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability. The application proposes 421 parking spaces which is in excess of the proposed parking reduction.

Front Yard Setback

The application proposes a front yard setback of 2.9 metres, whereas 7 metres is required. The purpose of a front yard setback is to promote a streetscape in which buildings are located at a similar distance from the lot line and provide an area for greenspace and setbacks from sidewalks and streets. The proposed building is fairly isolated along this portion of Edgehill Drive with no other buildings to the east, south and north. Sidewalks are proposed along Edgehill Drive with landscaping provided along the frontage. The development envelope is significantly reduced by the large portion identified as EP and the re-location of Edgehill Drive and the cul-de-sac to meet the 14 metre setback from Highway 400 and buffer the drainage feature in the southeast corner of the site. Staff support the reduced front yard setback and are of the opinion that it is appropriate for the streetscape along this portion of Edgehill Drive and for the efficient use of the remaining developable portion of the site.

Side Yard Setback

The application proposes an interior side yard setback of 3.4 metres, whereas 5 metres is required. The intent of a minimum side yard setback is to ensure appropriate building separation and access to the rear yard is provided. The application proposes a reduced side yard setback along the east side of the building which abuts the environmental lands and the relocated cul-de-sac. No buildings exist along this side yard and appropriate access to the rear yard will be maintained by this setback. Staff are satisfied that the proposed reduction to the east interior side yard setback is appropriate.

Rear Yard Setback

The application proposes a rear yard setback of 2.3 meters, whereas 7 metres is required. The purpose of a rear yard setback is to provide green space along the rear property line and ensure there is a sufficient area for drainage. As has been noted, a large portion of the site is dedicated as EP which provides a natural green area to the rear and a large natural buffer to the homes along Vine Crescent north of the site. Due to the irregular shape of the property line from the EP limits of development, the rear yard setback varies along the rear and the proposed development has a pinch point at the rear corner of the building where the minimum standard is set. The EP area will be dedicated to the City through the subsequent site plan control process. The EIS confirmed that the reduced rear-yard setback will have no adverse impact on the function of the EP lands and the LSRCA and internal staff are satisfied with the proposed stormwater management design. Detailed design of the site and the proposed retaining wall will be undertaken as part of a future site plan control application.

Landscaped Open Space

A minimum landscape open space area of 20% is proposed, whereas 35% is required. The general intent of a minimum percentage of landscaped open space area requirement is to ensure there is adequate permeable area for drainage, snow storage, outdoor amenity space and opportunities for vegetation to be planted. The outdoor amenity space requirements are met through the proposal and adequate snow storage areas and landscaped areas have been provided. As noted, a large portion of the site will be dedicated to the City as EP lands which reduces the available land for development and for landscaped open space. Staff are satisfied that the reduced landscaped open space provisions are appropriate and that the open space is augmented by the extensive EP lands.

Lot Coverage

The application proposes a maximum lot coverage of 70%, whereas 35% is permitted. The purpose of the lot coverage requirement is to control the scale of development on a site and ensure compatibility with adjacent uses. As noted, a large portion of the subject lands comprise EP which are not part of the developable area of the site. These lands will remain protected yet create a balance between built form in the area and a large buffer area between the proposed development and the lower density residential uses to the north along Vine Crescent. A 14 metre setback is required from Highway 400 along the south property line and an environmental feature was identified in the south east corner, both of which resulted in a re-location of Edgehill Drive and the cul-de-sac and a resulting further dedication to the City. Accordingly, the site has been efficiently designed to maximize the remaining, developable portion of the site. The proposed built form is appropriate based on the configuration of the site and the adjacent uses along this area of Edgehill Drive. As noted, the proposed built form continues the mid-rise residential uses located to the west further along Edgehill Drive while providing adequate buffers to lower density uses to the north.

Gross Floor Area as a Percentage of Lot Area

The applicant is proposing a maximum Gross Floor Area of 405%, whereas a maximum of 200% is permitted. The purpose of the GFA zone standard is to control massing and built form within an area and to ensure compatibility with adjacent uses. As has been noted, a

large portion of the subject lands is not part of the developable area of the site and, if included within the GFA calculation, the proposed GFA would be reduced to 173% which is within the required zone standard. The EP lands, while not part of the developable area, will create a balance between built form in the area as is the intent of the zoning by-law. Staff consider the increase in GFA to be appropriate in respect to the proposed design and is partly intended to provide flexibility for the change in lot area that will result from the EP dedication.

Building Height

Building height is regulated to mitigate shadowing impacts, privacy and massing. Building height is also directly correlates to how many units are proposed on the site overall. While a maximum building height of 45 metres is currently permitted, the applicant is proposing a maximum height of 55 metres (16 storeys). Staff consider the requested increase in building height to be generally compatible with the surrounding site context as follows:

- Medium density residential uses exist to the west of the subject lands ranging in height up to 14 storeys, and the proposed building is limited to a 12 storey wing along the west to reflect the adjacent building (Gateway Co-operative Homes) and a 14 storey wing to the east to step down to the EP lands along this boundary. The proposed development has been stepped up to the maximum building height of 16 storeys through a tower in the middle of the building focussed on the intersection of Edgehill Drive and Anne Street.
- Abutting lands to the north and east comprise the large EP area which provide a deep buffer area to the single detached dwellings along Vine Crescent. The proposed building provides a transition between Highway 400 and the lower density uses to the north.
- The Shadow Analysis demonstrates that adequate sunlight is available for public areas and surrounding streets.

The proposed building is considered compatible with the uses in this area. The height of the building generally reflects the heights along Edgehill Drive with a 16 storey tower directed away from the adjacent uses to the north, east and west and toward the intersection of Anne Street and Edgehill Drive along Highway 400. As noted throughout the report, the proposed development is an efficient use of the net developable area of the site and is sufficiently buffered from the lower density uses to the north by the large EP area while providing an extension of the medium density uses along Edgehill Drive.

Landscaped Buffer Areas - Parking Lot and Apartment Dwellings

The application proposes a landscaped buffer area of 2.3 metres at a pinch point in the rear lot line which abuts the EP lands and 0 metres along an area of the southwest lot line due to the shared secondary access with 84/90 Edgehill Drive. The EP lands provide a natural green area to the rear and a large natural buffer to the homes along Vine Crescent. The 3 metre landscaped buffer required by Zoning By-law 2009-141 largely is met with some pinch points that will result after the EP lands are dedicated to the City. The reduced landscaped buffer will have no adverse impacts on the surrounding area or function of the EP area, as confirmed by the EIS. Planning staff are satisfied that the proposed landscaped buffer area along the rear and west side of the proposed development is appropriate.

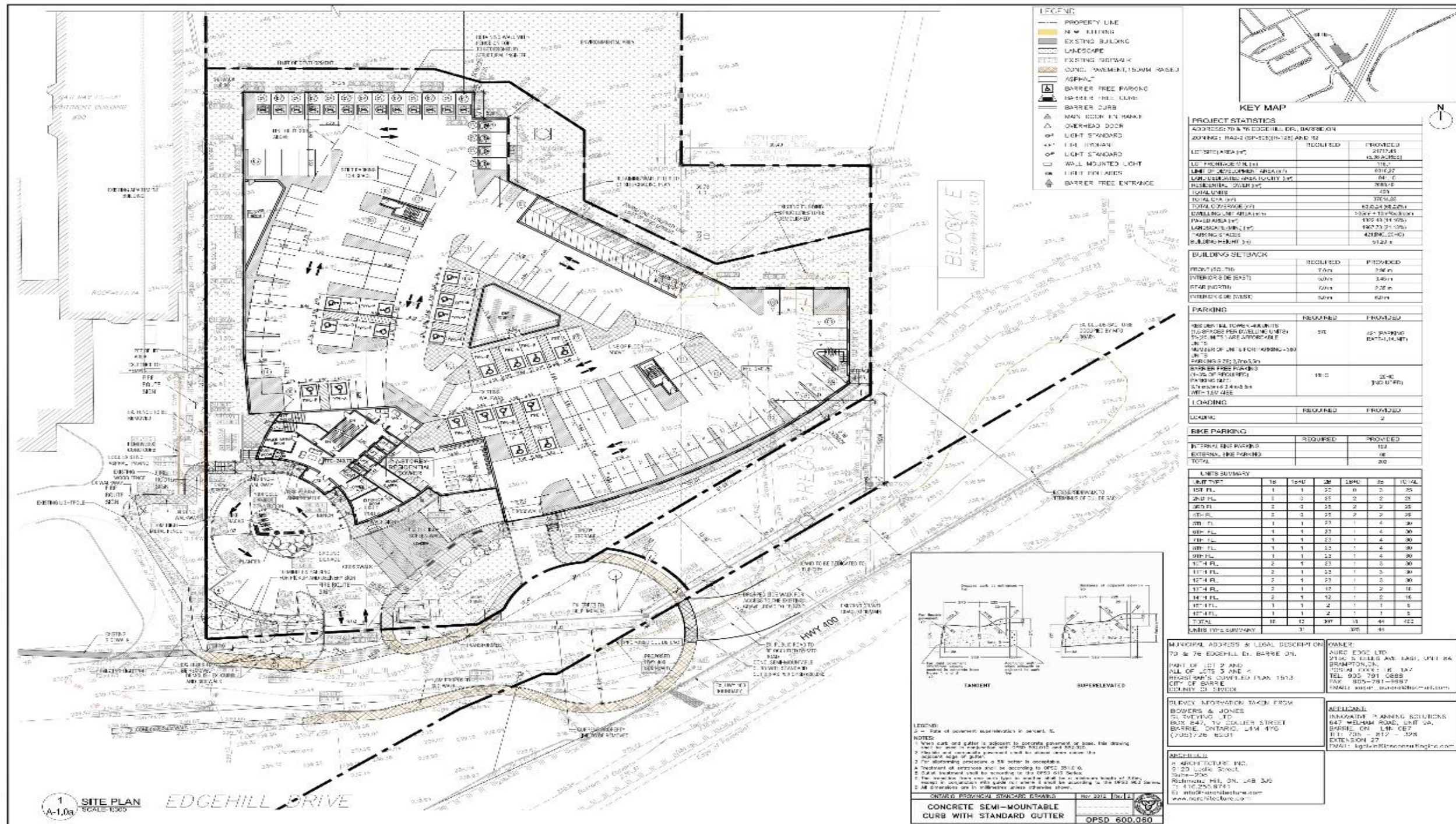
Holding Provision

A Holding Provision (H-YYY) is proposed to ensure the future construction of the Edgehill Drive cul-de-sac and the mutual access and associated easement that has been requested by Barrie Fire and Emergency Services should the intersection of Edgehill Drive and Anne Street be blocked. The holding provision also ensures the conveyance of the EP lands and the additional lands for the re-location of Edgehill Drive and the cul-de-sac to the City as part of a future development application. Finally, a retaining wall is proposed along the rear of the building and the holding provision notes that detailed design of the retaining wall will be addressed through a site plan control application and may result in additional changes to the site design. Further background details on the holding provision are provided in Appendix C - Technical Review Comments and Modifications.

Development Generally in Accordance with the Conceptual Site Plan

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

Appendix E - Conceptual Site Plan



 n Architecture Inc PRINCIPAL: NITIN MALHOTRA, ARCHITECT. 5120 Leslie Street, Suite-205 Richmond Hill, Ontario, L4B 3J5 T : 416 - 258 - 3741 E: info@narchitecture.com www.narchitecture.com			
			
23 APR 2025 17th JUNE 2025 ISSUED FOR OPA AND ZSA-3			
03.	14 DEC 2024	ISSUED FOR OPA & ZSA-3	MG
02.	07 MAY 2024	SUBMIT FOR OPA & ZAA-2	CL
01.	24 AUG. 2022	ISSUED FOR OPA & ZSA	EY
No.	Date	Version	Drawn
This drawing is copyright property of "nArchitecture inc". Not to be reproduced. Contractor must verify all dimensions, drawings, details and specifications and report any discrepancies to be corrected before proceeding with work.			
PROJECT:		GPI FILE: D-30-023-2022	
PROPOSED RESIDENTIAL DEVELOPMENT 70 & 76 EDGEHILL DR. BARRIE ON.			
DRAWING NO.:			
CONCEPT SITE PLAN			
DRAWN BY: CL		DATE: 23 AUGUST 2024	
CHECKED BY: NM		SCALE: AS NOTED	
PROJECT NO.:		DRAWING NO.:	
21-63		A-1.0a	

Appendix F – Proposed Building Elevations



South Elevation



North Elevation

Appendix F – Proposed Building Elevations



West Elevation



East Elevation

Appendix G – Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-023-2022
70, 76, 80 EDGEHILL DRIVE, BARRIE - ON

Total Study Area	77.08 ha
Total Developable Area - <i>Only residential</i> (Private properties)	44.17 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	49.63 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways	5.14 ha
Total Area Roads right of way	22.30 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Singles/ Semis/ Duplex	472	36.65	12.88
Multiresidential	537	5.84	91.99
Non- residential areas(Commercial/ Institutional)		5.47	
Parks/ Open Space/ EP lands/ Walkway / Laneway/ utility services		5.14	
Subject Properties 70, 76, 80 Edgehill Drive - D30-023-2022 <i>Amendments to the Official Plan and a Zoning By-law to facilitate the development of one 16 storey, purpose-built rental, apartment building with 400 residential dwelling units.</i>	400	0.93	429.63
Other Proposed Developments in the area <i>D11-011-2022 - 107, 107, 109, 111 Edgehill Dr To permit the development of 63 back-to-back townhouse units within 4 buildings.</i>	63	0.75	83.95
Current Residential Density <i>(Only Residential Lands included)</i>	1013	44.17	22.94
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1013	49.63	20.41
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1412	44.17	31.97
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1412	49.63	28.45
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1472	44.17	33.33
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1472	49.63	29.66

Prepared by: Development Services
Date: March 24, 2025

Note:

This Density Analysis is based on the Assessment Database.

MPAC property Code was used to identify the number of residential units in the Area.

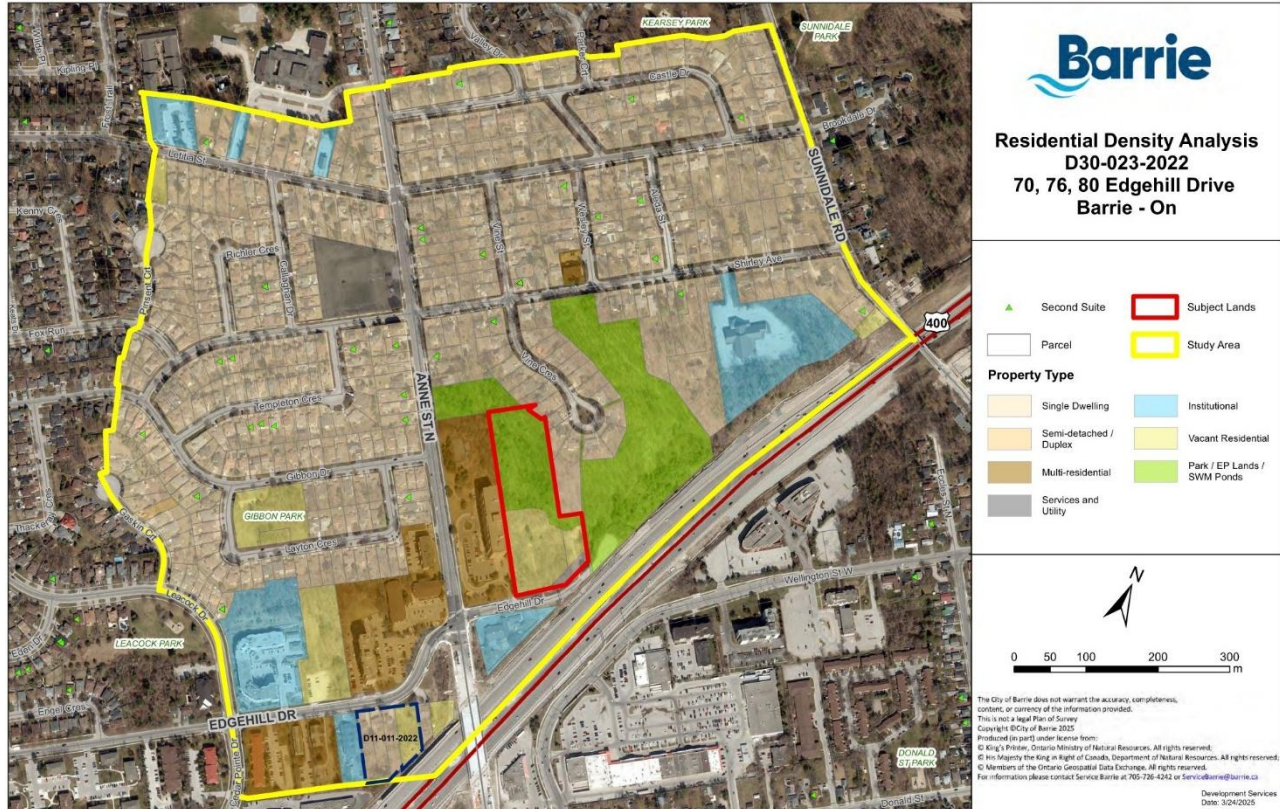
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.

Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

Any existing residential units on the subject lands or any other lands with a proposed development were included in the current density for the area, but excluded when calculating projected densities.

Please note that the area used for the Subject Properties exclude the EP areas and Road widening as proposed for this rezoning application.

Appendix G – Residential Density Analysis



Appendix H - Submission Materials

In support of the application, the following plans, reports and studies were submitted. Copies of the materials are available under [Ward 4 – 70-76 Edgehill Drive](#):

First Submission:

- a) Arborist Report, Palmer, September 7, 2022.
- b) Architectural Package, nArchitecture Inc., August 24, 2022.
- c) Archaeological Property Assessment, Amick Consulting Ltd., January 18, 2018.
- d) Context Plan & Block Plan, nArchitecture Inc., June 7, 2022.
- e) Environmental Impact Study, Azimuth Environmental Consulting Inc., June 27, 2022.
- f) Geotechnical Investigation, Palmer, June 30, 2022.
- g) Hydrogeological Assessment, Palmer, June 29, 2022.
- h) Landscape Drawings, MSLA, March 2022.
- i) Planning Rationale, Innovative Planning Solutions, September 2022.
- j) Servicing and Stormwater Management Report, nEngineering Inc., June 2, 2022.
- k) Shadow Study, nArchitecture Inc., April 26, 2022.
- l) Traffic Impact Study, GHD, July 11, 2022.
- m) Urban Design Report, nArchitecture Inc., July 14, 2022.
- n) Pedestrian Level Wind Study, GradientWind Engineers & Scientists, June 3, 2022.

Second Submission

- a) Arborist Report, Palmer (Part of SLR), May 10, 2024.
- b) Architectural Package, nArchitecture Inc., May 7, 2024.
- c) Hydrogeological Assessment, Palmer (Part of SLR), May 13, 2024.
- d) Edge Management Plan, Palmer (Part of SLR), May 10, 2024.
- e) EIS Technical Brief, Azimuth Environmental Consulting Inc., May 13, 2024.
- f) Landscape Drawings, MSLA, May 6, 2024.
- g) Addendum to Planning Rationale, Innovative Planning Solutions, May 2024.
- h) Servicing and Stormwater Management Report, nEngineering Inc., May 10, 2024.
- i) Geotechnical Investigation, Palmer (Part of SLR), May 11, 2024.
- j) Renders, nArchitecture Inc., April 22, 2024.
- k) Shadow Analysis, nArchitecture Inc., April 8, 2024.
- l) Traffic Impact Study, GHD, May 13, 2024.
- m) Urban Design Report, nArchitecture Inc., April 9, 2024.

Third Submission

- a) Servicing and Stormwater Management Report, nEngineering, January 27, 2025.
- b) Architectural Package, nArchitecture, December 16, 2024.
- c) Landscape Plans, MLSA, February 6, 2025.
- d) Environmental Plan, Azimuth Environmental Consulting Inc., January 2025.
- e) Hydrogeological Assessment, Palmer (Part of SLR), February 6, 2025.

Fourth

- a) Addendum to Planning Rationale, Innovative Planning Solutions, May 2025.
- b) Servicing and Stormwater Management Report, nEngineering, April 17, 2025
- c) Architectural Package, nArchitecture, April 22, 2024

Fifth Submission

- a) Servicing & Stormwater Management Report, nEngineering Inc., May 13, 2025.
- b) Concept Site Plan, nArchitecture, June 17, 2025