



BY-LAW NUMBER 2014-

**A By-law of The Corporation of the City of Barrie to
adopt an amendment to the Official Plan (O.P.A. #32)**

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 14-G-241 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. 146 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 24th day of November 2014.

READ a third time and finally passed this 24th day of November 2014.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

AMENDMENT NO. 32

TO THE

CITY OF BARRIE

OFFICIAL PLAN

OFFICIAL PLAN

FOR THE

CITY OF BARRIE

Amendment No. 32

Amendment No. 32 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 _____, 2014.

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 _____, 2014.

Mayor

City Clerk

BY-LAW NUMBER 2014-XXX

A By-law of the Corporation of the City of Barrie to adopt an amendment to the Official Plan (O.P.A. No. 32).

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 14-G-XXX, 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. 32 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 _____, 2014.

READ a third time and finally passed this ____ day of _____, 2014.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk

This Amendment No. 32 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. 32 to the City of Barrie Official Plan.

Date

City Clerk

AMENDMENT NO. 32

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**AMENDMENT NO.32
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. 32 to the City of Barrie Official Plan.

Also attached is **PART C - THE APPENDIX**, which does not constitute part of this amendment. This appendix contains the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this amendment.

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 Area and Environmental Protection Area, to amend Schedule C – Defined Policy Area HH and add related wording to Section 4.8 to allow for a twelve-storey residential apartment building with a maximum density of 255 units per hectare, notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan.

The purpose of the new Defined Policy Area is to establish site specific density provisions for the subject lands which would facilitate high density residential development on lands known municipally as 76 Edgehill Drive. An Amendment to the City of Barrie Zoning By-law and Site Plan Control approval are required for this development proposal to proceed.

LOCATION

The property subject to this Amendment is known municipally as 76 Edgehill Drive and is located on the north side of Edgehill Drive, east of Anne Street North, within the Sunnidale Planning Area. The property is legally described as Lot 3 and Part of Lot 2, Registers Compiled Plan 1513. The site is rectangular in shape and has a total lot area of approximately 1.9ha (4.69 acres) with 78m of frontage on Edgehill Drive.

BASIS

The property is currently designated Residential Area and Environmental Protection Area 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 Environmental Protection are intended primarily for preservation and conservation in their natural state. In this regard, the owner has agreed to dedicate approximately 1ha of the existing woodland on site to the City for Environmental Protection. As a result, the existing limits of the Environmental Protection Area and Residential Area are required to be amended.

Notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan, the applicant has applied to amend Schedule C and the text of the Official Plan by amending Section 4.8 to allow for a twelve-storey residential apartment building with a maximum density of 255 units per hectare on the subject lands. In this regard, the Official Plan states that high density residential development shall consist of developments which are in excess of 54 units per hectare and that developments in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment to the Plan has been approved. As noted above, the proposed development is considered to be high density residential as it would result in a density of approximately 255 units per net hectare. Given that the subject lands are located outside of the City Centre, the subject Official Plan Amendment intends to designate the property as Defined Special Policy Area HH.

The proposed density and development is considered appropriate and in keeping with the policy planning framework established for Intensification, the policies and guidelines established for Tall Buildings and is consistent with the existing form of development in the area, particularly the lands to the immediate west.

Section 3.3.2.1 (b) and (c) of the Official Plan encourage the provision of a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good

land use planning principles. Residential intensification is also encouraged in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types.

The proposed development would contribute to a more compact urban form and efficiently use land and resources, support transit, and optimize the use of existing infrastructure and services.

Section 4.2.2.3 (b) of the Official Plan provides that medium and high density development is encouraged in the Intensification Corridors and should be directed to locate close to parks, schools and local commercial facilities, and adjacent to arterial or collector roads. Although the subject lands are not located within a designated Intensification Corridor, the proposed development would meet the City's locational criteria with respect to high density development as the subject property is located within walking distance to City parks (Gibbon Park and Leacock Park; both within approximately 500m of the subject property) and three schools (Portage View Elementary School, St. Mary's Catholic School and Ecole Secondaire Catholique Nouvelle Alliance). The subject property is also located in proximity to many commercial facilities along Wellington Street West and Anne Street North, particularly at the intersection of Dunlop Street West and is located in close proximity to an arterial roadway (Anne Street North) and a minor collector (Edgehill Drive west of Anne Street) whereby transit services are available.

Section 4.2.2.6 (d) of the Official 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 would satisfy the Intensification Policies noted above as it provides a built form consistent with the existing 12-storey apartment building to the immediate west, provides sufficient separation/buffering from the existing residences on Vine Crescent through the preservation of the existing woodland on site, infrastructure is available and transit facilities are accessible at the intersection of Anne Street North and Edgehill Drive and the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.

Section 6.6 of the Official Plan addresses policies for Tall Buildings. These policies 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 Tall Buildings Policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts to the maximum extent possible. Tall buildings are also to incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.

The proposed development is consistent with the Tall Building Policies identified above. The majority of all required parking (244 spaces of 327 required) is proposed to be located within underground structured parking. All garbage/loading facilities will be located within enclosed spaces of the proposed building and parking structure and specific attention has been paid to the exterior architecture of the proposed building.

The proposed development, in the form of a 12-storey residential apartment building, is considered to be consistent with the Tall Buildings policies of the Official Plan. The shadow impacts associated with the proposed development are considered to be minimal given the significant and acceptable separation distance provided between the proposed building and neighbouring residential properties. Finally, the visual impact of the proposed building on the adjacent single detached residences on Vine Crescent is considered to be appropriate given the spatial separation afforded by the preservation of the existing woodland on site and the grade differential of the property toward Edgehill Drive where the proposed building is intended to be located.

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 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.

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 76 Edgehill Drive, legally described as Lot 3 and Part of Lot 2, Registers Compiled Plan 1513 be amended as follows:

1. Schedule A – Land Use Plan is hereby amended by redesignating certain lands shown on Schedule A from Residential Area to Environmental Protection Area.
2. Schedule A – Land Use Plan is hereby amended by redesignating certain lands shown on Schedule A from Environmental Protection Area to Residential Area.
3. Schedule C – Defined Policy Area, is hereby amended by designating certain lands shown on Schedule C of the Amendment as Defined Policy Area HH.
4. Add text to Section 4.8 – Defined Policy Area of the Official Plan as follows:

Defined Policy Area (HH)

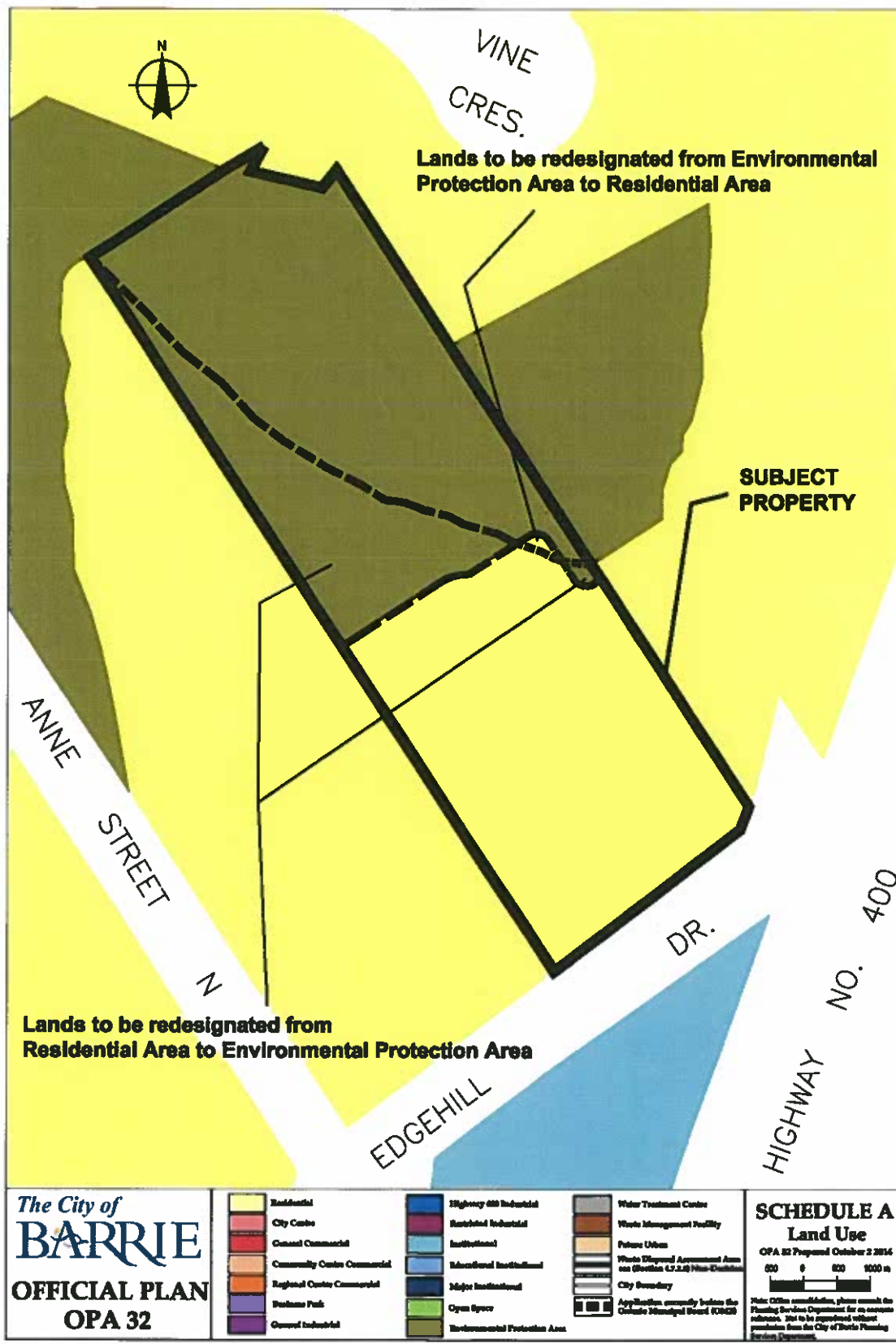
Lands shown on Schedule C known municipally as 76 Edgehill Drive and is located on the north side of Edgehill Drive, east of Anne Street North, within the Sunnidale Planning Area, shall permit a twelve-storey residential apartment building with a maximum density of 255 units per hectare, notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan.

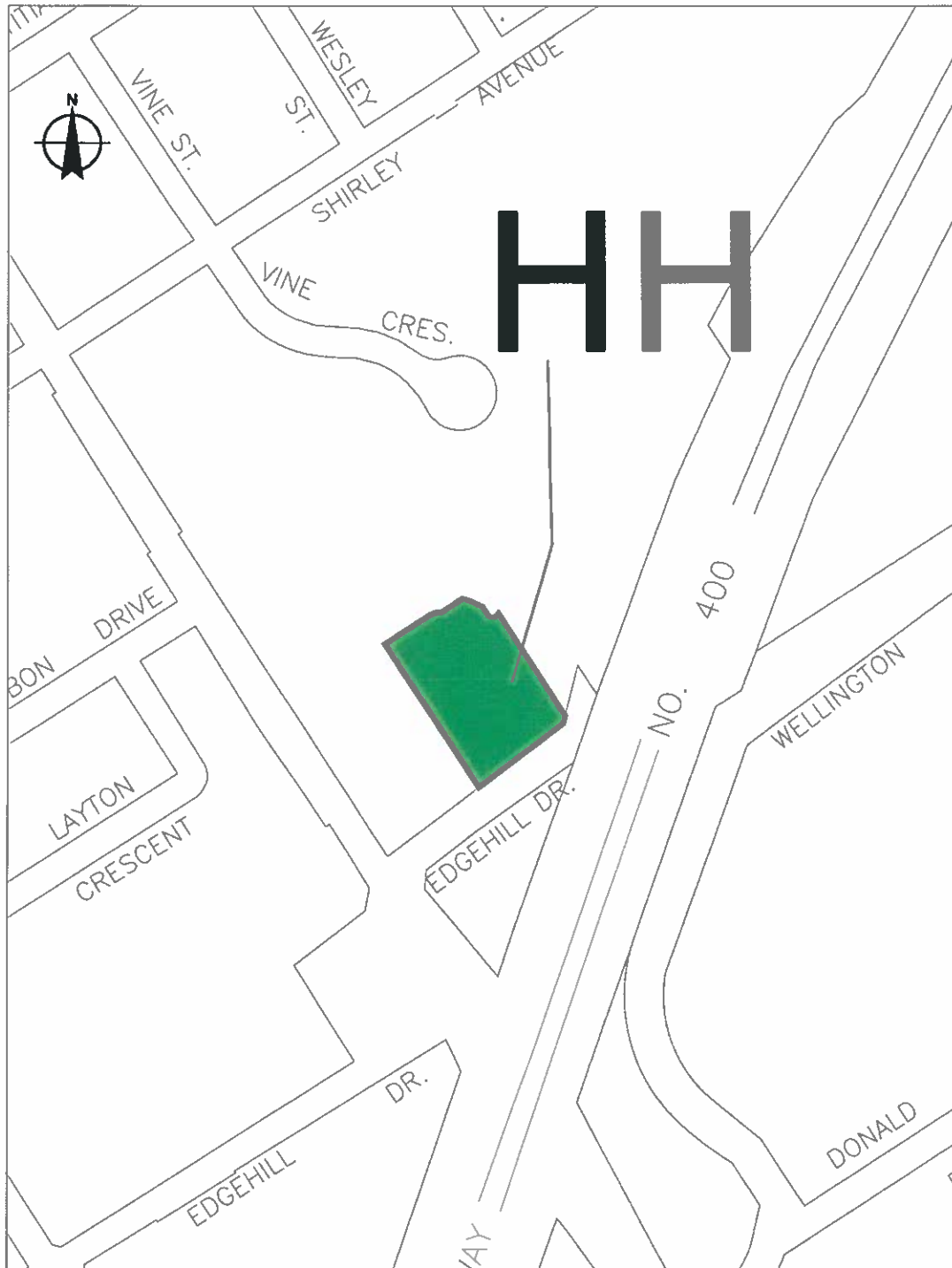
IMPLEMENTATION

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.





The City of
BARRIE
OFFICIAL PLAN
OPA 32

A DEFINED POLICY AREA

SCHEDULE C
Defined Policy
Areas
OPA 32 Prepared October 2 2014
Note: Office consultation, please consult the
Planning Services Department for an updated
reference. Not to be reproduced without
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Services Department.

PART C – THE APPENDIX

PART C - THE APPENDIX

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Minutes of the General Committee Public Meeting



City Clerk's Office
COUNCIL DIRECTION MEMORANDUM

TO: Director of Planning – note
Director of Legal Services - note

FROM: Dawn McAlpine, City Clerk

DATE APPROVED

BY COUNCIL: September 9, 2013

13-G-217 APPLICATION FOR A PROPOSED OFFICIAL PLAN AMENDMENT AND AMENDMENT TO THE ZONING BY-LAW - INNOVATIVE PLANNING SOLUTIONS ON BEHALF OF THE OWNER 1765469 ONTARIO INC. – 76 EDGEHILL DRIVE (WARD 4) (September 9, 2013) (File: D09-OPA32/D14-1558)

Mr. Darren Vella of Innovative Planning Solutions advised that the purpose of the public meeting is to review applications for an Official Plan Amendment and an Amendment to the Zoning By-law for lands located on the north side of Edgehill Drive, north-west of Highway 400 and east of Anne Street North. He advised that the property is known municipally as 76 Edgehill Drive and has a total area of approximately 1.9ha. He described the site context and surrounding uses. Mr. Vella provided images of the existing high density development in the neighbourhood.

Mr. Vella indicated that the lands are considered to be designated Residential Area and Environmental Protection Area within the City's Official Plan and are currently zoned Single Detached Residential Dwelling R2 and Environmental Protection EP. He indicated that the owner has applied to amend Section 4.8 and Schedule "C" of the Official Plan to include the subject lands as a Defined Special Policy Area and to amend the current R2 zoning of the property to Residential Apartment Dwelling Second Density 2 (RA2-2) to permit the future development of the property for a twelve storey, 218 unit, residential apartment building. He further noted that current Environmental Protection designation and zoning on the subject lands is intended to remain.

Mr. Vella provided examples of other high density developments in the neighbourhood and reviewed the development proposal.

Mr. Vella provided architectural renderings of the proposed development and detailed the impacts of the proposed development on the surrounding neighbourhood.

Mr. Vella detailed the planning studies and reports that have been submitted in support of the application. He advised that in his professional planning opinion that the property achieves the locational criteria for high density residential as outlined in the City of Barrie's Official Plan.

In closing, Mr. Vella advised that the development is consistent with Provincial Policy Statement, Growth Plan and is a logical location for development in a high density residential area.

PUBLIC COMMENTS

1. **Mr. Dale McFarling, 90 Edgehill Drive** advised that he is representing the Board of Directors of the 90 Edgehill Drive in not supporting the proposed development. He raised concerns regarding the size and scale of the proposed high-rise, deterioration of the view from 90 Edgehill, additional noise and traffic as well as the impact on the green space and area wildlife.
2. **Mr. Todd Armstrong, Vine Crescent** noted that he was speaking on behalf of the concerned neighbours on Vine Crescent and advised that the concerns regarding the proposed development had been submitted in writing. He specified concerns including impact on wildlife and green space, additional noise and traffic. He indicated that the green space provides a unique oasis and will be significantly impacted by the proposed development. He stated a strong objection regarding the proposal as it stands. He noted that the location of the building may be impacted by plans for Highway 400 and that the property is the site of the 9 Mile Portage. Mr. Armstrong expressed concern with respect to the scale, loss of trees, excavation impact on the stability of the Vine Crescent homes and property values.
3. **Mr. Jack Frost, 5 Vine Crescent** advised of his concern regarding the proposed development including the impact on the green space and wildlife, additional noise and traffic. He noted of existing concerns regarding the lack of width of the pedestrian walkway on the bridge over the 400. He agrees that intensification is needed, but not to this magnitude if it doesn't consider the safety of the residents.
4. **Ms. Jane McLeod, 90 Edgehill** advised of her concerns regarding the proposed development including noise, shadowing and additional traffic.

Members of General Committee asked questions related to the presentation and received responses from the presenter and staff.

WRITTEN CORRESPONDENCE

1. Correspondence from Bell Canada dated July 4, 2013.
2. Correspondence from Bell Canada dated July 9, 2013.
3. Correspondence from Simcoe Muskoka Catholic District School Board dated August 26, 2013.
4. Correspondence from Paul and Jennifer Dunn dated August 26, 2013.
5. Correspondence from Asia Polus, dated August 26, 2013.
6. Correspondence from Ruth and John Wood dated August 23, 2013.
7. Correspondence from Marc Brenner and Patricia Murphy Brenner dated August 23, 2013.
8. Correspondence from Paul and Katherine Michael dated September 4, 2013.
9. Correspondence from Coleen and David Stewart dated September 3, 2013.

10. Correspondence from Allison M. Anderson dated September 5, 2013.
11. Correspondence from Allison M. Anderson dated September 5, 2013.

Staff Report



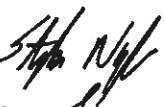
STAFF REPORT PLN025-14
SEPTEMBER 8, 2014


Page: 1
File: D09-OPA032,
D14-1558
Pending #


TO: GENERAL COMMITTEE

SUBJECT: APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – 1765469 ONTARIO INC. – 76 EDGEHILL DRIVE (Ward 4)

PREPARED BY AND KEY CONTACT: CARLISSA MCLAREN, DEVELOPMENT PLANNER EXT. #4719

SUBMITTED BY: S. NAYLOR, MES, M.C.I.P., R.P.P., DIRECTOR OF PLANNING 

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG. GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT 

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER 

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of 1765469 Ontario Inc., for lands known municipally as 76 Edgehill Drive (Ward 4) be approved as follows (D09-OPA032):
 - a) Amend Official Plan Schedule "A" – Land Use to redesignate a portion of the subject lands from Residential Area to Environmental Protection Area;
 - b) Amend Official Plan Schedule "A" – Land Use to redesignate a portion of the subject lands from Environmental Protection Area to Residential Area;
 - c) Amend Schedule C – Defined Policy Area to identify the Residential parcel as Defined Policy Area XX;
 - d) That notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan, the text of the Official Plan be amended by adding Section 4.8.XX to allow for a twelve-storey residential apartment building with a maximum density of 255 units per hectare on lands known municipally as 76 Edgehill Drive.
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of 1765469 Ontario Inc., to rezone the lands known municipally as 76 Edgehill Drive (Ward 4) from Residential Single Detached Dwelling Second Density R2 and Environmental Protection (EP) to Residential Apartment Dwelling Second Density Special Holding RA2-2 (SP)(H) and Environmental Protection (EP) be approved (D14-1558).
3. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
 - i) Permit a minimum density of 53 units per hectare;
 - ii) Permit a maximum density of 255 units per hectare;
 - iii) Permit a maximum building height for the Apartment Dwelling of 12-storeys (39m), inclusive of all rooftop mechanicals and terrace structures, whereas 45 metres would be permitted;

- iv) Permit a maximum building height for the Accessory Parking Structure of 3-storeys (9m), whereas 45m would be permitted; and
 - v) Permit a minimum side yard setback (west) to the main building (Apartment Dwelling) of 35m, whereas 5m would be permitted.
4. That the By-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 76 Edgehill Drive, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
- a) The owner's execution of a Site Plan Agreement with the City which includes addressing matters related, but not limited to, the construction of a municipal cul-de-sac adjacent to the proposed development, as well as the registration of an access easement over the subject lands in favour of the adjacent property to the east known municipally as 70 Edgehill Drive.
5. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law.

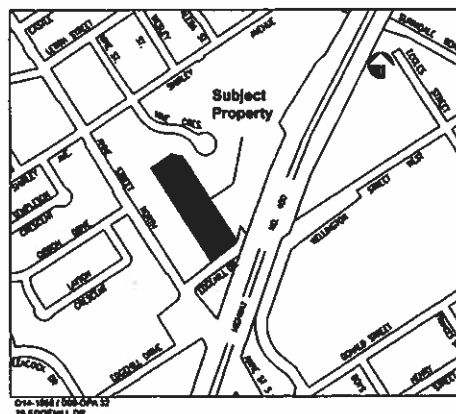
PURPOSE & BACKGROUND

Report Overview

6. The purpose of this report is to recommend approval of the application by Innovative Planning Solutions, on behalf of 1765469 Ontario Inc., for lands known municipally as 76 Edgehill Drive (Ward 4). The effect of the applications would be to permit the development of a 12-storey (inclusive of a mechanical penthouse to the north and a rooftop atrium with rooftop terrace to the south) residential apartment building with 218 units and a density of 255 units per hectare. The current Environmental Protection designated lands are intended to remain with approximately 0.3ha of additional lands being added to them. Staff are recommending approval of the subject applications as the lands are considered to be appropriate to be approved for this form of residential development in accordance with both Provincial and Municipal policy.

Location

7. The subject property is located on the north side of Edgehill Drive, east of Anne Street North, within the Sunnidale Planning Area (Ward 4). The subject property is known municipally as 76 Edgehill Drive (Lot 3 and Part of Lot 2, Registers Compiled Plan 1513) and has a total lot area of approximately 1.9ha with 78m of frontage on Edgehill Drive. The area is characterized as an established residential area supporting a variety of medium-high density residential buildings ranging from 3-15 storeys in height. Single detached residential dwellings abut the subject lands to the immediate north and east.



8. The existing land uses surrounding the subject property are as follows:

North: Woodlot and Single detached residential; zoned Environmental Protection (EP) and Residential Dwelling Second Density (R2)

South: Edgehill Drive and S.E.E.D.S Childcare Centre; zoned Institutional (I)

East: 12-Storey residential apartment building inclusive of rooftop mechanicals; zoned Residential Apartment Dwelling First Density (RA1)

West: Single detached residential dwelling and a woodlot; zoned Residential Dwelling Second Density (R2) and Environmental Protection (EP).

Existing Policy

9. The property is designated Residential Area and Environmental Protection Area within the City of Barrie Official Plan and is zoned Residential Dwelling Second Density (R2) and Environmental Protection EP in accordance with the City's Comprehensive Zoning By-law 2009-141.

Supporting Information

10. In support of the subject application, the following reports were submitted:

- a) **Planning Justification Report** (January 2013) provides a review of the property characteristics and surrounding lands as well as the planning policy basis and opinion of Innovative Planning Solutions that the proposal is an appropriate form of development and location for residential intensification.
- b) **Urban Design Brief** (May 15, 2013) provides a detailed description of the design elements of the proposed development and how, in the opinion of Salter Pillion Architecture, it would be compatible with the existing development in the area and provide an attractive and functional space for future residents through a typology of architecture that is familiar to Barrie.
- c) **Environmental Impact Study (EIS)** (January 2013) considers the proposed development in relation to natural features that have been identified within the property limits and on adjacent lands and presents an assessment of the potential environmental impacts associated with the proposed development. The EIS concludes that the proposed development can be achieved with no direct, indirect or cumulative impacts to the environmental features identified in the area. Wildlife in the area will continue to utilize the naturalized portion of the lands to the north, which will maintain connectivity with adjacent wildlife habitat and the proposed development does not affect Provincially Significant Wetlands (PSW), Areas of Natural and Scientific Interest (ANSI), Significant Woodlands, Valley Lands, fish or wildlife habitat on or within 120m of the proposed development as defined by the Provincial Policy Statement (PPS). In the opinion of Azimuth Environmental, the proposed Amendments are considered to be compliant with the PPS and the Ontario Endangered Species Act (MMAH 2007).
- d) **Noise Impact Study** (August 20, 2012) provides an assessment of potential noise impacts on the residential units within the proposed building as it relates to traffic noise generated from Highway 400 and Anne Street North as well as provides recommendations to ensure that MOE indoor noise guidelines can be met for all dwelling units. The report concludes that the proposed residential building can be developed in a manner that satisfies the requirements of the MOE guidelines for transportation noise.

- e) **Traffic Impact Study** (January 23, 2013) addresses the potential transportation impacts of the proposed development on the local road network and concludes that no improvements will be required to the intersection of Anne Street North and Edgehill Drive to accommodate the anticipated increase in traffic generated by the proposed development.
- f) **Functional Servicing Report** (January 2013, revised May 2014) provides that the subject lands will have frontage and access on Edgehill Drive for the purpose of this development and that the proposed development can be adequately serviced with respect to sanitary, storm and watermain services through connections to the existing services located on Edgehill Drive and Anne Street. The report further concludes that stormwater management will be addressed on site in accordance with MOE guidelines for both quality and quantity control measures.
- g) **Preliminary Geotechnical Investigation** (July 31, 2012) provides the results of a preliminary investigation of the subsurface soil and groundwater conditions of the site to assist in the design of the foundations, driveways and parking areas proposed and provides recommendations for the proposed development.
- h) **Stage 1-2 Archaeological Assessment** (August 14, 2012) describes the results of the 2011 Stage 1-2 Archaeological Assessment of the subject lands and concludes that as a result of the physical assessment of the study area (excluding the Environmental Protection lands), no archaeological resources were encountered and therefore no further archaeological assessment of the portion of the property subject to development is required. Should any ground altering work be proposed within the Environmentally Protected lands on the subject site, the report is recommending that a Phase 2 Assessment be completed on these lands.

Public Meeting

11. A Public Meeting was held on September 9, 2013 to discuss the subject applications and proposed development whereby a number a local residents expressed their concerns with the applications. A number of comments were received both at the meeting and through written correspondence. The residents providing comments were not in support of the proposed amendments to the Official Plan and Zoning By-law and the concerns expressed included the following:
 - adverse effect on property values;
 - increased traffic as a result of additional residents;
 - increased noise from construction and Highway 400 as a result of the tree removals required to facilitate the proposed development;
 - negative impacts on the existing green space and area wildlife;
 - decreased privacy due to the proposed scale (height);
 - increased trespassing over Vine Crescent properties to access Shirley Avenue;
 - potential overcrowding in neighbourhood schools as a result of additional residents to the area;
 - increase in pedestrian traffic whereby the existing safety concerns are present as they relate to the existing sidewalk on the Anne Street bridge over Highway 400 as it is too narrow and close to street;
 - increase in stormwater drainage which will impact properties downstream; and
 - shadowing impacts.

Public Open House

12. Prior to the statutory Public Meeting required by the Planning Act, a Public Open House, hosted by the applicant's Planning Consultant from Innovative Planning Solutions, was held on September 5, 2013 at the Dorian Parker Center to present the proposed development to the local residents. Notices of this meeting were hand delivered to area residents within 120m of the proposed development. The Public Open House was well attended with approximately 32 area residents in attendance throughout the evening in addition to the applicants, their consultants, the Ward Councillor and Planning Staff. While the Open House was more of an informal meeting with no formal presentation made by the applicant or their consultants, the concerns expressed at this meeting were generally the same as those expressed through written correspondence and at the Statutory Public Meeting noted above.
13. The various comments/concerns identified above will be discussed throughout this report, however, Planning staff are of the opinion that the proposed development would serve to buffer the existing residential lands to the north from the traffic noise associated with Highway 400. Further, Planning staff have no comment on the perceived implication of higher density development on the market value of private properties, as this is not a land use planning issue.

Department & Agency Comments

14. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment.
15. Bell provided comments indicating they had no concerns with the proposed Official Plan Amendment and Rezoning, however an easement may be required to service the property which would be further addressed through a subsequent site plan application.
16. The Ministry of Tourism, Culture and Sport provided comments confirming that the findings and recommendations contained in the above noted Stage 1-2 Archaeological Assessment prepared by AMICK Consultants Limited, are consistent with the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions of the archaeological licenses and noted that the report has been entered into the Ontario Public Register of Archaeological Reports.
17. The Simcoe Muskoka Catholic District School Board provided comments indicating that the pupils generated by this development are within the current areas for St. Marguerite d'Youville Catholic Elementary School and St. Joseph's Catholic High School. It is important to note that the current capacity of St. Marguerite is significantly below capacity. The Simcoe County District School Board provided comments indicating that pupils generated from the proposed development are within in the catchment area of Portage View Public School and Barrie Central Collegiate, both of which have capacity to accommodate pupils generated from the proposed development. As such, the concerns identified above from area residents with respect to overcrowding in existing schools has been addressed by the School Boards.
18. The Lake Simcoe Region Conservation Authority (LSRCA) provided initial comments indicating that the proposed development is located within a woodland that is approximately 7ha in size. This woodland has been classified as a Level 1 Natural Heritage Feature which reflects the highest level of protection for natural heritage features in the Lake Simcoe Watershed. The PPS identifies policies that restrict development and site alteration in or adjacent to significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural feature or its ecological function. The existing woodland on site will be designated as Environmental Protection and designated to the City at the time of Site Plan Approval.
19. LSRCA further commented that the property is located within a significant groundwater recharge area and therefore quality and quantity of groundwater shall be protected, improved or restored.

In this regard, LSRCA is satisfied that stormwater management, including water balance, may be adequately addressed through a subsequent site plan application and as such, the concerns from area residents with respect to stormwater drainage would be appropriately addressed at that time.

20. As a result of the above comments, a revised concept plan was prepared which resulted in the development limits of the site being shifted south in order to ensure the 'no negative' impact test to the significant woodland was met. A copy of the revised concept plan has been attached as Appendix 'D' to this report.
21. Following a number of site meetings and resubmissions from the developer's consultants, the LSCRA advised that they were satisfied that the approval of the subject applications would be consistent with the PPS and in conformity with the Lake Simcoe Protection Plan (LSPP). LSRCA had no further concerns with the proposed amendments as a suitable development limit had been established in relation to the environmental feature on site, the 'no negative impact' test of the PPS was satisfactorily addressed as it relates to the minor encroachment into the significant woodland feature, the developer has agreed to redesignate and convey the environmental protection lands (woodland) to the City and any loss of the woodland feature could be appropriately mitigated through acceptable compensatory measures at the time of a subsequent site plan application.
22. The Ministry of Transportation (MTO) provided comments indicating that they have commenced the Transportation Environmental Study Report/Preliminary Design Report (TESR/PDR) update study for the Highway 400 corridor from Highway 89 to Highway 11 which may impact the subject development. Given that the results of this study may not be known in full until 2015, MTO has identified the need to protect a 22m setback from the existing Highway 400 right-of-way for a future potential road widening. This may result in the realignment of the portion of Edgehill Drive that runs parallel to Highway 400 and in turn may impact the southerly development limits of the subject property. As a result, MTO suggested that the site be configured such that any permanent infrastructure and/or required parking be located outside of the southerly portion of the site which may be impacted by any future widening required by MTO or the City to accommodate any highway widenings and subsequent local road realignment in the future.
23. The Engineering Department provided comments indicating that the owner will be required to extend the existing municipal sanitary and watermain infrastructures along Edgehill Drive and Anne Street to the east limits of the property with provisions to service the adjacent lands to the east (70 Edgehill Drive). In addition, Engineering commented on the requirement for a municipal cul-de-sac along Edgehill Drive in order to maintain (snow clearing) this roadway with the addition of the proposed development.
24. In an attempt to satisfy MTO's comments above and the requirement of a municipal cul-de-sac, a concept plan was submitted which proposed to construct a cul-de-sac across the frontage of the subject property (see appendix 'D') with provisions for access to 70 Edgehill Drive via a connection to the existing Edgehill Drive roadway that currently services the property to the east. Both MTO and the City are generally satisfied with the preliminary location and design of the proposed cul-de-sac, however detailed design will be reviewed at the time of a subsequent site plan application being received.
25. It is important to note that in the event of Highway 400 being expanded in the future and Edgehill Drive being closed east of the subject property, the adjacent lands to the east will lose access to a municipal roadway. As such, the applicant would be required to grant the abutting lands an easement over the subject property for access purposes as a condition of a subsequent site plan approval.

26. Engineering also provided preliminary comments related to the requirements for storm water quality and quantity control measures and further identified that the matters related to traffic, parking, vehicle access and circulation, servicing and drainage would be addressed through a subsequent site plan application.
27. Transportation Planning Indicated that there were no concerns with the Traffic Impact Study submitted in support of the subject application which concluded that no improvements will be required to the intersection of Anne Street North and Edgehill Drive to accommodate the anticipated increase in traffic generated by the proposed development. Given that the increase in traffic is negligible (74 and 82 trips during the weekday AM and PM peak hours, respectively), Transportation Planning Staff are satisfied that the proposed development would not negatively impact the existing transportation networks in the area as suggested through the public comments received at the Public Meeting.
28. Parks Planning provided comments relating to the dedication of the Woodland feature on site and the requirement to install a 1.5m high galvanized chain-link fence (per BSD-21), along its southern boundary prior to any development of the remaining lands. Both the dedication and fencing of the Environmental Protection lands will be addressed through a subsequent site plan application. In addition, typical design standards would be addressed and reviewed in detail during the Site Plan Control process to ensure compliance with the Urban Design Guidelines and City standards.

ANALYSIS

Policy Planning Framework

29. The following provides a review of the applicable Provincial policies, as well as the City of Barrie's Official Plan and the Intensification Strategy.

Provincial Policy

30. The Provincial Policy Statement (2014)(PPS) in brief contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
31. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected population growth for the next 20 years.
32. Places to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on urban growth centres, intensification corridors and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs and easy access to stores and services to meet daily needs. The Growth Plan further requires that 40% of all residential development occurring annually within the City must be within the existing built boundary. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.

33. In staffs' opinion, the proposed development would be consistent with the Provincial Policy Statement 2014 and The Growth Plan in terms of contributing to the range of housing types available, particularly rental housing, and would serve to utilize existing infrastructure in the area. Notwithstanding that the proposed development is considered to be consistent with Provincial Policy, all development proposals must also be reviewed on a site specific basis to confirm that they are consistent with municipal policies and requirements and are appropriate for the area in which they are proposed.

Official Plan

34. As noted above, the subject lands are designated Residential Area and Environmental Protection Area within the City's 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 Environmental Protection are intended primarily for preservation and conservation in their natural state. In this regard, the owner has agreed to dedicate approximately 1ha of the existing woodland on site to the City for Environmental Protection and fence the southern boundary of this area from the proposed development with the required 1.5m high galvanized chain-link fence in accordance with City Standards. The dedication and fencing of the existing woodland on site would serve to address the comments received from the public related to the negative impacts the proposed development would have on the existing green space and area wildlife and trespassing over the adjacent Vine Crescent properties.

Density and Location

35. There are a number of policies in the Official Plan that generally support the proposed development. Sections 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.2 Residential, relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations. In addition, the proposed development was reviewed in association with the Intensification policies of the Official Plan which encourage residential intensification to be directed to four primary areas; the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas. While the subject lands are not located in one of these four areas, intensification is still encouraged throughout the City subject to the locational criteria outlined in the Official Plan.
36. Section 3.3.2.1 (b) and (c) of the Official Plan encourage the provision of a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles. Residential intensification is also encouraged in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types.
37. The development, if approved, would serve to address many of the criteria outlined in the Official Plan. The proposed development would also contribute to a more compact urban form and efficiently use land and resources, support transit, and optimize the use of existing infrastructure and services.
38. 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. The Official Plan further states that high density residential development shall consist of developments which are in excess of 54 units per hectare and that developments in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment to the Plan has been approved. In this regard, the proposed development would be considered to be high density residential as the proposed development would result in a density of approximately 255 units per net hectare. Given that the subject lands

are located outside of the City Centre, the Applicant's proposed Official Plan Amendment intends to designate the property as Defined Special Policy Area "XX" as identified on Appendix "B" of this report. It is interesting to note, that should the Environmental Protection lands be included in the total lot area for purposes of calculating density, the proposed development would result in a density of approximately 115 units per hectare.

39. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged in the Intensification Corridors and should be directed to locate close to parks, schools and local commercial facilities, and adjacent to arterial or collector roads. Although the subject lands are not located within a designated Intensification Corridor, in staff's opinion, the proposed development would meet the City's locational criteria with respect to high density development as the subject property is located within walking distance to City parks (Gibbon Park and Leacock Park; both within approximately 500m of the subject property) and three schools (Portage View Elementary School, St. Mary's Catholic School and Ecole Secondaire Catholique Nouvelle Alliance). The subject property is also located in proximity to many commercial facilities along Wellington Street West and Anne Street North, particularly at the intersection of Dunlop Street West and is located in close proximity to an arterial roadway (Anne Street North) and a minor collector (Edgehill Drive west of Anne Street) whereby transit services are available.
40. Section 4.2.2.6 (d) of the Plans 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.
41. In staff's opinion, the proposed development would satisfy the Intensification Policies noted above as it provides a built form consistent with the existing 12-storey apartment building to the immediate west, provides sufficient separation/buffering from the existing residences on Vine Crescent through the preservation of the existing woodland on site, infrastructure is available and transit facilities are accessible at the intersection of Anne Street North and Edgehill Drive and the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.

Parking, Amenity Space, Buffering from Adjacent Properties

42. The General Design Policies of the Official Plan require residential development to provide necessary on-site parking and functional open space amenity areas including landscaping, screening and buffering. The preliminary concept plan submitted and included as Appendix "D" to this report identifies that sufficient parking would be accommodated on-site through both underground structured parking and surface parking for residents and visitors of the proposed development. The plan also provides for a significant buffer from abutting lower density residential properties to the north along Vine Crescent through the preservation of the existing woodland on site north of the proposed building. The concept plan further identifies a building setback of approximately 35 metres from the west property line, whereas a 5 metre building setback would be permitted in accordance with the Zoning By-law. Staff would note that the separation distance between the proposed building and rear yards of the single detached residences fronting Vine Crescent is significant in that it measures approximately 150 metres.
43. In addition to the abovementioned building setbacks, a minimum 3 metre wide landscape buffer strip would be required to be provided along all adjacent residential property boundaries and where possible, the existing boundary vegetation on-site would be preserved so as to provide

additional buffering between the adjacent apartment building to the west and the single detached residence to the east.

Tall Buildings and Shadowing

44. In January of this year, the City introduced new policies for Tall Buildings within Section 6.6 of the Official Plan. These policies 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.
45. The Tall Buildings Policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts to the maximum extent possible. Tall buildings are also to incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.
46. 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 significant distance separation (approximately 150m) and grade separation from the abutting single detached residences to the north and the proposed development, Staff are confident that the 45 degree angular plane would be achieved for the proposed development.
47. Section 6.6.3(c) of the Official Plan states that where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in the Zoning By-law) is to be provided between towers in order to maintain privacy, access to light, and views of the sky. As noted above, an existing 12-storey residential apartment building currently occupies the property to the immediate west. The proposed building would be setback approximately 35 metres from the westerly property line, which is slightly less (4 metres) than the height of the proposed building.
48. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the proposed site plan and building elevations (attached as Appendix 'D' & 'E' to this report), the majority of all required parking (244 spaces of 327 required) is proposed to be located within underground structured parking. All garbage/loading facilities will be located within enclosed spaces of the proposed building and parking structure. As identified in the Urban Design Brief prepared by Salter Pilon Architecture, specific attention has been paid to the exterior architecture of the proposed building.
49. A variety of prefinished metal, brick, stucco and curtain wall building materials have been proposed with the intention to provide good design and sustainability with a modern approach. The proposed building aims to provide large expanses of glazing to every suite to offer natural light into all spaces. The base portion of the building is proposed to be clad with brick to ensure a durable material where the ground meets the building as well as giving the development a grounded feel and direct connection with the ground plane. As the building façade moves upward, the materials begin to lighten through the glazed portions of the building and the stucco finish. The stucco is to be treated in a light earth tone colour pallet to compliment the clear and

reflective qualities of the glazing. 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 Edgehill Drive. Each unit would be equipped with a private balcony constructed with glass railings to provide a physical connection to the outdoors for all residents. A rooftop terrace with sitting areas, gardens, green areas and an overhead trellis to provide protection from the elements has been proposed as a community element for the proposed development.

50. While no public parks/open spaces immediately about the proposed development which would be impacted by shadows, a Preliminary Shadow Study was submitted in support of the subject application which assessed the impacts of the shadows cast on the abutting properties by the proposed development. Section 6.1.1 of the Intensification Area Urban Design Guidelines suggests that the shadows of buildings taller than 8-stories should be assessed on an hourly basis throughout the day on March 21 and September 21 (Spring/Autumn Equinoxes). March 21 is the midway point between the longest day of the year (June 21) and the shortest day of the year (December 21), and is interpreted as representative of the average shadow impact cast by a building.
51. The Shadow Study indicates that by locating the building toward the south-east corner of the property, shadows on the adjacent residential property to the east would not be realized until the early evening and therefore are not considered to be unreasonable. It is important to note that shadows would not be realized on the abutting residential properties to the north and west throughout the day on the Spring/Autumn Equinoxes noted above. As a result, the concerns expressed with respect to shadows on the existing Vine Crescent have, in staff's opinion, been adequately addressed.
52. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for 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.
53. The proposed development; in the form of a 12-storey residential apartment building as proposed, is in staff's opinion, considered to be consistent with the Tall Buildings policies of the Official Plan and the noted design elements would be further refined through a subsequent Site Plan Approval. As noted above, the shadow impacts associated with the proposed development are considered to be minimal given the significant and acceptable separation distance provided between the proposed building and neighbouring residential properties. Finally, the visual impact of the proposed building on the adjacent single detached residences on Vine Crescent is considered to be appropriate given the spatial separation afforded by the preservation of the existing woodland on site and the grade differential of the property toward Edgehill drive where the proposed building is intended to be located.

Mixed Use (Commercial/Residential)

54. Staff are satisfied that ground floor commercial is not required to be provided within the subject development given the sufficient availability of existing and proposed commercial space in close proximity to the subject lands; particularly within the Wellington Plaza and at the intersection of Anne Street North and Dunlop Street West. Staff would note that convenience commercial uses which would serve the residents of an apartment building are permitted as of right in all apartment buildings. In accordance with Section 5.2.6 of the City's Comprehensive Zoning By-law 2009-141, a convenience store, personal service store and dry cleaning distribution outlet are permitted as of right commercial uses within an apartment building providing the commercial use(s) do not occupy greater than 25% of the ground floor area of the building. This standard would provide the opportunity for the development to accommodate convenience commercial uses into the

development at a future date if it is considered appropriate and warranted, without the need for a special provision being incorporated into the proposed site specific zoning by-law associated with the property.

Zoning Rationale for Special Provisions (SP)

55. As noted above, the applicant has requested a Residential Apartment Dwelling Second Density-2 (RA2-2) zoning over the subject lands to permit the proposed development. While no site specific zoning provisions were requested as the proposed development is intended to comply with all zoning standard of the RA2-2 zone, in order to ensure that the concept proposed by the owner is realized, staff are recommending that the approval of the subject application be tied to same. In this regard, staff are recommending that a maximum building height for the apartment dwelling of 12-storeys (39m); inclusive of rooftop mechanicals/terrace, a maximum building height for the accessory parking structure of 3-storeys (9m), a minimum side yard setback to the west property line of 35 metres to the main building (apartment dwelling) and a maximum density provision of 255 units per hectare, be incorporated into the implementing zoning by-law for the subject lands.
56. Further, staff are recommending that a minimum density of 53 units per hectare be achieved on site to ensure that the planning policy framework that has been established for intensification on the subject lands is realized. This would provide a density range of 53-255 units per hectare and would prevent the underdevelopment of the property in an area appropriate for intensification. The upper limit of 255 units per hectare as proposed is considered appropriate and would serve to implement the intensification policies of the PPS, the Growth Plan and the City's Official Plan. The above noted site specific provisions related to maximum building height and both the minimum and maximum density provisions have been reflected in the recommended motion in order to provide local residents with some level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Site Plan Control

57. The subject property, if zoned Residential Apartment Dwelling Second Density-2 Special RA2-2(SP), would be subject to site plan control, as per Section 41 of the Planning Act and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
58. The concept plan and elevation drawings submitted provide a general indication of how the property would be developed and the ultimate design of the future building. While a formal application for site plan approval has not been submitted to date, staff note that consideration has been given to urban design through the provision of detailed design elements, a combination of brick, stucco and curtain wall façade materials, glass balcony railings, a rooftop terrace to provide private amenity space for the proposed development, along with the combination of both underground and surface parking.
59. Planning staff are satisfied that concerns identified at the Public Meeting related to reduced privacy, have been contemplated by the applicant through the revised concept plan which would be further refined through a subsequent site plan approval process. That said, in regards to adjacent single detached residential uses abutting the subject property to the immediate north, substantial buffering would be provided through the preservation of the existing woodland on site. In addition, given the grade separation between Edgehill Drive and the existing residences on Vine Crescent, the overall visual impact of the proposed building would equate to a 4-5 storey building setback approximately 150m from the rear property line of the single detached residences on Vine Crescent as illustrated on Appendix "F" of this report. The increased building setback (approximately 35 metres, whereas 5 metres would be permitted) to the westerly property line, will provide appropriate separation to the existing 12-storey residential apartment building.

60. These increased setbacks to the existing residential properties to the north and west have been proposed so as to provide for maximum separation distances to ensure the potential impacts on privacy, shadows and noise on the existing residents is minimized. In addition, the applicant would be required to provide a 2m high privacy board fence along the east property boundary. Staff are satisfied that appropriate spatial separation has been provided between the proposed building and the existing residences to the north, east and west. The combination of increased setbacks, preservation of the existing woodland and mature boundary vegetation on site; where possible, would minimize potential visual impacts and privacy on adjacent lands.

Bonusing

61. The Bonusing Policies (Section 6.8) within the Official Plan currently permit City Council to negotiate community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. In this case, the applicant is proposing a Zoning By-law amendment that includes permission for increased height and density over and above what the current Single Detached Residential Dwelling Second Density (R2) zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding, staff are currently in the process of amending the Bonusing Policies to encourage the use of these policies by City Council and to reflect current practices used in other municipalities. To that end, Motion 14-G-038 was passed by City Council on March 3, 2014 which includes draft policies and approval to schedule a Public Meeting. The Public Meeting was held on April 14, 2014 and staff is currently working on a final recommendation with the intention of presenting a final report to City Council prior to summer recess. Given the status of the policy review, staff have not included a recommendation for any community benefit through implementation of the Bonusing Policies.

Summary

62. Staff have reviewed the comments received and considered the proposed Official Plan and Zoning By-law Amendment applications, having regard to conformity with the relevant Provincial Policy and the City's Official Plan. In staff's opinion, the provision for high density residential development on the subject lands is considered appropriate and in keeping with the policy planning framework established for Intensification and with the policies and guidelines established for Tall Buildings.
63. Staff are satisfied that the proposed development would provide for appropriate spatial separation from the existing single detached residences to the north and east, the existing 12-storey apartment building to the immediate west and provides for good urban design. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent Site Plan application.
64. Finally, to ensure that the desired form of development is achieved on site, staff are recommending that a density range of 53-255 units per hectare be specified in the implementing zoning by-law for the subject lands to ensure that more than just ground related housing would be provided in accordance with the Intensification policies and guidelines.

ENVIRONMENTAL MATTERS

65. The environmentally sensitive lands associated with the existing woodland on site, will be required to be conveyed to the City for Environmental Protection at the time of Site Plan approval in order to help ensure the protection of the significant woodland feature in perpetuity.

ALTERNATIVES

66. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could refuse the proposed Official Plan and Zoning By-law Amendment applications and maintain the current 'low density' designation and zoning on the subject property.

This alternative is not recommended as the subject property is ideally suited for high density residential development in the form and density proposed given the full range of services and facilities available in the area as well as the separation provided to the adjacent low density residential lands to the north by the existing woodlot and grade separation of the subject property. The proposed amendment is also in keeping with the Provincial and Municipal policy for the residential intensification.

Alternative #2

General Committee could approve the subject Official Plan and Zoning By-law Amendment applications without the requested Special Provision(s).

This alternative is not recommended as the applicant has submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for the City's Intensification Areas and current City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc. Additionally, the recommended special provisions serve to ensure that the proposed concept is maintained.

FINANCIAL

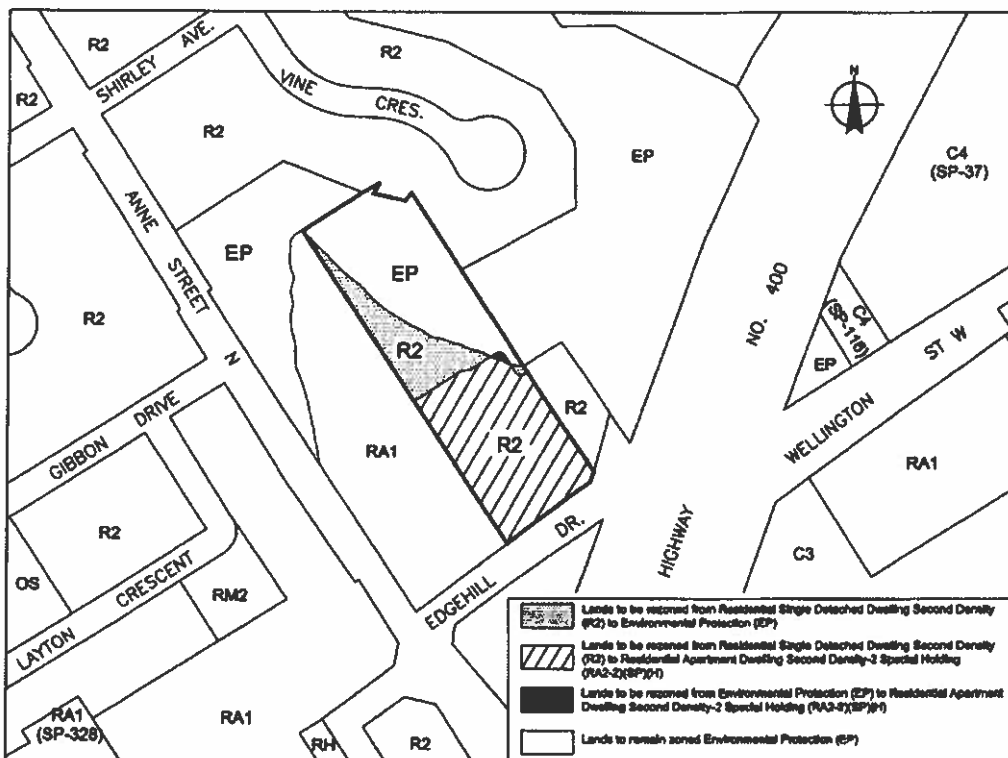
67. The proposed Official Plan Amendment and Rezoning of the subject lands would permit the development of 218 multiple residential units. Based on 22-one bedroom units, 141-two bedroom units and 55-three bedroom units, the annual municipal property tax revenue is estimated to be \$277,296.00. The current municipal tax revenue for the property is \$4,464.94, therefore the estimated municipal increase would be \$272,831.06 based on the 2014 tax rates.
68. Building permit application fees are estimated to be \$321,766.50 based on rates of \$16.50/square metre for the apartment units and development charges revenue is estimated to be \$3,777,236.00 based on current rates at the time of writing this report.
69. The properties, when developed, would be subject to site plan control. All costs associated with the approval and development of the site would be the owner's responsibility. The developer would be responsible for all capital costs for the new infrastructure required within the development limits and the frontage costs associated with the municipal water and sewer main installations as well as the reconstruction of this portion of Edgehill Drive to include the required cul-de-sac. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure would be the responsibility of the developer. Further, all costs associated with snow/waste removal, landscape maintenance and site lighting would be the responsibility of the developer. The City would incur additional operating and maintenance costs associated with extending municipal services to the area such as fire protection, policing, boulevard landscaping maintenance and increased contributions to reserves to plan for the eventual replacement of the municipal assets.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

70. The recommendations included in this staff report support the following goals identified in the 2010-2014 City Council Strategic Plan:
- Manage Growth and Protect the Environment** - the recommended action will maintain the City's position of encouraging intensification in appropriate areas and in accordance with existing policy as well as acquiring the environmentally sensitive lands relative to the significant woodland feature on site to help ensure protection of same in perpetuity.
 - Strengthen Barrie's Financial Condition** – the development would increase the City's tax base and result in additional revenues generated through increased taxes, payment of development charges and issuance of building permits.

Attachments: Appendix "A" – Proposed Amendments to Official Plan Schedule A
Appendix "B" – Proposed Official Plan Amendment to Schedule C – Defined Special Policy Area
Appendix "C" – Proposed Zoning By-law Amendments
Appendix "D" – Proposed Site Plan
Appendix "E" – Proposed Building Elevations
Appendix "F" – Proposed Site Sections

APPENDIX "C"
Proposed Zoning By-law Amendments



D14-1558 / D09-OPA 32
78 EDGEHILL DR

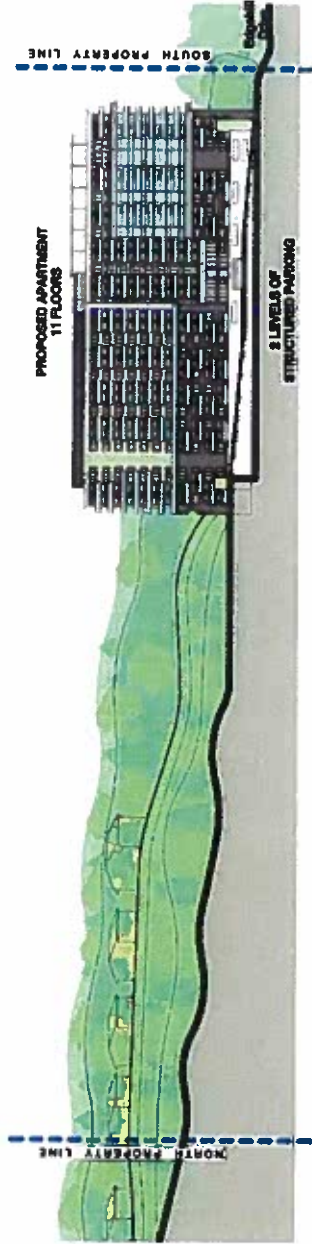
APPENDIX "E"
Proposed Building Elevations



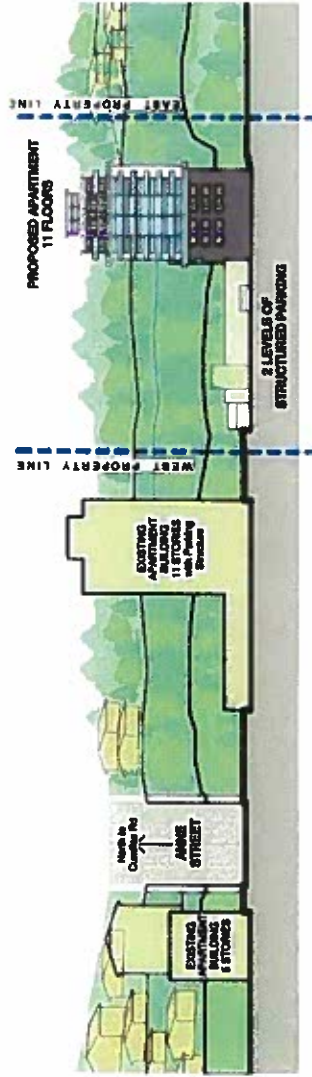
RENDERING
MAY 2013

salterpilon architecture

APPENDIX "F"
Proposed Site Sections



SITE SECTION - NORTH TO SOUTH
VIEWING EAST - section through Parking Structure



SITE SECTION - WEST TO EAST
VIEWING NORTH from EDGERHILL DRIVE

SITE SECTIONS
MAY 08 2013

salterpilon architecture

TO: Director of Legal Services – note
 Director of Planning – prepare OPA and Zoning map/advise
 Director of Engineering – note
 Director of Transit and Facilities –note
 Director of Recreation - note
 City Clerk – Sarah note

FROM: Dawn McAlpine, City Clerk

DATE APPROVED
 BY COUNCIL: September 15, 2014

14-G-241 APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT - 1765469 ONTARIO INC. - 76 EDGEHILL DRIVE (WARD 4)

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of 1765469 Ontario Inc., for lands known municipally as 76 Edgehill Drive (Ward 4) be approved as follows (D09-OPA032):
 - a) Amend Official Plan Schedule "A" - Land Use to redesignate a portion of the subject lands from Residential Area to Environmental Protection Area;
 - b) Amend Official Plan Schedule "A" - Land Use to redesignate a portion of the subject lands from Environmental Protection Area to Residential Area;
 - c) Amend Schedule "C" - Defined Policy Area to identify the Residential parcel as Defined Policy Area XX
 - d) That notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan, the text of the Official Plan be amended by adding Section 4.8.XX to allow for a twelve-storey residential apartment building with a maximum density of 255 units per hectare on lands known municipally as 76 Edgehill Drive.
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of 1765469 Ontario Inc., to rezone the lands known municipally as 76 Edgehill Drive (Ward 4) from Residential Single Detached Dwelling Second Density R2 and Environmental Protection (EP) to Residential Apartment Dwelling Second Density Special Holding RA2-2 (SP)(H) and Environmental Protection (EP) be approved (D14-1558).
3. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
 - i) Permit a minimum density of 53 units per hectare;

- ii) Permit a maximum density of 255 units per hectare;
 - iii) Permit a maximum building height for the Apartment Dwelling of 12-storeys (39m), inclusive of all rooftop mechanicals and terrace structures, whereas 45 metres would be permitted;
 - iv) Permit a maximum building height for the Accessory Parking Structure of 3-storeys (9m), whereas 45m would be permitted; and
 - v) Permit a minimum side yard setback (west) to the main building (Apartment Dwelling) of 35m, whereas 5m would be permitted.
4. That the By-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 76 Edgehill Drive, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
- a) The owner's execution of a Site Plan Agreement with the City which includes addressing matters related, but not limited to, the construction of a municipal cul-de-sac adjacent to the proposed development, as well as the registration of an access easement over the subject lands in favour of the adjacent property to the east known municipally as 70 Edgehill Drive.
5. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law. (PLN025-14) (File: D09-OPA032, D14-1558)