



**TO:** GENERAL COMMITTEE


**SUBJECT:** APPLICATIONS FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT – 301099 ONTARIO INC. (PREVIN COURT HOMES) – 180 & 190 FERNDAL DRIVE NORTH

**WARD:** WARD 5

**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, DEVELOPMENT & CULTURE 

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

**RECOMMENDED MOTION**

1. That the Official Plan Amendment application submitted by Templeton Planning Limited, on behalf of 301099 Ontario Inc. (Previn Court Homes), for lands known municipally as 180 and 190 Ferndale Drive North (Ward 5) be approved as follows (D09-OPA015):
  - a) Amend Official Plan Schedule "A" – Land Use to redesignate a portion of the subject lands from Residential Area and Environmental Protection Area to Open Space Area;
  - b) Amend Official Plan Schedule "A" – Land Use to redesignate a portion of the subject lands from Residential Area and Environmental Protection Area to General Commercial Area;
  - c) Amend Official Plan Schedule "A" – Land Use to redesignate a portion of the subject lands from Open Space Area to Residential Area;
  - d) Amend Edgehill Drive Secondary Plan Schedule "B" – Concept Plan to redesignate the subject lands from Low Density Residential, Medium Density Residential and Environmental Protection to Residential Low Density, Residential Medium Density, General Commercial and Park.
  
2. That notwithstanding the provisions of the Edgehill Drive Secondary Plan for the lands known municipally as 180 and 190 Ferndale Drive North, the text of the Official Plan be amended as follows:
  - a) Section 1.2.1 is amended by replacing the population figure in the first sentence with 'approximately 4,330';
  - b) Section 2.1.2 is deleted and replaced with the following: "The residential density for the Edgehill Drive Planning Area will be approximately 50 persons per gross residential hectare, yielding a residential community of approximately 4,330 persons";

- c) Section 2.2.2 is deleted and replaced with the following: "Approximately 1,512 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 77% low density residential and 23% medium density residential"; and
- d) Section 2.6.4 is amended by deleting the following wording from the end of the section: "A buffer of approximately 25 metres shall be provided between the residential uses proposed on the lands owned by 301009 Ontario Ltd. and the industrial lands to the south. The existing trees shall be retained, if it is possible to do so. Alternatively, screening will be permitted to the satisfaction of the City of Barrie Storm water management facilities will be permitted within the buffer area".
3. That the Zoning By-law Amendment application submitted by Templeton Planning Limited, on behalf of 301099 Ontario Inc.(Previn Court Homes), to rezone the lands known municipally as 180 and 190 Ferndale Drive North (Ward 5) from Residential Single Detached Dwelling Second Density R2, Residential Single Detached Dwelling Third Density Wide Shallow Special R3-WS(SP-290), Residential Single Detached Dwelling Fourth Density Wide Shallow Special R4-WS(SP-291), Residential Single Detached Dwelling Fourth Density Wide Shallow Special Hold R4-WS(SP-291)(H-65), Multiple Residential Dwelling Second Density Townhouse Wide Shallow Special RM2-TH WS(SP-292), Multiple Residential Dwelling Second Density Special RM2(SP-293), Open Space (OS) and Environmental Protection (EP) to Residential Single Detached Dwelling Second Density Hold R2(H), Residential Single Detached Dwelling Fourth Density R4, Residential Single Detached Dwelling Fourth Density Hold R4(H), Multiple Residential Dwelling Second Density Special RM2(SP), Multiple Residential Dwelling Second Density Townhouse Wide Shallow Special RM2TH-WS(SP), Open Space (OS), Open Space Stormwater Management OS(SWM) and Convenience Commercial Special C5 (SP) be approved (D14-1528).
4. That By-law 2003-61 be repealed and the subject application for an amendment to the Zoning By-law 2009-141 be approved (File D14-1528).
5. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
- a) Permit the following standards for the RM2-TH(WS)(SP)

<i>Lot Area (min.)</i>	200m <sup>2</sup>
<i>Lot Frontage (min.)</i>	8m
<i>Lot Depth (min.)</i>	25m
<i>Front Yard (min.)</i>	4.5m <sup>(1)(2)</sup>
<i>Interior Side yard (min.)</i>	1.2m <sup>(3)</sup>
<i>Exterior Side yard (min.)</i>	3m <sup>(1)(2)</sup>
<i>Rear yard (min.)</i>	7m
<i>Height of Main Building (min.)</i>	10m
<i>Lot coverage</i>	No max.
<i>Gross floor area</i>	No max.

Notes:

- (1) Minimum setback to a *garage* is 7m from any *lot line* abutting a *street*, and in any event no part of any *garage* shall protrude beyond the *porch* or front wall of the *main building*.
- (2) A maximum encroachment of 1.5m shall be permitted for unenclosed *porches* and steps and 0.6m for bay windows.
- (3) The interior *side yard* minimum shall only apply to end units.

- b) That lands zoned RM2(SP), shall only permit stacked townhouses and walkup apartments with a minimum density of 53 units per hectare and a maximum density of 60 units per hectare (112 units).
  - c) That lands zoned C5(SP) shall also permit a grocery store.
6. 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 180 Ferndale Drive North, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
- a) That the lands zoned Residential Single Detached Second Density Hold R2(H) have merged on title with the abutting lands to the north known municipally as 194 Ferndale Drive prior to or at the time of registration of the Plan of Subdivision.
  - b) That the lands zoned Residential Single Detached Fourth Density Hold R4(H) have merged on title with the abutting lands to the north and have been subdivided by way of a Plan of Subdivision or Consent application.
7. That pursuant to Section 17(22) and 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law.
8. That the Ontario Municipal Board be so notified of Council's decision.

## **PURPOSE & BACKGROUND**

### **Report Overview**

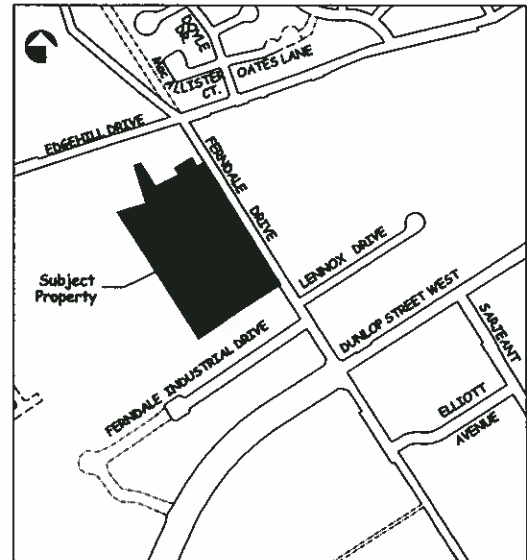
9. The purpose of this report is to recommend approval of Official Plan and Zoning By-law Amendment applications by Templeton Planning Limited, on behalf of 301099 Ontario Ltd. (Previn Court Homes), for lands known municipally as 180 and 190 Ferndale Drive North (Ward 5) (Appendices "A", "B" and "C"). The applications primarily serve to:
- incorporate a commercial development site;
  - relocate a park block and stormwater management pond;
  - relocate and increase the number of street townhouse units (38 to 56 units) within an existing draft approved plan of subdivision;
  - and remove the special provision associated with the medium density block such that a mix of stacked townhouse and walkup apartment units may be incorporated into the plan.
10. The effect of the applications would be to permit the development of 176 residential units in the form of 8 single detached units, 56 street townhouse units and 112 apartment units, in addition to a commercial development block.

### **Location**

11. The subject lands are located on the west side of Ferndale Drive North, south of Edgehill Drive, within the Edgehill Drive Planning Area. The property is legally described as Part of the East Half of Lot 23, Concession 7, formerly Township of Vespra, now the City of Barrie. The property is known municipally as 180 and 190 Ferndale Drive North and has a total area of approximately 7.66 ha.

Surrounding Land Uses

12. North: Single detached residential housing and Community Hall; zoned Residential Single Detached Dwelling Second Density R2 and Agricultural (A).  
South: Industrial lands and Building Supply Centre; zoned Service Industrial EM3.  
East: Ferndale Drive, City of Barrie Municipal Works Yard; zoned Service Industrial EM3.  
West: Dyment's Creek and existing single detached residential development; zoned Open Space OS, Environmental Protection EP, Agricultural A and Residential Single Detached Dwelling Second Density R2.



Existing Policy

13. The subject property is designated Residential, Open Space and Environmental Protection Area within the City's Official Plan; Low Density Residential, Medium Density Residential and Environmental Protection within the Edgell Drive Secondary Plan; and is zoned Residential Single Detached Dwelling Second Density R2, Residential Single Detached Dwelling Third Density Wide Shallow Special R3-WS(SP-290), Residential Single Detached Dwelling Fourth Density Wide Shallow Special R4-WS(SP-291), Residential Single Detached Dwelling Fourth Density Wide Shallow Special Hold R4-WS(SP-291)(H-65), Multiple Residential Dwelling Second Density Townhouse Wide Shallow Special RM2-TH WS(SP-292), Multiple Residential Dwelling Second Density Special RM2(SP-293), Open Space OS and Environmental Protection EP in accordance with Zoning By-law 2009-141.

Background

14. The Ontario Municipal Board (OMB) approved Official Plan Amendment No.16 (Edgehill Drive Secondary Plan) and a plan of subdivision for the subject property on December 15, 1999. The approved plan proposed the development of Wide Shallow lots in accordance with the City's Wide Shallow design standards.
15. Since the initial draft plan approval by the OMB in 1999, the applicant has requested and been granted a number of draft plan extensions. The most recent extension, as approved by the Ontario Municipal Board, was granted on August 8, 2014 to September 8, 2015. The extensions were requested as there were issues concerning the relocation and channelization of the Dyment Creek tributary to the west which may have had an impact on the development limit of the subject property. In addition, the applicant was considering revisions to the original draft plan which would result in an increase in the density in accordance with new provincial policy. However, until such time that an amended plan was submitted and approved, it was important for the applicant to maintain the existing draft plan approval status.

16. The current draft approved plan, as illustrated in Appendix "D" of this report, proposes a total of 154 residential units on the site in accordance with the following breakdown:

	<u>Units/Area (ha)</u>	<u>Lot/Block</u>
Single Detached Residential	42 (1.81 ha)	1-42
Street Townhouses	38 (0.92 ha)	43-49
Apartments	74 (1.85 ha)	50
<b>Total Residential Units</b>	<b>154</b>	
<b>Other Uses:</b>		
Open Space/Buffer	0.40 ha	51
Stormwater Pond	0.39 ha	52
Park	0.57 ha	53
Roads & 3m Widening	1.58 ha	54
<b>Total Area of Site</b>	<b>7.52 ha</b>	

17. In conjunction with the subject applications for Official Plan and Zoning By-law Amendment, a Red-Line Revision to a Draft Approved Plan of Subdivision Application (D12-294R) was submitted concurrently. The revisions to the draft approved plan of subdivision propose to increase the density of the site, relocate the park and stormwater management pond blocks and provide a commercial development block as further discussed in section 60 of this report.
18. In support of the subject applications the following reports were submitted:
- a) **Planning Basis Report** (November 2011) provides an outline of the application and the basis in which the existing draft plan of subdivision is to be amended by altering the alignment of Sproule Drive, relocating the park block to the south side of Sproule Drive and the provision of a neighborhood commercial block which would serve the area residents and the traveling public.
  - b) **Traffic Impact Study** (January 2010) serves to assess the traffic impact of a proposed residential and commercial retail development located along the west side of Ferndale Drive North, north of Dunlop Street West.
  - c) **Functional Servicing Report** (November 2, 2011, Revised December 2013) provides a review of the existing and proposed servicing associated with the property in support of the development application. The report indicates that development can be supported through the extension and utilization of the existing sanitary sewage collection system and the existing municipal water distribution system. Stormwater management quality control, quantity control and phosphorous reduction can be achieved per City standards.
  - d) **Stormwater Management Report** (December 2012, Addendum March 2013) provides a review of the proposed stormwater management plan in support of the draft plan of subdivision for the subject lands and concludes that a 0.65ha block is required to support the proposed development.
  - e) **Addendum to Tree Report** (October 17, 2011) provides an update to the original Tree Report prepared for the development in September 2009 and updated in January 2010. This report provides a review of the existing vegetation and makes recommendations for that which is to be removed and preserved.



Public Meeting

19. In accordance with the Planning Act, a public meeting was held on March 19, 2012. A number of comments were received which related to the increase in noise, traffic, the impact the commercial site may have on property values, impact of development on the watercourse, the removal of trees, maintaining property privacy and the control of dumping into the environmentally sensitive area.
20. In an effort to address the expected movement of vehicular traffic on Sproule Drive, the Engineering Department has recommended that a 4 way stop be placed at the intersection of Pringle Drive and Sproule Drive. In addition, a raised intersection in conjunction with a traffic island could be provided at the intersection of Sproule Drive and Street 'A' to assist pedestrians in crossing to the proposed park and commercial blocks. This will serve as a traffic calming measure and provide an opportunity for safer crossings to the park and commercial blocks. Details of the above safety measures will be further addressed through subsequent Draft Plan Approval and Engineering conditions.
21. The proposed commercial site is situated at the south-east corner of the site on the south side of the Sproule Drive extension (see to Appendix "E") such that it will be separated from the existing residential development to the north and west. Planning staff have no comment on the perceived implication of the proposed commercial development on the market value of private properties, as this is not a land use planning issue. However, the location of the site will enable residents living in close proximity to conveniently and safely access the site for their everyday shopping needs once the site is developed. Sproule Drive is identified in the City's Official Plan as both a minor and major collector road in the vicinity of the proposed development and is intended to carry greater volumes of traffic than a typical local road. Sproule Drive has always been intended to provide a through connection to Ferndale Drive North for the residential development to the west.
22. The proposed plan of subdivision does not include the area identified as Dymont's Creek or lands designated Environmental Protection Area in the City's Official Plan. There will be no removal of trees adjacent to abutting properties. No trees are to be removed on the west side of Dymont's Creek adjacent to the lots fronting on Jaggs Drive. Tree removal would only occur in the area of the lots along the westerly limits of the subject property in order to provide sufficient area for building homes. Trees in this area are outside of the Environmental Protection Area. Tree retention is expected where possible along the westerly boundary. In this regard, the original tree removal permit was issued on February 22, 2005. In April of 2005, a stop work order was issued for the site works being completed in contravention of the conditions of the tree removal permit with respect to siltation controls, preservation fencing, signage and the required site alteration permit. In August of 2010, the tree removal permit was re-issued and as a result, the majority of the lands have now been cleared for development.
23. Planning staff are satisfied that development of the draft plan of subdivision will have minimal impact on Dymont's Creek. This would be assured through the implementation of an approved stormwater management plan and grading plan that is required of all subdivisions. The controls implemented at the time of registration would be approved by both the City and the Lake Simcoe Region Conservation Authority.
24. As a condition of draft plan approval, the owner will be required to provide fencing to City standards along the rear of all lots backing onto the open space lands and Dymont's Creek to the west. To address the concern with the property owner to the north, it is suggested that the fencing be extended to include the north perimeter of the subject property as well. This would serve to define the limits of the individual properties and assist in ensuring that trespassing onto adjacent properties does not occur. This would similarly be implemented as a condition of draft plan approval.

Department & Agency Comments

25. The subject applications were circulated to staff in various departments and a number of external agencies for review and comment. Bell, Hydro One, the Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board all provided comments indicating they had no objection to the approval of the subject applications and identified standard conditions for the subsequent draft plan approval.
26. Additional comments provided by the Lake Simcoe Region Conservation Authority and the City's Engineering Department, related primarily to the draft plan of subdivision and more specifically to servicing which would be addressed through conditions of draft plan approval. The owner's Engineer has demonstrated that the proposed stormwater management plan for the subdivision is sized and will function in accordance with current City standards. The size of the storm pond has increased from that which was reflected at the public meeting (0.3ha to 0.65ha) in order to accommodate the expected flows generated from the subdivision. The size of the park block has also increased (0.65ha to 0.83ha) to the satisfaction of the Parks Planning Division of the Engineering Department. As a result, the proposed commercial block has been reduced in size (1.43ha to 0.90ha), however it is still considered sufficient size to accommodate a local food store and/or other convenience commercial uses. Planning staff are satisfied that no further Public Meeting is required as the changes to the plan are considered minor.

Analysis

Policy Planning Framework

27. The following provides a review of the applicable Provincial policies as well as the City of Barrie's Official Plan.

Provincial Policy

28. The Provincial Policy Statement (PPS) in brief contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes efficient development and land use patterns by accommodating an appropriate range and mix of residential, employment, recreational and open space. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate compact form.
29. 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 corridor 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 store 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.
30. In staffs' opinion, the proposed development would be consistent with the Provincial Policy Statement and The Growth Plan. The application would result in the creation of additional residential units, adding to the mix of units in the area and will serve to utilize existing infrastructure in the area without the need for additional cost of upgrading facilities. The future residents will have access to transit, parks and convenient shopping. The proposed development would not negatively impact the existing natural open space feature and function of Dyment's

Creek immediately adjacent to the subject property. The proposed density and mix in addition to the commercial block would be consistent with and in accordance with Provincial Policy.

Official Plan

31. As noted above, the subject lands are designated Residential Area, Open Space 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 Open Space are intended to be used for passive or active recreational uses and lands designated Environmental Protection are intended to be protected, conserved and managed as a permanent and long term public resource.
32. The proposed Amendment would serve to redesignate a portion of the subject lands from Open Space Area to Residential Area. This change is a result of the proposed park block being relocated to the south side of Sproule Drive. The Official Plan provides policies that assist in the locating of parks. In accordance with section 4.6.2.4 of the Plan, the proposed location of the park would generally conform to the policies that suggest parks shall be well-linked and integrated given that the park block, stormwater management pond and Dyment's Creek would all be connected.
33. The proposed Amendment would also result in all of the residential development being located on the north side of Sproule Drive. The proposed densities associated with the draft plan are all consistent with and in conformity with the Residential Density policies as outlined in Section 4.2.2.2 of the Official Plan. The location of the medium density development is similarly in conformity with Section 4.2.2.3 (b) of the Official Plan which suggests that this form of housing be directed toward areas that are adjacent to arterial and collector roads, in close proximity to public transit, schools, parks and commercial development and where planned services and facilities are adequate.
34. The Official Plan Amendment further proposes to redesignate Residential and Environmental Protection Area lands to Open Space and General Commercial Area. The Environmental Protection designation was originally established to recognize the storm pond facility that was to be located on site and serve as a buffer strip between the proposed residential development and the existing industrial development to the south. There are no environmental features associated with this area. As such, staff are of the opinion that the proposed amendment from the existing Environmental Protection Area is appropriate. The commercial, park and stormwater management pond blocks proposed on the south side of the Sproule Drive extension would serve as an appropriate buffer between the industrial lands to the south and the residential development proposed on the north of Sproule Drive.
35. The General Commercial policies within the City's Official Plan encourage the design, appearance and scale of commercial development to be in harmony with adjacent land uses, adequate screening and buffering shall be provided for adjoining residential uses and that pedestrian accessibility be considered in the design. For new commercial development, policies also indicate that adequate off-street parking and loading facilities shall be provided in addition to the safe and efficient movement of vehicular and pedestrian traffic.
36. The Official Plan further provides that lands designated General Commercial are intended to provide a range of retail and service commercial uses, should be easily accessible to the travelling public, should be serviced by public transit and will be encouraged to establish in a nodal fashion at the intersection of arterial and collector roads.
37. In staff's opinion, the proposed commercial development would satisfy the City's location criteria with respect to Commercial development. The proposed commercial block is located at a signalized intersection of a collector road (Sproule Drive) and an arterial road (Ferndale Drive



- North) which would afford the safe and efficient movement of traffic. The subject property will not only serve the immediate residential area, but a broader residential area that is connected to these major roads. The proposed commercial block is also located in close proximity to Dunlop Street West, another arterial road, which exposes the property to a large number of the traveling public. These roadways also accommodate public transit which is a consideration for new or expanded commercial development. Traffic generated as a result of the subject applications would not have an impact on the existing road system as the abutting roads have been designed and built to accommodate the anticipated increase in traffic.
38. The proposed commercial block provides the opportunity for employment in the area. It will also provide the opportunity for convenient and accessible commercial facilities to serve existing and future residents in the area. Sidewalks along Sproule Drive would serve to link the commercial property to the existing residential developments to the north and west. The commercial block would be connected to full municipal services, would be accessible via public transit along both Sproule Drive and Ferndale Drive North, have onsite parking and be accessible to both the walking public and vehicular traffic.
39. Notwithstanding the above, the proposed commercial block is intended to accommodate a reduced list of commercial uses than those typically permitted use under the General Commercial designation. Automotive related uses are not recommended for the property given the extensive General Commercial C4 zoned lands located along Dunlop Street West which permits these type of uses. In this regard, lands designated Convenience Commercial in accordance with Section 4.3.2.6 of the Official Plan, are intended to provide a limited range of retail and service commercial uses and community facilities that serve the daily and weekly needs of the immediate neighbourhood and adjacent residential areas. Convenience Commercial designations are to be permitted in suitable locations, generally at the intersection of collector and local roads in a location central or easily accessible to the neighbourhood trade area. The OP further states that these lands shall be designated General Commercial, however would be zoned in a separate zoning category. To satisfy this policy, the applicant is proposing that the commercial block be designated General Commercial in the Official Plan and be zoned Convenience Commercial C5 (SP).
40. In accordance with Section 41 of the Planning Act and By-law 99-312, Commercial lands within the City are subject to Site Plan Control. Matters related, but not limited to, screening, buffering, vehicular/pedestrian access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc., would be required to be addressed through a subsequent site plan approval process.
41. Based on the above, Planning staff are satisfied that the policies of the Official Plan noted above support the proposed Official Plan Amendment as it provides a built form that is compatible with the adjacent single detached residential development in the area, existing municipal infrastructure, transportation facilities, public transit and community facilities are all available to service the proposed development.
- Edgehill Drive Secondary Plan (OPA No. 16)
42. As noted above, the subject lands are located within the Edgehill Drive Secondary Plan which was approved by the OMB as Official Plan Amendment No. 16 on December 15, 1999. In accordance with the City's Official Plan, new development shall be in accordance with the applicable Secondary Plan policies. Schedule B – Concept Plan of the Secondary Plan designates the subject lands Low Density Residential, Medium Density Residential and Environmental Protection.
43. The applicant is proposing that the Edgehill Drive Secondary Plan be amended to provide for General Commercial and Park designations, remove the Environmental Protection Designation,

as well as adjust the density associated with the medium density blocks proposed by the applicant as illustrated on Appendix "B" to this report. The provision for a General Commercial designation will replace the commercial designation that was originally planned, but never developed and subsequently eliminated in the central portion of the Edgehill Drive Secondary Plan area. The original General Commercial Centre was intended to provide the day to day shopping and local service needs of the Planning Area residents. Planning staff are recommending that the uses associated with the proposed commercial block be restricted to convenience commercial uses through the associated Zoning By-law.

44. As noted above in Section 34 of this report, the Environmental Protection designation was originally established along the south portion of the subject lands to recognize the proposed storm pond facility and to serve as a buffer between the proposed residential development and the existing industrial development to the south. Given that there are no environmental features associated with this area, Planning staff are satisfied that the Environmental Protection designation may be deleted as the commercial, park and stormwater management pond blocks now proposed on the south side of the Sproule Drive extension would serve as an appropriate buffer between the industrial lands to the south and the residential development proposed on the north side of Sproule Drive.
45. OPA No. 16 recommends that a maximum of 20 percent medium density development be provided for in the Edgehill Drive Planning Area. The proposed amendment to the Secondary Plan would result in an increase from 20 to 23 percent medium density development for the Planning Area. While Planning staff recognize that the land uses for this area have been planned for comprehensively through the Edgehill Drive Secondary Plan, recent Provincial and Municipal policy changes with respect to intensification have resulted in increased pressure for the City to ensure that lands within the existing built boundary are redeveloped with increased densities. In this regard, the 3 percent increase in medium density development proposed for the subject development within the existing built boundary is considered to be appropriate.

#### Zoning By-law

46. The proposed amendment to the current zoning of the property, would serve to reduce the amount of low density housing from 42 units to 8 units (Lots 1-8) and increase the amount of medium density housing from 112 units to 168 units (Blocks 9-18). The amended zoning would also serve to zone a proposed commercial block (Block 21), park block (Block 22) and stormwater management pond (Block 23) in accordance with the red lined draft plan of subdivision as illustrated on Appendix "E" to this report. The alterations to the plan are primarily a result of a shift in the alignment of Sproule Drive and the incorporation of a commercial block.
47. The previous site specific zoning by-law 2003-61 would be repealed and replaced with a by-law that would establish the zoning standards and permitted uses in accordance with the red-line revised draft plan dated March 4, 2014. The proposed zoning is reflected in Appendix "C" of this report.

#### Low Density Single Detached Residential Units

48. The single detached residential dwelling lots (Lots 1-8) are proposed to be located to the north, adjacent to the existing detached dwellings fronting Ferndale Drive North and Edgehill Drive. The location and configuration of the lots is considered appropriate. The detached dwelling lots would all conform to the Low Density Residential R4 standards that require a minimum lot frontage of 10m and a minimum lot area of 300 m<sup>2</sup>.

Park and Stormwater Management Pond

49. The proposed park (Block 22) and stormwater management pond (Block 23) would be zoned Open Space OS and OS(SWM), respectively, in recognition of the proposed land use. Both of these blocks have been relocated to the south side of Sproule Drive in accordance with the Red-line Revised Draft Plan of Subdivision attached as Appendix "E".

Zoning Rationale for Site Specific Provisions (SP)

Medium Density Street Townhouse Residential Units (Blocks 9-17)

50. The street townhouse units (Blocks 9-17) have increased in number from 38 units to 56 units. The proposed zoning would be carried over from the previous approval and would be zoned Multiple Residential Dwelling Second Density Townhouse Wide Shallow Special RM2 TH-WS(SP). The Wide shallow zone provisions require a minimum lot frontage of 8m, lot depth of 26m and minimum lot area of 200m<sup>2</sup>. This standard would provide a townhouse design that would have a greater presence on the street given its increased width. In staff's opinion, the street townhouse units would provide a gradation between the low density to the north and the proposed medium density block at the northwest intersection of Sproule Drive and Ferndale Drive North. Given the wide shallow form of housing being proposed, the owner would be required to provide increased architectural design standards for these units. This would be addressed as part of the draft approval through the preparation of urban design guidelines.

Medium Density Walkup Apartments (Block 18)

51. The medium density block (Block 18) would be developed entirely in the form of three to four storey walk-up apartments and/or stacked townhouse units. Given the number of street townhouse units proposed within the red-line revised draft plan of subdivision, staff are of the opinion that this form of housing should not be accommodated within the subject block also. As a result, staff are recommending through the implementation of a site specific zoning provision, that only apartment and/or stacked townhouse units be permitted for Block 18 to provide a mix of housing forms within the proposed development.
52. In accordance with the density provisions of the City's Comprehensive Zoning By-law, a maximum density of 53 units per hectare would be permitted for this block. Based on the size of the block, a total of 100 units could be realized. The owner has requested that a total of 112 units be permitted which would represent a density of approximately 60 units per hectare. Staff have reviewed the preliminary concept plan submitted in support of the density proposed and are generally satisfied that the additional 12 units proposed may be accommodated on site.
53. In addition to the maximum density provision of 60 units per hectare (112 units), staff are recommending that a minimum density of 53 units per hectare be achieved for the subject block (Block 18) to ensure that the planning policy framework that has been established for intensification is realized on the subject lands. This would provide a density range of 53-60 units per hectare and would prevent the underdevelopment of the property in an area appropriate for residential intensification. The upper limit of 60 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 unit type and both the minimum and maximum density provisions have been reflected in the recommended motion.

Commercial Block

54. The subject application for rezoning originally proposed that a General Commercial C4 zone be considered for Block 21. Following the Public Meeting and through discussions with the owners

Planning Consultant, it was agreed that more restricted commercial uses would be appropriate for the subject block which would be implemented through a Convenience Commercial C5 zone.

55. The Convenience Commercial C5 zone would permit a restricted range of uses which include a bake shop, bank, fitness or health club, florist, dry cleaning/laundry depot, local convenience retail, office, medical office, personal service store, renal store, restaurant service store and day nursery. No auto related uses, including a gas bar, would be permitted. Given the sites location and the limited availability of shopping for area residents, planning staff are recommending that a local food/grocery store be included as a permitted use. This would be addressed through a Special Provision under the Convenience Commercial C5 zone category as referenced in the recommended motion.
56. Planning staff and the owner's consultant are in support of a Convenience Commercial C5 zoning of the subject property. The restricted range of uses will provide the opportunity for commercial uses in an area that has very little available convenience commercial opportunities for the existing and future area residents. The commercial property could accommodate approximately 3,200m<sup>2</sup> of gross floor area for area residents, would be ideally located at a signalized intersection and would provide an appropriate buffer between the existing industrial park to the south and proposed residential development on the north side of the Sproule Drive extension. If approved, the commercial block would be subject to site plan control that would address details such as parking, landscaping, access, common amenity area, building location and other such matters.

Zoning Rationale for Implementing the Proposed Holding Provisions (H)

57. Staff are recommending the implementation of a Holding Provision (H) over Blocks 19 and 20 as a condition of the subject rezoning application to ensure that development of these blocks does not proceed until such time that these lands have been merged with abutting lands to the north given their size and irregular configuration.
58. If approved, the Holding Provisions (H) would remain in place until the following has been completed to the satisfaction of the City of Barrie:
- That the lands zoned Residential Single Detached Second Density Hold R2(H) have merged on title with the abutting lands to the north known municipally as 194 Ferndale Drive prior to or at the time of registration of the plan of subdivision.
  - That the lands zoned Residential Single Detached Fourth Density Hold R4(H) have merged on title with the abutting lands to the north and have been subdivided by way of a plan of subdivision or consent application.
59. Once the City is satisfied that the applicant has fulfilled the above requirements, a By-law to remove the Holding Provision (H) from this property would be forwarded to Council for approval.

Red Line Revision to Draft Approved Plan of Subdivision

60. A Red-Line Revision to a Draft Approved Plan of Subdivision Application (D12-294R) was submitted concurrently with the subject Official Plan and Zoning By-law Amendment Applications. As noted above, the revisions to the draft approved plan of subdivision proposes to increase the density of the site by reducing the number of low density dwelling units and providing additional street townhouse units and increasing the number of units permitted within the medium density residential block. The revisions also propose to relocate the park and stormwater management pond and provide a commercial development block in accordance with the following:



	<u>Units/Area (ha)</u>	<u>Lot/Block</u>
Single Detached Residential	8 (0.37ha)	Lots 1-8
Street Townhouses	56 (1.29 ha)	Blocks 9-17
Apartments/Stacked Townhouses	112 (1.89 ha)	Block 18
Future Residential	0.46 ha	Blocks 19-20
<b>Total Residential Units</b>	<b>176</b>	
<b>Other Uses:</b>		
Convenience Commercial	0.90 ha	Block 21
Open Space (Park)	0.83 ha	Block 22
Stormwater Management Pond	0.65 ha	Block 23
Roads & 0.3m Reserves	1.27 ha	Blocks 24-26
<b>Total Area of Site</b>	<b>7.66 ha</b>	

61. In accordance with Council Motion 10-G-346, City Council has delegated approval authority to the Director of Planning Services, Manager of Development and Manager of Policy Planning for approval of Draft Plans of Subdivision, including extensions and revisions. In this regard, should Council approve the subject Official Plan and Zoning By-law Amendment applications, Planning staff would be recommending approval of the proposed red-line revisions contained on the attached plan (Appendix "E"). The technical details of the proposed development would be addressed through the implementation of Draft Plan of Subdivision Conditions and the required Subdivision Agreement with the City. These details would include such items as the construction of new municipal roadways, the provision of services, design of pedestrian walkways and public parks and noise attenuation measures. The Draft Plan Approval would then be sent to the Ontario Municipal Board for final approval.
62. This property once developed, would provide, the final road connection between Miller Drive and Ferndale Drive North. The future intersection at Ferndale Drive North already contains the required traffic signals that also serve as the main entrance into the City of Barrie Operations Centre.
63. Planning staff are satisfied that the mix of housing units and the general layout of the proposed draft plan is appropriate. The proposed medium density units afforded by the proposed revisions to the draft plan would represent the primary medium density development in the Edgehill Drive Secondary Plan. The relocation of the park and stormwater management blocks, in addition to the provision of a commercial block on the south side of the Sproule Drive extension, would provide an appropriate buffer between the existing industrial development to the south and the proposed residential units to the north and will serve the needs of the existing and future residents of the neighborhood.

Summary

64. Staff have reviewed the comments received and considered the proposed Official Plan and Zoning By-law Amendments, having regard to conformity with the relevant Provincial Policy, the City's Official Plan and the Edgehill Drive Secondary Plan. Planning staff are satisfied that the provision of low and medium density residential and commercial development on the subject lands is considered appropriate and in keeping with the locational criteria established for same. The proposed zoning is based on details contained in the proposed red-line revised draft plan of subdivision that would be processed administratively, following Council's consideration of the subject Official Plan and Zoning By-law Amendments.



### **ENVIRONMENTAL MATTERS**

65. There are no environmental matters related to the recommendation. The lands previously identified as being environmentally sensitive were in recognition of a buffer that was previously established to separate industrial lands to the south from the proposed residential development contained in the original draft plan of subdivision. There is no environmental feature associated with these lands. With the commercial block, park block and storm pond now proposed on the south side of the Sproule Drive extension, adjacent to the industrial lands, the buffer area is no longer required. No environmentally sensitive lands are located within the limits of the subject property as confirmed by the Lake Simcoe Region Conservation Authority.

### **ALTERNATIVES**

66. There is one alternative available for consideration by General Committee:

**Alternative #1** General Committee could refuse the subject Official Plan and Zoning By-law Amendment applications and maintain the existing Official Plan designations and Zoning on the subject property.

This alternative is not recommended as this action would eliminate the opportunity to incorporate a commercial block that would provide the needed convenience commercial shopping for existing and future residents of the area. The proposed revisions will also remove residential units adjacent to an existing industrial area thereby providing an improved interface between proposed residential development and existing industrial uses. This is further enhanced through a distance separation and the development of a commercial building that will provide a physical barrier.

### **FINANCIAL**

67. The proposed Official Plan Amendment and Rezoning of the subject lands would permit the development of 176 residential units in the form of 8 single detached units, 56 street townhouse units, 112 apartment units and approximately 34,000sq.ft of convenience commercial retail and/or office space. The applicant has advised that the purchase price for the single detached residential units would range between \$400,000 - \$450,000 and the street townhouses would range between \$350,000 - \$400,000. The proposed application would generate in the range of \$382,392.85 to \$417,890.52 annually in municipal taxes for the residential component and between \$68,680 to \$144,160 annually in municipal taxes for the commercial component of the development depending on the use. The current (2014) taxes totaled \$22,068.20 for the subject lands, therefore the estimated annual increase in taxes would be approximately \$360,306.65 to \$395,804.32 for the residential component plus an additional \$68,680 to \$144,160 for the proposed commercial block.
68. Residential development charges revenue would be estimated to be \$4,689,388 for 176 residential dwelling units as proposed. There would also be an additional \$17,590.00 for educational development charges, which is to be applied to each residential unit. Commercial development charges revenue would be estimated to be \$470,900 (office use) to \$945,540 (retail use) based on a 34,000 sq. ft. commercial building.
69. Through the Plan of Subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City that includes the payment of fees and securities for site development.
70. The developer would be responsible for the initial capital cost for the new infrastructure required for the development, however following assumption, the infrastructure would be transferred to the

City. Cost associated with asset ownership include ongoing maintenance and operational cost, lifecycle intervention expenses to ensure that assets reach their maximum potential useful lives as well as cost to ultimately replace (and possibly dispose) of the assets.

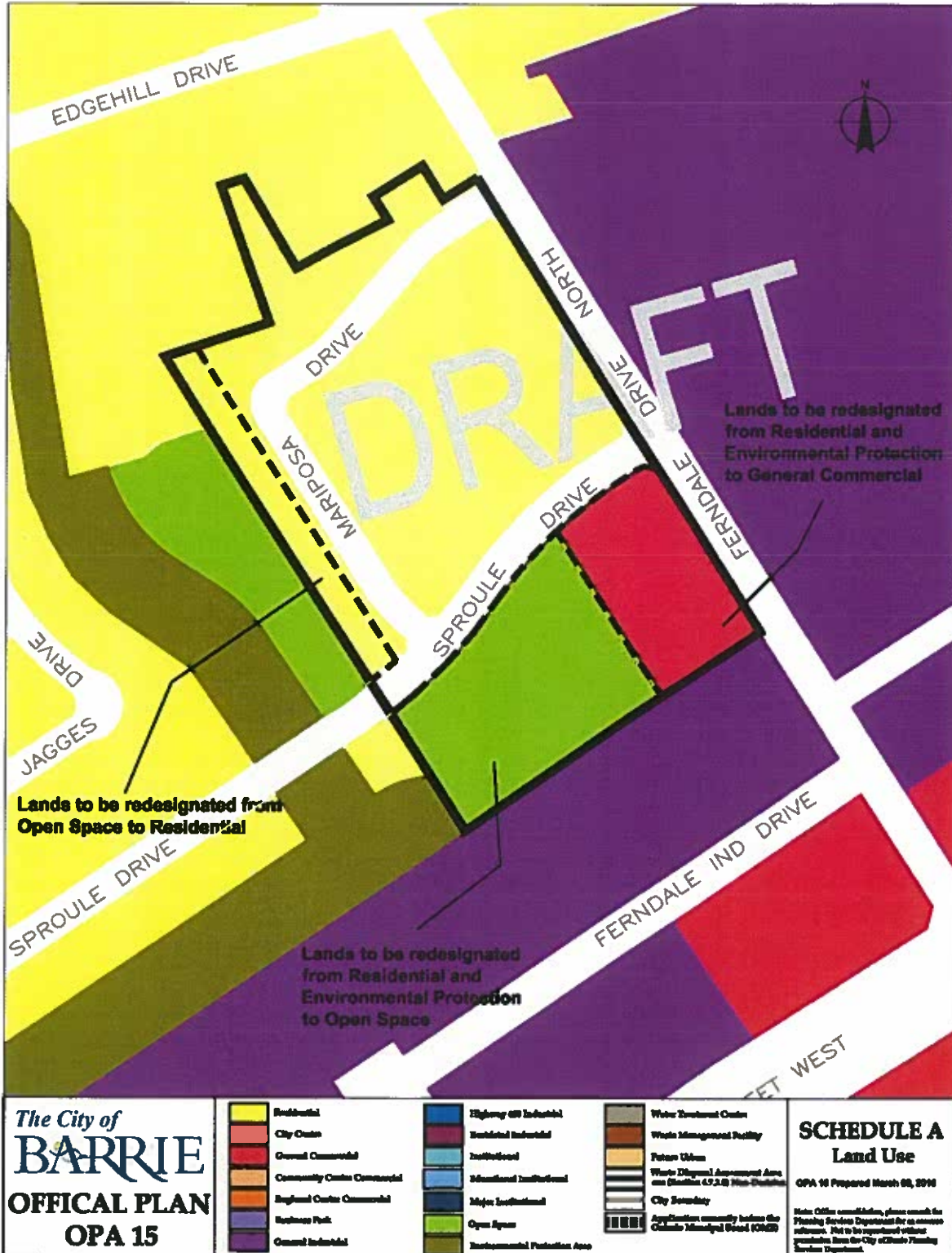
71. Following assumption the City would also incur additional operating costs associated with extending municipal services to that area such as fire protection, policing, snow clearing, boulevard landscaping maintenance and increased contributions to reserves to plan for the eventual replacement of the assets.

**LINKAGE TO 2014-2018 STRATEGIC PLAN**

72. The recommendations included in this Staff Report are not specifically related to the goals identified in the 2014-2018 Strategic Plan.

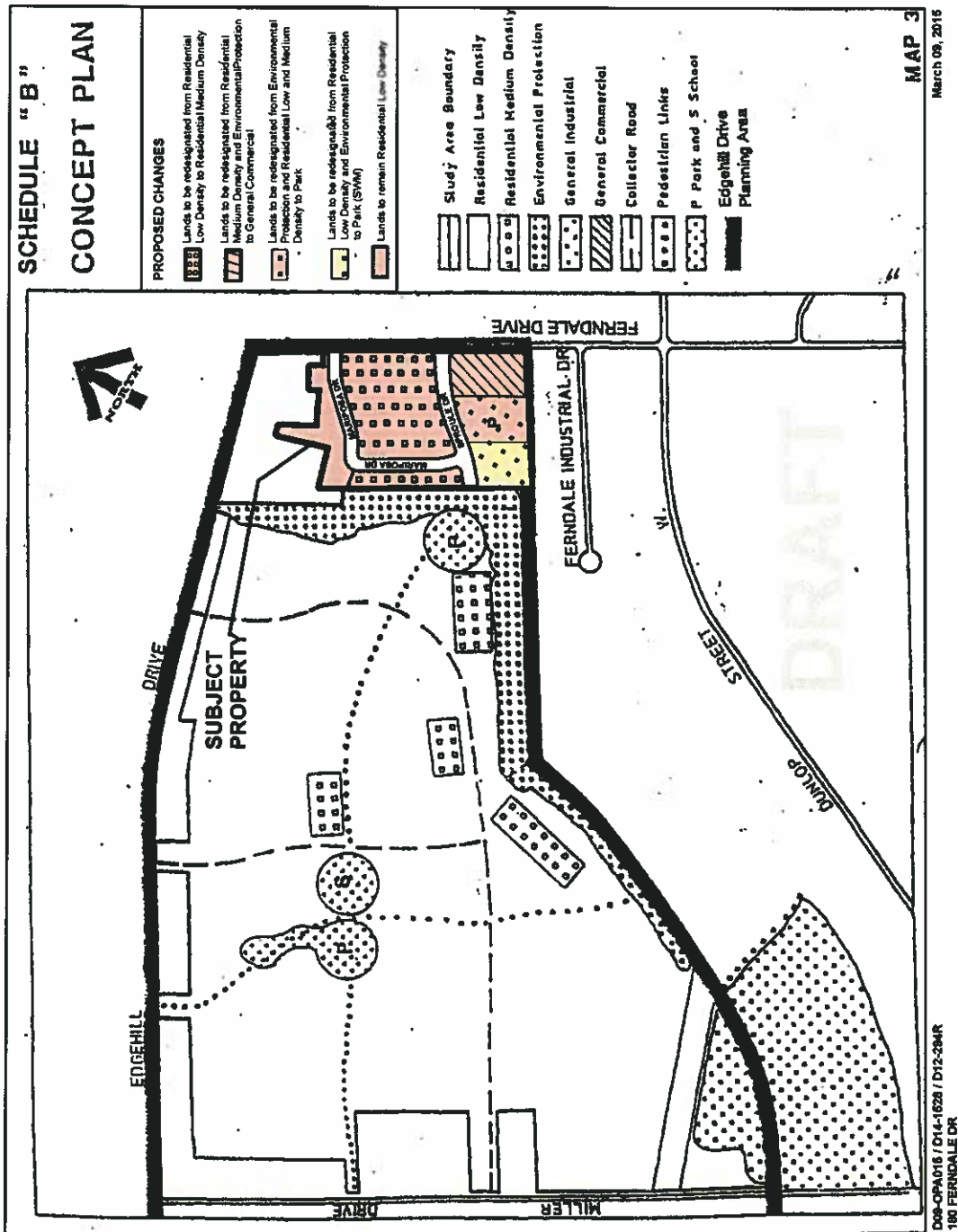
Attachments: Appendix "A" – Proposed Official Plan Schedule A – Land Use  
Appendix "B" – Proposed Edgehill Drive Secondary Plan Schedule "B" –  
Concept Plan  
Appendix "C" – Proposed Zoning By-law Schedule  
Appendix "D" – Existing Draft Approved Plan of Subdivision  
Appendix "E" – Red-Line Revised Draft Plan of Subdivision

APPENDIX "A"  
Proposed Official Plan Schedule A – Land Use



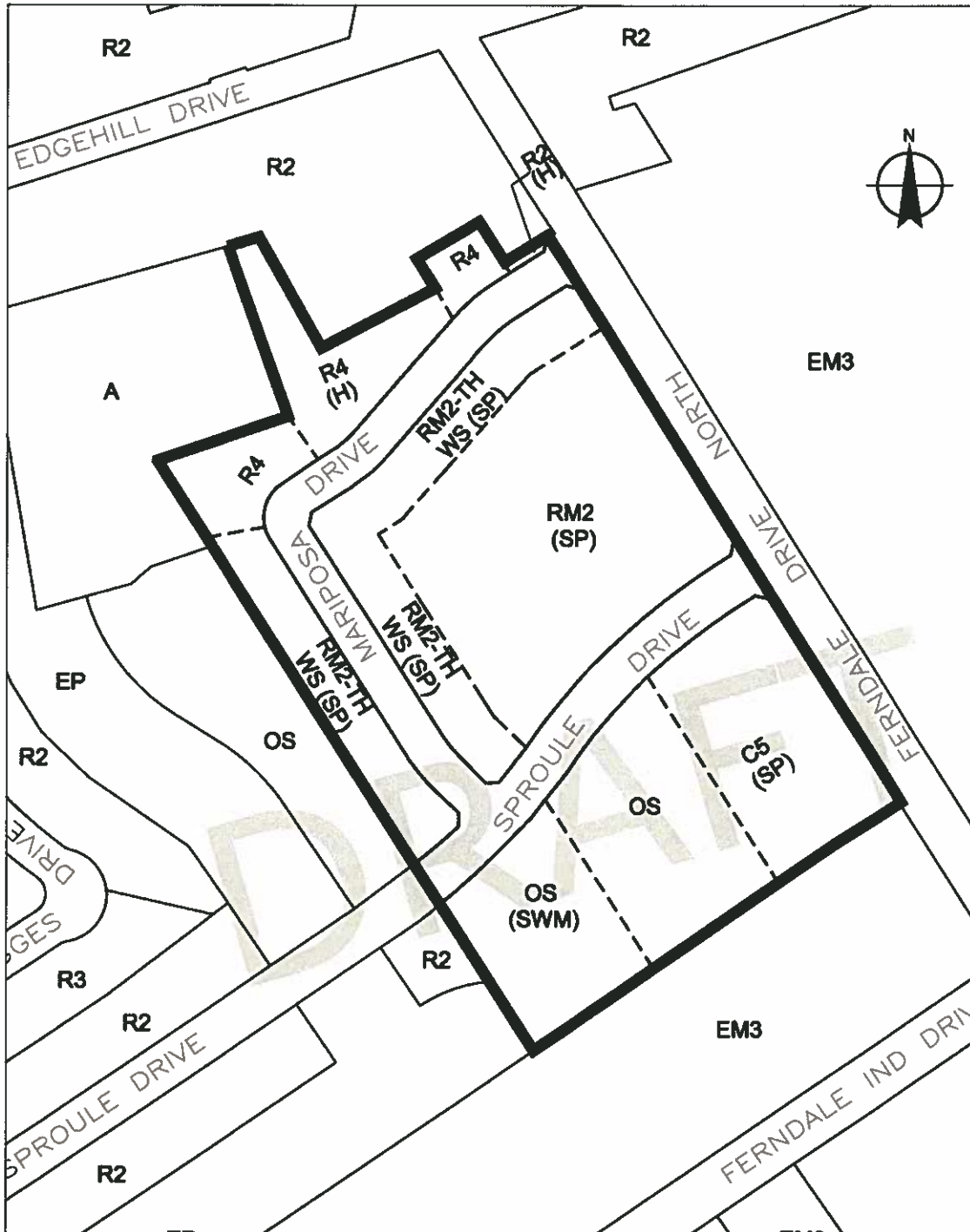
APPENDIX "B"

Proposed Edgehill Drive Secondary Plan Schedule "B" – Concept Plan



APPENDIX "C"

Proposed Zoning By-law Schedule





APPENDIX "D"

Existing Draft Approved Plan of Subdivision

