



BY-LAW NUMBER 2016-

**A By-law of The Corporation of the City of Barrie to
adopt an amendment to the Official Plan (O.P.A. 48)**

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, Motion 16-G-205 of 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. 48 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 7th day of November, 2016.

READ a third time and finally passed this 7th day of November, 2016.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

AMENDMENT NO. 48
TO THE
CITY OF BARRIE
OFFICIAL PLAN

OFFICIAL PLAN
FOR THE
CITY OF BARRIE
Amendment No. 48

Amendment No. 48 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 19th day of September, 2016.

Mayor

City Clerk

This amendment was adopted by the Corporation of the City of Barrie by By-law No. 2016- in accordance with the provisions of the Planning Act, on the day of , 2016.

Mayor

City Clerk

BY-LAW NUMBER 2016-

A By-law of the Corporation of the City of Barrie to adopt an amendment to the Official Plan (O.P.A. No. 48).

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 Resolution16-G-205, 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. 48 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 7th day of November, 2016.

READ a third time and finally passed this 7th day of November, 2016.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk

This Amendment No. 48 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. 48 to the City of Barrie Official Plan.

Date

City Clerk

AMENDMENT NO. 48

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**AMENDMENT NO. 48
TO THE CITY OF BARRIE
OFFICIAL PLAN**

INTRODUCTION

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

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

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 redesignating the subject lands Residential Area and Open Space Area, to amend Schedule A – Land Use Plan of the Ardagh Secondary Plan OPA No.104 to Residential Area and Open Space and to amend Schedule 2 – Land Use of the Ardagh Secondary Plan OPA No.104 by redesignating the subject lands to Medium Density Residential and Open Space.

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

LOCATION

The property subject to this Amendment is known municipally as 233 Ardagh Road and is located on the south side of Ardagh Road, west side of Ferndale Drive South within the Ardagh Planning Area. The property is legally described as Part of Lot 4, Concession 13 (formerly Innisfil), being Part 1, Plan 51R36606; City of Barrie, County of Simcoe. The site has a total lot area of approximately 3.52ha (8.7 acres), with approximately 198m of frontage on Ardagh Road.

BASIS

The subject lands are designated Future Urban within the City's Official Plan. The Future Urban designation is intended to be used for residential uses and complementary land uses including commercial, institutional, environmental protection and open space, but not for industrial uses. Future Urban areas shall develop on the basis of full municipal services and each residential planning area shall be designed to contain a range of housing and tenure types suitable for different age levels, household income levels, lifestyles and family structures.

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

Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities are encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas. The proposed development conforms to these policies of the Official Plan given that the proposal provides for an alternative housing form in the area, would contribute to a compact urban form and the efficient use of land and resources, supports transit, and optimizes the use of existing infrastructure and services within an existing built-up area of the City.

In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26-53 units per hectare,

while high density residential development shall consist of developments which are in excess of 54 units per hectare. In accordance with these provisions, the proposed development represents a density of approximately 57 units per hectare, following the conveyance of approximately 0.2ha for municipal parkland purposes and as such, would be considered to be high density residential in accordance with the Official Plan. The provision of stacked townhouses and 4-storey apartment buildings does not represent the typical built form of high density residential development, however the proposal represents a development that is able to use the land more efficiently.

Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads; in close proximity to public transit, schools, parks, commercial development; and where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. Although the subject lands are not located within a designated Intensification Area, the proposed development would meet the City's locational criteria with respect to medium and high density development as the subject property is located on an arterial roadway (Ardagh Road) whereby public transit is available. Existing commercial facilities are located in proximity (approximately 75m) of the subject lands at the intersection of Ardagh Road and Ferndale Drive South, and the property is located in proximity to local schools (St. Catherine of Sienna Catholic Elementary School, Ferndale Woods Elementary School and St. Joan of Arc Catholic Secondary School). Significant passive recreational lands associated with the adjacent City owned EP lands (Ardagh Bluff's) are located to the immediate south of the subject property and the provision of a Municipal Park at the north-west corner of the property as proposed, would service the existing residents in the area as well as the future residents associated with the proposed development.

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

The proposed development would satisfy the Intensification Policies noted above as it provides a built form that is compatible with and can be integrated into the surrounding area. In this regard, the proposed development provides sufficient separation/buffering from the existing low-rise residences fronting Sedgewood Way, Ferndale Drive South and Hawthorne Crescent through the preservation of significant boundary vegetation (minimum 13m in width). The height and density of the existing boundary vegetation on site would also serve to screen the proposed development from the adjacent residential properties to the south, east and west. Municipal infrastructure is available to service the proposed development and Municipal transit is available on Ardagh Road. Finally, the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.

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

The proposed development is consistent with the Tall Building Policies identified above. All required parking is proposed to be located internal to the site; both at grade and within underground structured

parking. A variety of stone, brick and stucco building materials in earth tones have been proposed to complement each other while blending in with the character of the adjacent residential properties in the area. Contrasting features (roof, windows, balconies, etc.) are proposed with the intention of providing good design and consistent character throughout the development. The base portion of the apartment buildings is proposed to be clad with stone to ensure a durable material where the ground meets the building as well as giving the development a grounded feel. As the building façade moves upward, the materials begin to lighten through the provision of a stucco finish and glass balconies. 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 Ardagh Road. Each of the apartment units would be equipped with a private balcony constructed with glass railings so as to provide a physical connection to the outdoors for all residents.

Where intensification projects are proposed adjacent to stable residential neighbourhoods, the application of a 45 degree angular plane is recommended to provide a transition in height from mid-rise buildings to low-rise residential homes. The intent of this provision is to provide appropriate separation distances and to reduce shadow impacts on abutting residential homes as well as the perception of height. Given the maximum building height of 4-storeys, the boundary tree preservation and distance separation (minimum 24m) proposed from the abutting low-rise residential homes to the east of the proposed development, the 45 degree angular plane would be achieved for the proposed development.

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

Ardagh Secondary Plan OPA No. 104

As noted above, the subject lands are located within the Ardagh Secondary Plan Area which was approved as Official Plan Amendment No. 104 on December 24, 1996. In accordance with the City's Official Plan, new development shall be in accordance with the applicable Secondary Plan policies. Schedule A – Land Use Plan; designates the subject lands Environmental Protection and Residential Area and Schedule 2 – Land Use; designates the subject lands Environmental Protection and Low Density Residential.

In accordance with Section 2.3.1 Goals, the Secondary Plan serves to preserve, protect and enhance the significant environmental features of the area, specifically the Allandale Lake Algonquin Bluffs Area of Natural and Scientific Interest (ANSI) and the Bear Creek Wetlands, for the continued enjoyment of the existing and future residents of the City. Background information and site visits with the NVCA have confirmed that the property does not include designated Provincially Significant Wetlands, Woodlands, valley features or significant wildlife habitat.

An EIS submitted in support of the subject application concludes that the proposed development will not have a negative impact upon the natural features or ecological functions of the Allandale Lake Algonquin Bluffs ANSI and other adjacent lands. In this regard, the southwest portion of the subject lands was historically classified as an ANSI given that it was considered to be a Red Oak dominated forest. Recent site investigations have confirmed that a portion of the property is now comprised of Sugar Maple dominant forest communities with Red Oak as a minor associate only. As such, the forest feature for which the subject lands were originally classified as an ANSI is no longer present on site. In addition, no trees considered 'Species at Risk' were identified on the property and no heritage trees were identified within the development footprint.

Section 2.4.2 of the Secondary Plan provides that the housing mix for the Ardagh Secondary Plan Area will consist of approximately 70-80 percent low density and 20-30 percent medium density and densities will range from 12 units per net residential hectare in low density residential areas to 53 units per net residential hectare in medium density residential areas. While Schedule 2 – Land Use of the Secondary Plan identifies a High Density designation, there are no corresponding policies governing high density development. As such, as per section 2.10(d) of the Secondary Plan, where a conflict is present between the City of Barrie Official Plan and the Secondary Plan, the provisions of the Official Plan shall prevail. In this regard, the subject applications have been reviewed for conformity with the medium and high density policies of the Official Plan.

The Ardagh Secondary Plan area has been developed with predominately single detached residential units in the order of approximately 89 percent. While the land uses for this area have been planned for comprehensively through the Ardagh 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 proposed development is considered to be appropriate given the relevant intensification and locational policies of the Official Plan with respect to medium and high density development.

The proposed development is considered to be consistent and in conformity with the City's Official Plan and the Ardagh Secondary Plan. More specifically, the provision for medium density residential development on the subject lands is considered appropriate and in keeping with the policies and guidelines established for medium 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 233 Ardagh Road, legally described as Part of Lot 4, Concession 13 (formerly Innisfil), being Part 1, Plan 51R36606; City of Barrie, County of Simcoe be amended as follows:

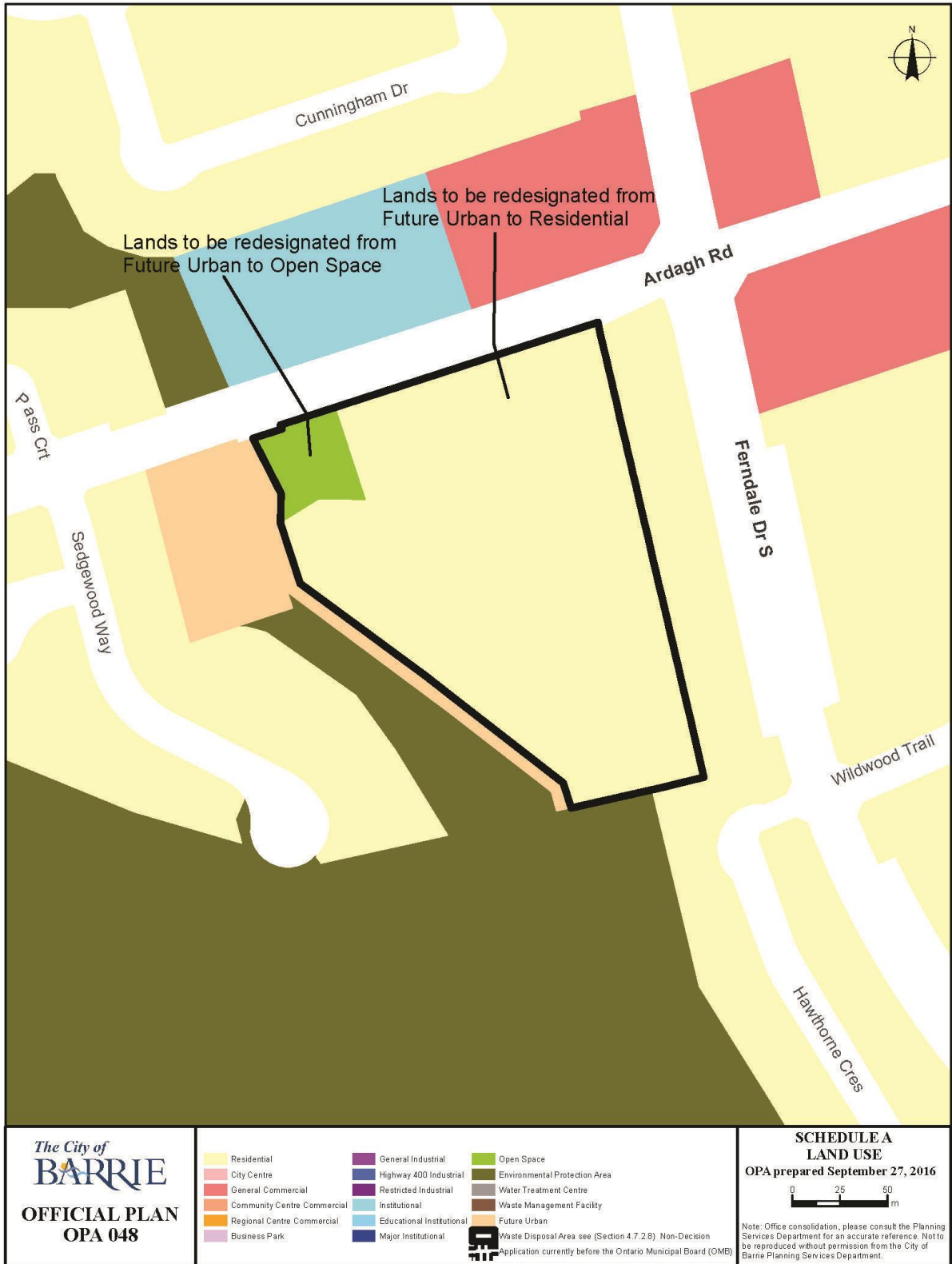
1. Official Plan Schedule "A" – Land Use is hereby amended by redesignating certain lands shown on Schedule A from Future Urban to Residential Area and Open Space;
2. Ardagh Secondary Plan Schedule A – Land Use Plan is hereby amended by redesignating certain lands shown on Schedule A from Environmental Protection Area to Residential Area and Open Space;
3. Ardagh Secondary Plan Schedule 2 – Land Use is hereby amended by redesignating certain lands shown on Schedule 2 from Environmental Protection and Low Density Residential to Medium Density Residential and Open Space.

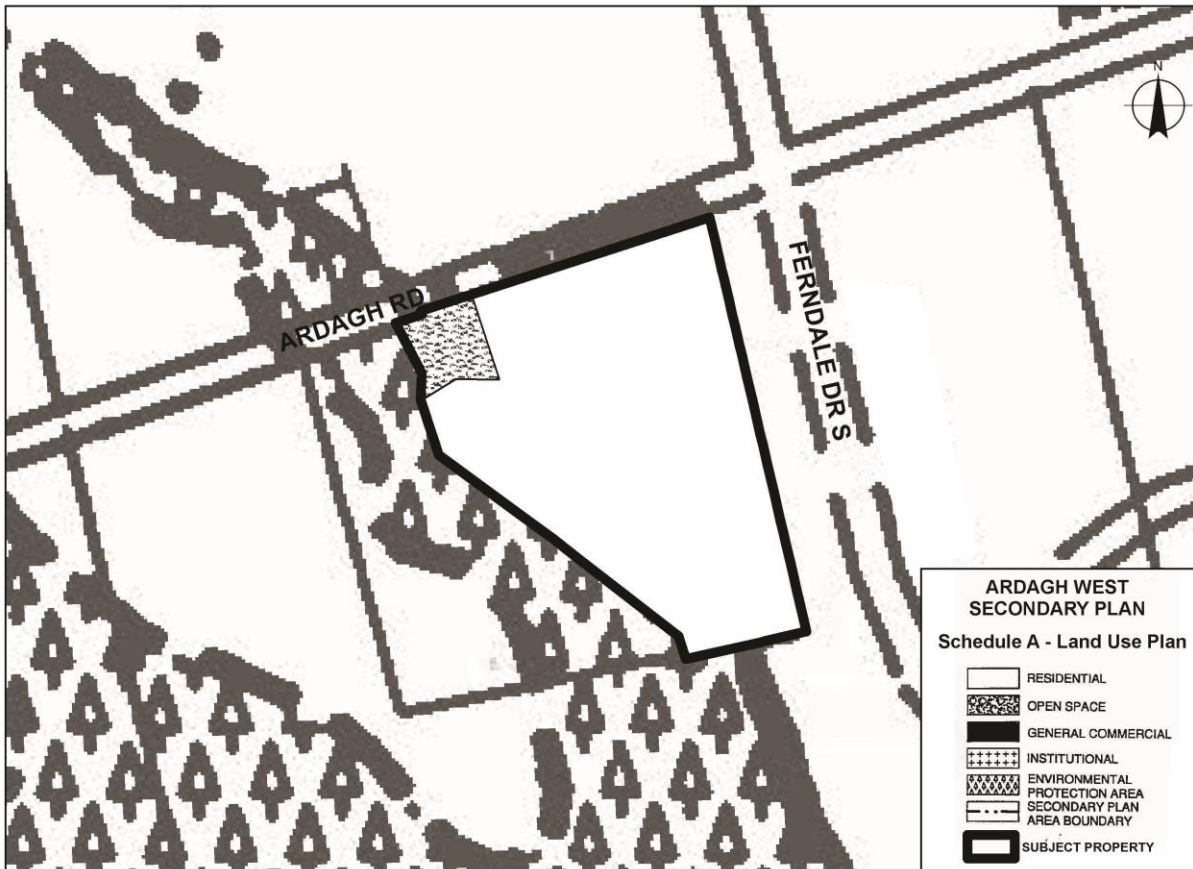
IMPLEMENTATION

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

INTERPRETATION

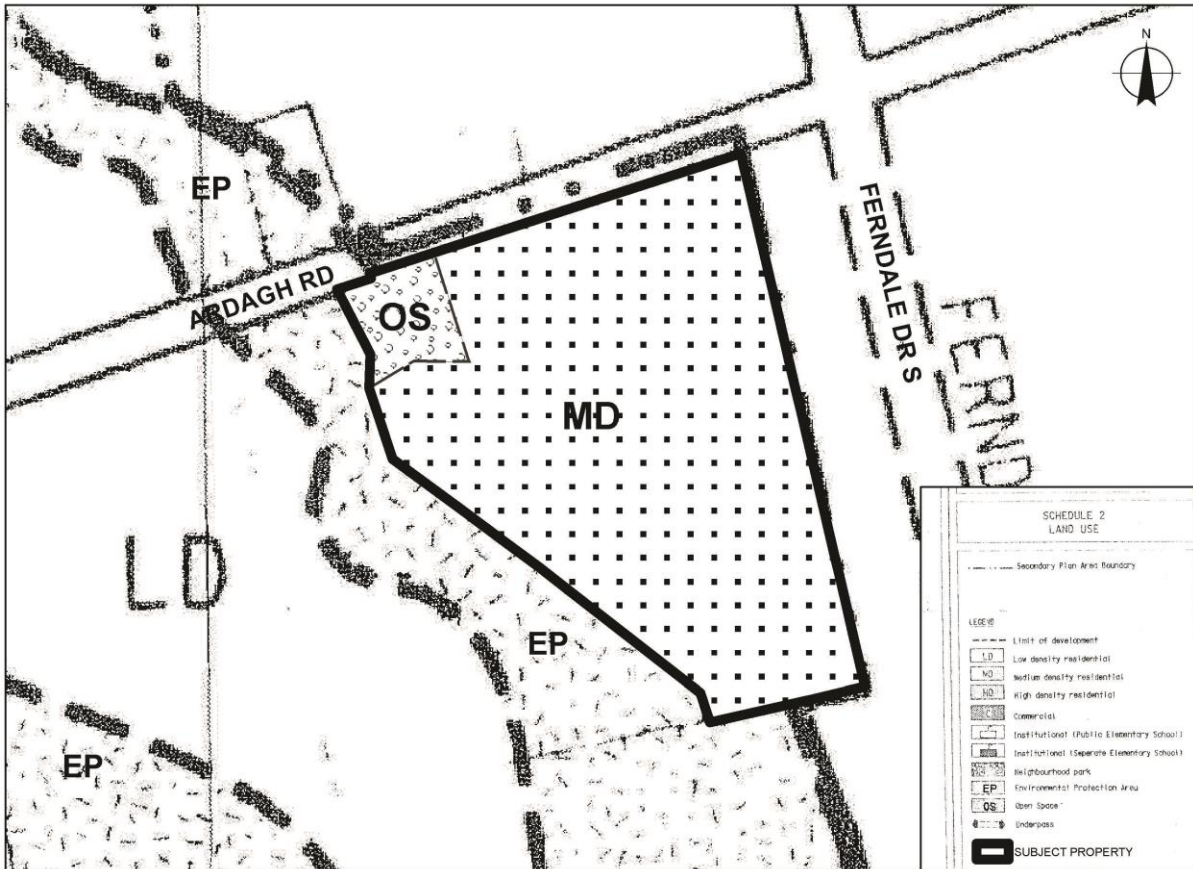
The provisions of the Official Plan, as amended from time to time, shall apply in this regard to this Amendment.





D09-OPA 48/ D14-1581
233 Ardagh Rd

September 27, 2016



D09-OPA 48/ D14-1581
233 Ardagh Rd

September 27, 2016

PART C – THE APPENDIX

PART C - THE APPENDIX

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Minutes of the General Committee Public Meeting



City of Barrie
Direction Memos
City Council

70 Collier Street (Box 400)
 Barrie, ON L4M 4T5

May 9, 2016

16-G-102 APPLICATION FOR AN OFFICIAL PLAN AMENDMENT AND AN AMENDMENT TO THE ZONING BY-LAW - INNOVATIVE PLANNING SOLUTIONS ON BEHALF OF THE HEDBURN DEVELOPMENT CORPORATION - 233 ARDAGH ROAD (WARD 6) (FILE: D09-OPA048 AND D14-1581)

Mr. John Stuart of Innovative Planning Solutions advised that the purpose of the Public Meeting was to review an application for an Official Plan Amendment and an Amendment to the Zoning By-law submitted by Innovative Planning Solutions on behalf of the Hedburn Development Corporation, for lands located on the south side of Ardagh Road, west of Ferndale Drive South for a property known municipally as 233 Ardagh Road.

Mr. Stuart discussed slides concerning the following topics:

- The application context including the location, size, current use and surrounding land uses;
- The current land use designation and zoning of the subject property;
- The original development proposal;
- A summary of the comments received at the first neighbourhood meeting held on February 11, 2015;
- The updated development proposal;
- A summary of the comments received at the second neighbourhood meeting held on March 31, 2016;
- Artist's renderings illustrating the proposed Ardagh Road streetscape and an aerial view of the development;
- The application in the context of Provincial and City Planning policies; and
- The Intensification Policy criteria and how the criteria would be addressed.

Mr. Stuart concluded the presentation by summarizing the application and by providing his opinion that the application was consistent with upper and lower tier planning policy.

Ms. Carlissa McLaren, Development Planner for the City of Barrie provided details related to the application, the special provisions requested to permit the proposed development, the associated primary planning and land use items being considered by City staff, and the comments received from the public who attended the neighbourhood meetings held on February 11, 2015 and March 31, 2016.

VERBAL COMMENTS

1. **Mr. Kavel Cermak, 14 Hawthorne Crescent**, submitted a petition signed by 150 residents from the area who are in opposition to the proposed development to the City Clerk. Mr. Cermak advised that the area residents strongly disagree with the proposed high density development due to the impact it will have on traffic and schools. He commented that the Mayor and members of Council should take into account the opinions of the citizens who have paid taxes for many years that are now being faced with a multi-storey development. In closing, Mr. Cermak reiterated his request to Committee to take into account the views of the citizens.



City of Barrie
Direction Memos
City Council

70 Collier Street (Box 400)
 Barrie, ON L4M 4T5

May 9, 2016

2. **Mr. Guy Janssens, 1 St. Bruno's Circle** commented that he had just completed 33 years in service in the military and had chosen to live in the City of Barrie because of the people who live here and representation of City Council. Mr. Janssens thanked the representatives of Innovative Planning Solutions for taking into consideration items raised at the neighbourhood meeting. He discussed his concerns about the height of building as he feels it does not fit into the neighbourhood, as well as concerns related to the increase in traffic. He also noted that the increase in density would result in additional residents in the area and potential impacts on schools, volume of cars, school buses and the Fire Hall. Mr. Janssens commented that he does not believe there is sufficient infrastructure in the area to sustain such a development. In closing, Mr. Janssens requested that consideration be given to fact that there are no other 8-storey building in the area.
3. **Mr. Mario Titus 2 Toronto Street** enquired regarding the price range for the proposed condominiums.

Mr. Stuart advised that a price point for the units had not been established.

4. **Mr. John Frezza, 7 Sedgewood Way** thanked the presenter for being candid in the presentation. Mr. Frezza commented that he feels the project is out of scope for the area. He observed that there are apartments being constructed as you travel further down Ardagh causing more traffic and that at Ardagh and Highway 90 there is another sign concerning future development. He remarked that he realizes that people want to do something with their land, but requested it to be more in scope with the existing neighbourhood. Mr. Frezza noted that 398 additional cars is a conservative estimate of the increase for traffic in the area that would result from the development.

WRITTEN CORRESPONDENCE

1. Correspondence from the Simcoe Muskoka Catholic District School Board dated March 24, 2015.
2. Correspondence from Lyndon and Mary Meredith, dated February 12, 2015 and April 1, 2016.
3. Correspondence Lyndon and Mary Meredith, dated February 1, 2015
4. Correspondence from Kimberly George, dated February 13, 2015.
5. Correspondence from James Nat dated February 4, 2015.
6. Correspondence from the Nottawasaga Conservation Authority, dated March 21, 2016.
7. Petition signed by 141 individuals, dated April, 2015, received on April 20, 2015.
8. Correspondence from Corey Tyhurst, undated
9. Correspondence from Bell Canada, dated May 19, 2015.
10. Correspondence from John Frezza, dated February 15, 2015.
11. Correspondence from John and Lynn Martin, dated January 30, 2015.
12. Correspondence from Mary Meredith, received February 5, 2015.
13. Correspondence from PowerStream, dated February 20, 2015.
14. Correspondence from Jane and Kavel Cermak, dated March 11, 2015.
15. Correspondence from Jim Cashubec, dated February 2, 2015.
16. Correspondence from Linda and Frazer Pritchett, received April 9, 2015.

Direction Memo: Director of Planning Services - note

Staff Report



STAFF REPORT PLN018-16
SEPTEMBER 12, 2016

Page: 1
 File: D14-1581,
 D09-OP A048
 Pending #:

TO: GENERAL COMMITTEE

SUBJECT: APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – THE HEDBERN DEVELOPMENT CORPORATION – 233 ARDAGH ROAD

WARD: #6

PREPARED BY AND KEY CONTACT: CARLISSA McLAREN, M.C.I.P., R.P.P. PLANNER, EXT. # 4719

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

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG. GENERAL MANAGER OF INFRASTRUCTURE AND 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 The Hedbern Development Corporation, for lands known municipally as 233 Ardagh Road (Ward 6) be approved as follows (D09-OPA048):
 - a) Amend Official Plan Schedule "A" – Land Use to redesignate the subject lands from Future Urban to Residential Area and Open Space;
 - b) Amend the Ardagh Secondary Plan Schedule A – Land Use Plan to redesignate the subject lands from Environmental Protection Area to Residential Area and Open Space; and
 - c) Amend the Ardagh Secondary Plan Schedule 2 – Land Use to redesignate the subject lands from Environmental Protection and Low Density Residential to High Density Residential and Open Space.
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of the Hedbern Development Corporation, to rezone the lands known municipally as 233 Ardagh Road (Ward 6) from Agricultural (A) to Residential Apartment Dwelling First Density–2 with Special Provision (RA1-2)(SP) and Open Space (OS) be approved (D14-1581).
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 80 units per hectare;
 - iii) Permit Stacked Townhouses in the RA1-2 zone;

- iv) Permit a maximum building height of 18m for the 5-storey Apartment Dwelling, inclusive of any rooftop mechanicals and/or terrace structures, whereas a maximum building height of 15 metres would be permitted;
 - v) Permit a maximum building height of 14m for the 4-storey Apartment Dwellings, inclusive of any rooftop mechanical and/or terrace structures, whereas a maximum building height of 15 metres would be permitted;
 - vi) Permit a maximum building height of 12m (3-storeys) for the stacked townhouse units, whereas a maximum building height of 15 metres would be permitted;
 - vii) Permit a minimum rear yard setback (south) of 17m, whereas 7m would be permitted;
 - viii) Permit a minimum side yard setback (east) of 17m, inclusive of a 12m preservation zone, whereas 5m would be permitted;
 - ix) Permit a minimum side yard setback (west) of 13m to the proposed stacked townhouse units, inclusive of an 8m preservation zone, whereas 5m would be permitted.
4. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law.

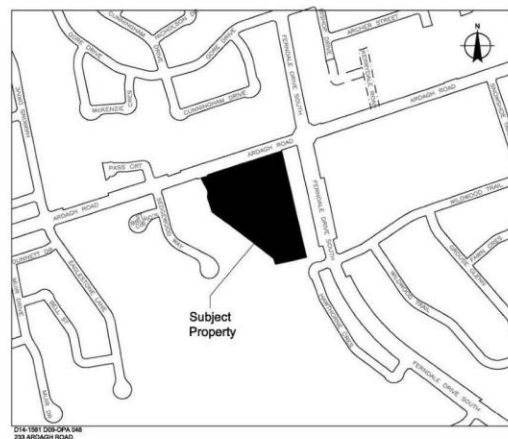
PURPOSE & BACKGROUND

Report Overview

5. The purpose of the report is to recommend approval of the applications submitted by Innovative Planning Solutions, on behalf of Hedbern Development Corporation, for lands municipally known as 233 Ardagh Road (Ward 6) (see Appendices "A"- "D"). The effect of the application would be to permit the development of 268 residential apartment units with a total density of 80 units per hectare in the form of one (1) five-storey apartment building, three (3) four-storey apartment buildings, and 36 stacked townhouse units on the subject lands (see Appendix "E"). In addition, the applicant is proposing to convey approximately 0.2ha of the subject lands for municipal parkland purposes. Staff are recommending approval of the subject applications as the lands are considered to be appropriate for this form of residential development in accordance with both Provincial and Municipal policy.

Location

6. The subject property is located on the south side of Ardagh Road, west side of Ferndale Drive South within the Ardagh Planning Area (Ward 6). The property is known municipally as 233 Ardagh Road (Part of Lot 4, Concession 13, Plan 51R-23696) and has a total lot area of approximately 3.52ha (8.7 acres), with approximately 198m of frontage on Ardagh Road.



7. The existing land uses surrounding the property are as follows:
- North: Ardagh Road, Barrie Fire Station 4 and vacant commercial lands; zoned Major Institutional (I-M) and General Commercial (C4) (SP-341) (H-79).
- South: Existing medium density residential development in the form of street townhouses fronting onto Hawthorne Crescent and Environmental Protection lands associated with the Ardagh Bluffs; zoned Multiple Residential Dwelling Second Density Townhouse (RM2-TH) and Environmental Protection (EP).
- East: Existing medium density residential development in the form of street townhouses fronting onto Ferndale Drive South; zoned Multiple Residential Dwelling Second Density - Townhouse (RM2-TH)
- West: Existing single detached residential dwellings fronting Ardagh Road and Sedgewood Way; zoned Agricultural (A) and Residential Single Detached Dwelling Second Density – Special (R2)(SP-415) and Residential Single Detached Dwelling Third Density (R3), respectively.

Existing Policy

8. The property is designated Future Urban within the City of Barrie Official Plan, Environmental Protection and Low Density Residential within the Ardagh Secondary Plan and is zoned Agricultural (A) in accordance with the City's Comprehensive Zoning By-law 2009-141.

Supporting Information

9. In support of the subject applications, the following reports were submitted:
- a) **Planning Justification Report** (November 2014, revised December 2015) - provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Innovative Planning Solutions that the proposal is an appropriate form of multiple unit residential development and location for residential intensification outside of a designated Intensification Area.
 - b) **Urban Design Rationale** - provides an overall review of the proposed built form and the design elements of the development and provides the opinion of Ian S. Malcolm Architects that the proposed design of the site is appropriate for this location.
 - c) **Functional Servicing Report** (October 2015, revised November 2015) serves to demonstrate on a preliminary basis that the proposed residential development can be accommodated by the existing infrastructure (water, sanitary) along Ardagh Road and provides that the stormwater design for the site takes into account the existing drainage conditions and conforms to both the City of Barrie and Nottawasaga Valley Conservation Authority requirements.
 - d) **Noise Impact Report** (November 2014, revised November 2015) provides an assessment of potential noise impacts on the residential units within the proposed development as it relates to traffic noise generated from Ardagh Road and Ferndale Drive South 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 Study** (January 2014, updated October 2015 and December 2015) serves to demonstrate the potential impacts to traffic flow at the site access and on the surrounding roadway network based on the proposed development. In the opinion of JD Engineering, the report concludes that no transportation improvements are required and the proposed site access onto Ardagh Road will operate efficiently using unsignalized control with one-way stop control for northbound traffic existing the site. In addition, the report concludes that one lane for entering traffic and one lane for exiting traffic will provide the necessary capacity to adequately service the proposed development.
- f) **Environmental Impact Study** (July 2014, amended November 2014) serves to determine the natural environmental features and functions of the property in order to assess the potential impact the proposed development may have on the natural environmental features and functions in accordance with Provincial and Municipal Planning Policy. In the opinion of Azimuth Environmental Consulting, Inc., the report concludes that development of the site as proposed and in accordance with the mitigation measures recommended throughout the report, will not have a negative impact upon the natural features or ecological functions of the Allandale Lake Algonquin Bluffs Provincial Area of Natural and Scientific Interest and other adjacent lands.
- g) **Preliminary Tree Inventory** (February 2014) serves to provide an inventory of all (landscape) trees which are not part of the existing woodlot on the property. The trees were assessed based on the species, diameter at breast height, average canopy radius and health condition. The report concludes that no trees considered Species at Risk were identified on the property and no heritage trees were identified within the development footprint in accordance with the City's Tree Protection Manual (2010).
- h) **Letter from the Ministry of Culture** (September 2008) satisfying the Stage 1-2 Archaeological Assessment requirement.
- i) **Geotechnical Study** (December 2005) determines the soil and groundwater conditions across the subject site in order to assess potential geotechnical constraints for the design and construction of the proposed development. Additionally, the document provides comments pertaining to the requirement to drain a portion of the existing man made pond on-site and place engineered fill for support of building foundations.

Neighbourhood Meeting

10. Two neighbourhood meetings were held on February 11, 2015 and March 31, 2016 to present the original and revised development proposals (see Appendix "F" and "G") to the local residents. Approximately 25 residents were in attendance at the February 2015 meeting and 50 residents were in attendance at the March 2016 meeting in addition to the applicant, their consultant, Ward 6 Councillor and Planning staff (see Appendix "I" and "J"). The concerns raised at the neighbourhood meetings related to the following:

- Increased Density:

As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (80 units per hectare) for the property is appropriate given that adequate parking, landscaping, amenity spaces, tree preservation areas and pedestrian/vehicular access can be accommodated on site in accordance with the concept plan submitted (see Appendix "E"). Should the subject application be approved, staff are satisfied that these matters would be adequately addressed through a subsequent site plan approval process without adversely impacting adjacent properties.

- **Tree Preservation/Removals:**

The applicant has demonstrated their desire to preserve as much of the existing vegetation on site as possible. In this regard, the existing vegetation within a minimum of 13-17m of the periphery of south, east and west property boundaries would be preserved in its natural state. As a result, staff are satisfied that the proposed development would be adequately screened by the proposed boundary tree preservation areas from the existing single detached residential properties on Sedgewood Way and the street townhouses fronting Ferndale Drive South and Hawthome Crescent.

- **Traffic:**

The property is located on Essa Road, an arterial roadway which is considered to be a primary traffic carrying facility, providing through routes across and within the City. Staff in the Traffic Division of the City's Engineering Department are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development.

- **Proposed Tenure:**

While the City is not permitted to mandate the proposed tenure of a development, Planning Staff are satisfied that the proposed condominium tenure will ensure that the subject property is adequately maintained (i.e. waste removal, snow removal and ongoing property maintenance; including grass cutting and building maintenance) to address the maintenance concerns expressed by the abutting residents.

- **Local School Accommodations:**

The local School Boards are required to address student enrolment and capacity within the local area schools and normal notification clauses would be required to be inserted into all Purchase and Sale Agreements advising prospective purchasers that pupils generated by the proposed development may be transported to/accommodated in temporary facilities outside of the neighbourhood.

- **Increased Height:**

While the original proposal contemplated a maximum building height of 10-storeys (30m), Planning staff have continued to work with the applicant to reduce the maximum height on the property to five-storeys (18m), inclusive of any rooftop mechanical units and/or terrace structures. Given the height and extent of the proposed boundary tree preservation and separation distances provided to the adjacent residential properties to the south, east and west, Planning staff are satisfied that a maximum building height of 18 metres is appropriate for the subject lands. In order to ensure that a maximum building height of 18 metres is realized over the subject lands, staff are recommending that a site specific zoning provision be applied to the property as identified in the recommended motion.

- **Adverse Effects on Property Values:**

Planning staff have no comment on the perceived implication the proposed development may have on the market value of private property as this is not a land use planning matter.

- **Increase in Crime Rates:**

Residents expressed concerns with the proposed development as it relates to a perceived increase in crime for the area. Planning staff have no comment on the perceived implication of

crime rates associated with the proposed development as this is not a land use planning matter and no evidence has been provided to support this claim.

- **Parking, Snow Storage, Drainage & Stormwater Management:**

The concept plan and Functional Servicing Report submitted in support of the subject application provides a general indication of how the property would be developed and how stormwater management would be addressed on-site both pre and post development. However, as noted below in paragraph 45 of this report, the property would be subject to Site Plan Control. In this regard, Planning staff are satisfied that the above noted matters would be adequately addressed through a subsequent Site Plan Approval process should the subject applications be approved by Council. In the meantime, staff are satisfied that adequate parking would be provided on-site in accordance with the Zoning By-law standards and as demonstrated on the preliminary concept plan provided (see Appendix "E"). Further, staff are of the opinion that the location of all required parking internal to the site, both at and below grade, is considered to be appropriate and desirable for the area. Finally, staff note that a portion of the existing man-made pond on-site is proposed to be retained for future stormwater control measures on site.

Public Meeting

11. A Statutory Public Meeting was held on May 2, 2016 to present the proposed development to General Committee. A number of written and verbal comments were received in opposition of the subject applications, including a 150 signatory petition. The concerns expressed through both the verbal and written comments received at this meeting, reiterated those previously received at the Neighbourhood Meetings as referenced above.

Amended Concept Site Plan

12. Following the Public Meeting and the concerns expressed by local residents and staff through the review process, the applicant has made several changes to the original concept plan submitted which identified a maximum building height of 10-storeys and a total of 234 units (see Appendix "F"). Most notably, the applicant has reduced the 10-storey (30m) building adjacent to Ardagh Road to 5-storeys (18m) and increased the total number of units to 268 units by reducing the size of the units within this building (see Appendix "E"). In addition, increased east and west side yard setbacks with increased tree preservation areas around the periphery of the property have been provided and a municipal parking lot/playground has been located toward the north-west corner of the site as requested by City staff through the review process. The proposed park block would serve as trail head to the adjacent Ardagh Bluffs trail system.

Department & Agency Comments

13. The subject application was circulated to staff in various departments and to external agencies for review and comment.
14. The Nottawasaga Valley Conservation Authority (NVCA) provided comments relating to the stability of the existing man-made pond for future stormwater management purposes, the provision of Low Impact Development features on-site, the conveyance of the existing groundwater seeps on-site to Ardagh Road and the existing ecological features and functions of the site. NVCA further commented that that the subject property is partially regulated pursuant to Ontario Regulation 172/06 the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation. Permits will be required from NVCA prior to construction or grading on regulated portions of the property. While NVCA is generally satisfied with the proposed development and supporting documentation provided, additional comments/approval would be required at the detailed design stage (Site Plan Approval) should the subject applications be approved by Council.

15. The Simcoe Muskoka Catholic District School Board provided comments indicating that any pupils generated by this development are in the current catchment area for St. Catherine of Sienna Catholic Elementary School and St. Joan of Arch Catholic High School. St. Catherine of Sienna had a Ministry rated capacity of 524 pupils and a current enrolment of 566 pupils. The Board further commented that they would provide their conditions of approval at the time of Draft Plan of Condominium Approval.
16. Skelton Brummwell & Associates, on behalf of the Ardagh West Development Corporation (AWDC), provided comments relating to the existing Cost Sharing Agreement among the developers within the Ardagh West Secondary Plan Area. In this regard, the applicant would be required to pay their fair share towards costs to the AWDC and a Clearance Letter would be required to be issued at the time of a subsequent Site Plan Approval by the AWDC confirming that the applicant, The Hedbern Development Corporation, is in good standing with the developers group.
17. 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.
18. PowerStream, the Building Services Department and the City's Fire Department reviewed the proposed development and have expressed no objection to the approval of the subject application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through a subsequent Site Plan Approval process.
19. The Parks Planning Section of the Engineering Department provided comments relating to the provision of a trailhead/parking area/playground with arterial road frontage at the north-west corner of the development so as to provide access to the adjacent Ardagh Bluffs trail system in an area currently underserved by municipal parkland. The proposed municipal park would constitute a contribution toward the total required parkland dedication (dedication/cash-in-lieu) in accordance with the *Planning Act*.
20. Staff in the Traffic & Parking Services Division indicated that they had no concerns with the Traffic Impact Study submitted in support of the proposed development which concluded that the existing operations of Ardagh Road would not be impacted by the proposed development.

Analysis

Policy Planning Framework

21. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

Provincial Policy Statement (2014) (PPS) and Places to Grow (2012) (The Growth Plan)

22. Staff is satisfied that the proposed development would meet the intent and policies found in both the PPS and the Growth Plan in terms of contributing to the range of housing types available and would serve to make efficient use of land and existing infrastructure. In staffs' opinion, the proposed development is considered to be appropriate, as it would be located on an arterial roadway within an existing built up residential area of the City, which is supported by the availability of existing infrastructure and public transit along Ardagh Road. In accordance with the Growth Plan requirements to accommodate 40% of new growth within the existing "built boundary" of the City, the proposed application represents intensification of an existing site. 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

23. As noted above, the subject lands are designated Future Urban within the City's Official Plan. The Future Urban designation is intended to be used for residential uses and complementary land uses including commercial, institutional, environmental protection and open space, but not for industrial uses. Future Urban areas shall develop on the basis of full municipal services and each residential planning area shall be designed to contain a range of housing and tenure types suitable for different age levels, household income levels, lifestyles and family structures.
24. There are a number of policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
25. Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities are encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form in the area, would contribute to a compact urban form and the efficient use of land and resources, supports transit, and optimizes the use of existing infrastructure and services within an existing built-up area of the City.
26. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26-53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. In accordance with these provisions, the proposed development represents a density of approximately 80 units per hectare, following the conveyance of approximately 0.2ha for municipal parkland purposes and as such, would be considered to be high density residential in accordance with the Official Plan. Having said that, staff note that the provision of stacked townhouses and 4-5 storey apartment buildings does not represent the typical built form of high density residential development, however the proposal represents a development that is able to use the land more efficiently.
27. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads; in close proximity to public transit, schools, parks, commercial development; and where planned services and facilities such as roads, sewers and water mains, or other municipal services are adequate. Although the subject lands are not located within a designated Intensification Area, in staffs' opinion, the proposed development would meet the City's locational criteria with respect to high density development as the subject property is located on an arterial roadway (Ardagh Road) whereby public transit is available. Existing commercial facilities are located in proximity (approximately 75m) of the subject lands at the intersection of Ardagh Road and Ferndale Drive South, and the property is located in proximity to

local schools (St. Catherine of Sienna Catholic Elementary School, Ferndale Woods Elementary School and St. Joan of Arc Catholic Secondary School). Significant passive recreational lands associated with the adjacent City owned EP lands (Ardagh Bluff's) are located to the immediate south of the subject property and the provision of a Municipal Park at the north-west corner of the property as proposed, would service the existing residents in the area as well as the future residents associated with the proposed development.

28. Section 4.2.2.6 (d) of the Plan requires that development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates that the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood; that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems; that public transit is available and accessible; and that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused.
29. In staff's opinion, the proposed development would satisfy the Intensification Policies noted above as it provides a built form that is compatible with and can be integrated into the surrounding area. In this regard, the proposed development provides sufficient separation/buffering from the existing low-rise residences fronting Sedgewood Way, Ferndale Drive South and Hawthorne Crescent though the preservation of significant boundary vegetation (minimum 13m in width). The height and density of the existing boundary vegetation on site would also serve to screen the proposed development from the adjacent residential properties to the south, east and west. Municipal infrastructure is available to service the proposed development and Municipal transit is available on Ardagh Road. Finally, the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.
30. The Tall Buildings policies contained within Section 6.6 of the Official Plan are applicable to any proposed building above 3-storeys in height across the entire City. The general design policies of this section require that innovative architectural design be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
31. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the proposed concept plan (see Appendix "E"), all required parking is proposed to be located internal to the site; both at grade and within underground structured parking. A variety of stone, brick and stucco building materials in earth tones have been proposed to complement each other while blending in with the character of the adjacent residential properties in the area (see Appendix "H"). Contrasting features (roof, windows, balconies, etc.) are proposed with the intention of providing good design and consistent character throughout the development. The base portion of the apartment buildings is proposed to be clad with stone to ensure a durable material where the ground meets the building as well as giving the development a grounded feel. As the building façade moves upward, the materials begin to lighten through the provision of a stucco finish and glass balconies. 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 Ardagh Road. Each of the apartment units would be equipped with a private balcony constructed with glass railings so as to provide a physical connection to the outdoors for all residents.
32. Where intensification projects are proposed adjacent to stable residential neighbourhoods, the application of a 45 degree angular plane is recommended to provide a transition in height from

mid-rise buildings to low-rise residential homes. The intent of this provision is to provide appropriate separation distances and to reduce shadow impacts on abutting residential homes as well as the perception of height. Given the maximum building height of 5-storeys, the boundary tree preservation and distance separation (minimum 24m) proposed from the abutting low-rise residential homes to the east of the proposed development, Staff are confident that the 45 degree angular plane would be achieved for the proposed development.

33. Based on the provisions identified above, staff are of the opinion that 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. In staff's opinion, the proposed development is also considered to be consistent with the Tall Building policies of the Official Plan and the noted design elements would be further refined through a subsequent Site Plan Approval. Finally, the visual impact of the proposed buildings on the adjacent residential properties on Sedgewood Way, Ferndale Drive South and Hawthorne Crescent would be minimal given the spatial separation afforded through the preservation of the existing boundary vegetation on-site and the grade differential of the property; particularly where the proposed 5-storey apartment building is proposed to be located on site.

Ardagh Secondary Plan OPA No. 104

34. As noted above, the subject lands are located within the Ardagh Secondary Plan Area which was approved as Official Plan Amendment No. 104 on December 24, 1996. In accordance with the City's Official Plan, new development shall be in accordance with the applicable Secondary Plan policies. Schedule A – Land Use Plan; designates the subject lands Environmental Protection and Residential Area and Schedule 2 – Land Use; designates the subject lands Environmental Protection and Low Density Residential.
35. In accordance with Section 2.3.1 Goals, the Secondary Plan serves to preserve, protect and enhance the significant environmental features of the area, specifically the Allandale Lake Algonquin Bluffs Area of Natural and Scientific Interest (ANSI) and the Bear Creek Wetlands, for the continued enjoyment of the existing and future residents of the City. Background information and site visits with the NVCA have confirmed that the property does not include designated Provincially Significant Wetlands, Woodlands, valley features or significant wildlife habitat.
36. The EIS submitted in support of the subject application concludes that the proposed development will not have a negative impact upon the natural features or ecological functions of the Allandale Lake Algonquin Bluffs ANSI and other adjacent lands. In this regard, the southwest portion of the subject lands was historically classified as an ANSI given that it was considered to be a Red Oak dominated forest. Recent site investigations have confirmed that a portion of the property is now comprised of Sugar Maple dominant forest communities with Red Oak as a minor associate only. As such, the forest feature for which the subject lands were originally classified as an ANSI is no longer present on site. In addition, no trees considered 'Species at Risk' were identified on the property and no heritage trees were identified within the development footprint.
37. Section 2.4.2 of the Secondary Plan provides that the housing mix for the Ardagh Secondary Plan Area will consist of approximately 70-80 percent low density and 20-30 percent medium density and densities will range from 12 units per net residential hectare in low density residential areas to 53 units per net residential hectare in medium density residential areas. While Schedule 2 – Land Use of the Secondary Plan identifies a High Density designation, there are no corresponding policies governing high density development. As such, as per section 2.10(d) of the Secondary Plan, where a conflict is present between the City of Barrie Official Plan and the Secondary Plan, the provisions of the Official Plan shall prevail. In this regard, the subject

applications have been reviewed for conformity with the high density policies of the Official Plan as noted above in paragraphs 26-28 of this report.

38. The Ardagh Secondary Plan area has been developed with predominately single detached residential units in the order of approximately 89 percent. While Planning staff recognize that the land uses for this area have been planned for comprehensively through the Ardagh 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 proposed development is considered to be appropriate given the relevant intensification and locational policies of the Official Plan with respect to high density development. In addition, staff are of the opinion that significant buffers have been established between the existing low-rise residential properties in the area and the proposed development as noted above.

Zoning Rationale for Special Provisions (SP)

39. While the applicant had requested a Residential Apartment Dwelling First Density-3 with Special Provisions (RA1-3)(SP) zoning over the subject lands, staff are recommending a Residential Apartment Dwelling First Density-2 with Special Provisions (RA1-2)(SP) over the subject lands to implement the proposed development concept. The required site specific provisions are discussed below.

Stacked Townhouse Units

40. In accordance with the Concept Plan provided (Appendix "E"), the applicant is proposing a variety of built forms, including 4 and 5-storey apartments and stacked townhouse units within the subject lands. A site specific zoning provision would be required to recognize Stacked Townhouses as a permitted use within the RA1-2(SP) zoning category. Given the location of the subject lands and the existing low-rise residential development adjacent to the subject lands, Planning staff are of the opinion that Stacked Townhouses would constitute an appropriate form of low-rise/medium density development in addition to the proposed apartment dwellings on site.

Density

41. While the applicant is proposing a maximum density of 80 units per hectare, Section 5.2.5.1(c) of the City's Comprehensive Zoning By-law restricts the allowable density for stacked townhouses to 53 units per net hectare. Staff recognize that the proposed apartment buildings on-site would generate the majority of the overall density on-site and as such, staff are satisfied that the proposed increase in density to 80 units per hectare is appropriate for the subject lands given the variety of built forms proposed. However, 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 is realized. This would provide a density range of 53-80 units per hectare and would prevent the underdevelopment of the property suitable for residential intensification. The upper limit of 80 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.

Maximum Building Height

42. While the RA1-3 zoning category would permit a maximum building height of 30m over the subject lands, the RA1-2 zoning category would permit a maximum building height of 15m. In this regard, staff are of the opinion that an RA1-2(SP) zoning category over the subject lands would be more appropriate to recognize a variable increase in height as the applicant is proposing maximum building heights of 12m (3-storey stacked townhouse units), 14m (4-storey apartment

buildings) and 18m (5-storey apartment building) on-site. As noted above throughout the Analysis section of this report, staff are satisfied that the proposed increase in height over the subject property is appropriate as significant separation distances and boundary tree preservation has been proposed to adequately screen and buffer the proposed development from the existing low-rise residential development in the area. Additionally, the existing topography of the site will benefit the overall impact of the increase in height as the 5-storey (18m) apartment building is proposed to be located within the lowest elevation of the site, furthest away from the existing residential development, adjacent to the Ardagh Road frontage.

43. No other site specific zoning provisions would be required to implement the proposed development concept in accordance with the RA1-2(SP) zoning category over the subject lands. However, staff are recommending that the approval of the subject applications be tied to the concept plan proposed by the owner. In this regard, staff are recommending that the following additional and more restrictive site specific zoning provisions be incorporated into the implementing zoning by-law for the subject lands:
- a maximum building height of 4-storeys (14m), inclusive of any rooftop mechanical and/or terrace structures, for the Apartment Dwellings proposed adjacent to the east lot line, whereas 15 metres would be permitted;
 - a maximum building height of 3-storeys (12m) for the proposed stacked townhouse units, whereas 15 metres would be permitted;
 - a minimum rear yard setback (south) of 17m, whereas 7 metres would be permitted;
 - a minimum side yard setback (east) of 17m, inclusive of a 12m tree preservation zone, whereas 5m would be permitted; and
 - a minimum side yard setback (west) of 13m to the proposed stacked townhouse units, inclusive of an 8m tree preservation zone, whereas 5m would be permitted.
44. The above noted site specific provisions related to the provision of stacked townhouse units, density, maximum building heights and minimum building setbacks 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

45. Subject to Council approval of the proposed Official Plan and Zoning By-law Amendment applications, the property 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.
46. The concept plan and elevation drawings submitted in support of the subject applications provide a general indication of how the property would be developed and the ultimate design of the future buildings. However, should the subject Official Plan and Zoning By-law Amendment applications be approved, the applicant would be required to submit a Site Plan application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. In the interim, staff note that consideration has been given to appropriate urban design matters through the provision of detailed design elements such as various building façade materials (stone/brick/stucco/glass railings), increased setbacks and boundary tree preservation areas, location and orientation of the 5-storey apartment building at the lowest point

of the site, adjacent to and toward the Ardagh Road frontage, provision of significant private amenity spaces (both passive and programmable) on-site, along with provision of both surface and below grade structured parking, all internal to the site.

Affordable Housing

47. The Provincial Policy Statement defines "affordable" in the case of home ownership, as the least expensive of:
- a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - b) Housing for which the purchase price is at least 10% below the average price of a resale unit in the regional market area.
48. The County of Simcoe has identified that the median household income for the City of Barrie is \$76,209. This household income would allow the purchase of an affordable unit to a maximum price of \$304,804 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$318,550. The applicant has indicated that the proposed average price of the units is targeted at \$245,000 to \$351,000. Based on this proposed price point, and a commitment by the developer to provide a minimum of ten (10) units below \$304,804.00, a portion of the proposed units would be considered "affordable" as defined by the PPS, would contribute to the affordable housing stock in the City of Barrie, and would assist in achieving the 10% per annum target of the Official Plan.

Bonusing

49. The Bonusing Policies (Section 6.8) within the Official Plan 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 Agricultural (A) zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding the above, staff note that the applicant had pre-consulted with staff on the subject development and the subject applications were received prior to the new Bonusing provisions being adopted by Council in July 2015. As a result, staff have not included a recommendation for any community benefit as a condition of the subject application through implementation of the Bonusing Policies.

Summary

50. Staff have reviewed the comments received and considered the proposed Official Plan and Zoning By-law Amendment applications, having regard to conformity with relevant Provincial Policy and the City's Official Plan. In staff's opinion, the provision for high density residential development on the subject lands as proposed, is considered appropriate and in keeping with the policy planning framework established for residential intensification outside of designated Intensification Areas and with the policies and guidelines established for Tall Buildings.
51. Staff are satisfied that the proposed development would provide for appropriate spatial separation and buffering from the existing low-rise residential development abutting the subject lands 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.

ENVIRONMENTAL MATTERS

52. The environmental issues related to the subject property have been identified through the Environmental Impact Study prepared by Azimuth Environmental Consulting Inc. and have been reviewed and accepted by the Nottawasaga Valley Conservation Authority as noted above in this report. The development of the subject lands in accordance with the mitigation measures recommended in the EIS, will not have a negative impact on the natural features or ecological functions of the Allandale Lake Algonquin Bluffs ANSI or other adjacent lands.

ALTERNATIVES

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

<u>Alternative #1</u>	<p>General Committee could refuse the proposed Official Plan and Zoning By-law Amendment applications and maintain the existing Future Urban, Environmental Protection and Low Density Designations and Agricultural (A) zoning over the subject lands.</p> <p>This alternative is not recommended as the subject property is ideally suited for this form of residential development given the full range of services and facilities available in the area. The proposed amendment is also in keeping with both the Provincial and Municipal policy framework established for intensification as noted in the analysis section of this report.</p>
<u>Alternative #2</u>	<p>General Committee could approve the subject Official Plan and Zoning By-law Amendment applications without the requested Special Provisions (SP).</p> <p>This alternative is not recommended as the applicant has submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for Intensification and current City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc.</p>

FINANCIAL

54. The proposed Official Plan Amendment and Rezoning of the subject parcel would permit the development of 268 residential units in the form of one (1) five-storey apartment building, three (3) four-storey apartment buildings, and 36 stacked townhouse units on the subject lands. The annual municipal property tax revenue based on an average selling price of approximately \$245,000.00 - \$351,000.00 per unit is estimated to be \$954,609.00 for the site. The current tax revenue is \$12,838.00. Therefore, the estimated municipal property tax increase would be \$941,717.00 based on 2016 tax rates.
55. Building permit application fees are estimated to be in the order of \$450,061.00 for the site.
56. Current development charges for the proposed units are \$18,574.00/bachelor and 1 bedroom units, \$25,976.00/2+ bedroom units and \$31,495.00/stacked townhouse unit. Therefore, the development charge revenue is estimated to be \$6,390,444.00 for the proposed development. This rate would be adjusted for inflation each year as of January 1st. The fee is calculated and paid at the time of issuance of the building permit.

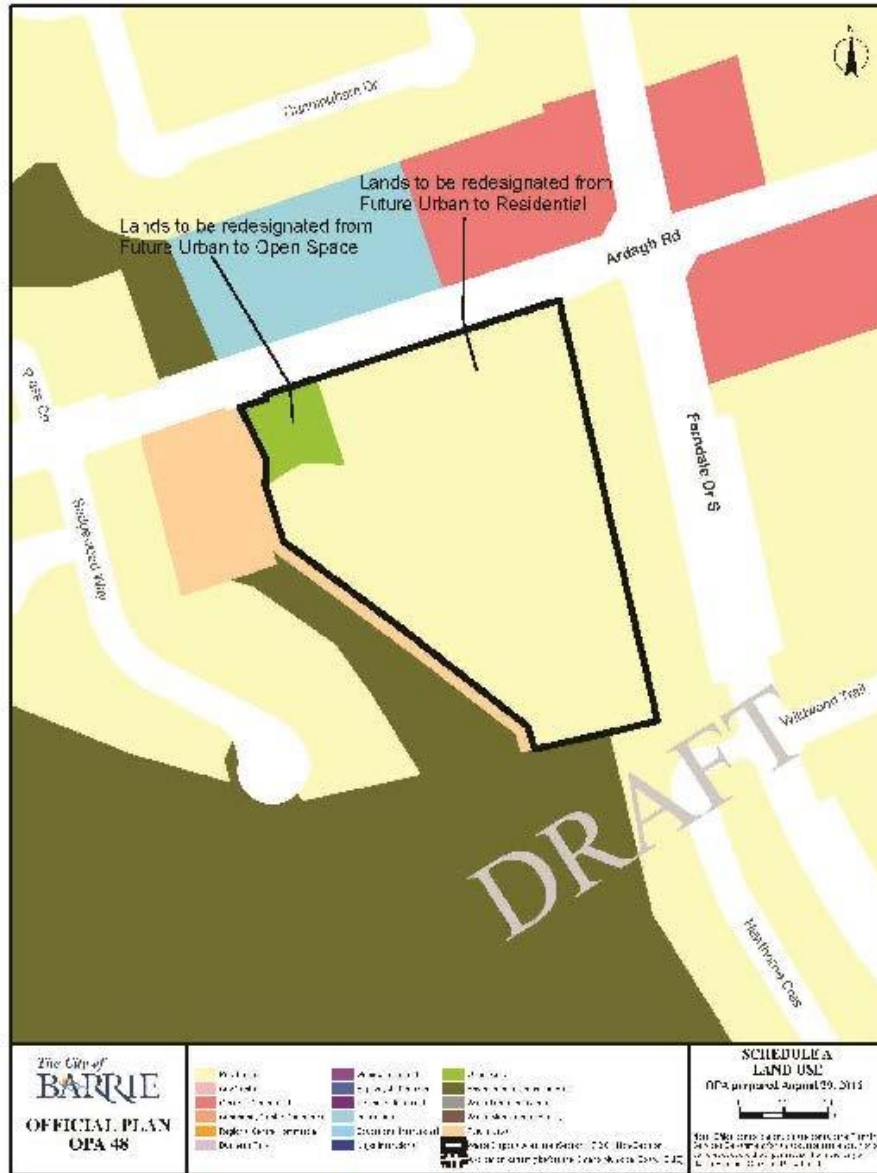
57. The Education levy is currently \$1,759.00 per unit which represents a total levy of \$471,412.00 for the site.
58. While provision has been made for approximately 0.2ha of the subject site to be conveyed to the City for municipal parkland purposes (inclusive of park design and construction details, cost estimate, rough grading, site servicing, provision of topsoil stockpile and fencing), the applicant will be required to make an additional cash-in-lieu contribution for the balance of the parkland owning based on the density formula as contained within the Official Plan, *Planning Act*, and By-law. Consideration will also be given for compensation based on the development of the park block by the applicant at the time of a subsequent Site Plan approval.
59. Given that the subject lands, 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 any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure would be the responsibility of the owner. Further, all costs associated with snow removal, landscape maintenance and site lighting would be the responsibility of the developer/future condominium corporation. The City would not 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 as these services are already in place. Through the subsequent Site Plan Approval Process, the applicant will be required to make provision for on-site waste management and participation in the City's waste rebate/recycling program and would be further reviewed at the time of Site Plan Approval.

LINKAGE TO 2014-2018 STRATEGIC PLAN

60. The recommendations included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- Inclusive Community
61. In accordance with Council's goals, the proposed development would provide for affordable housing as outlined in paragraphs 47 and 48 above, promote and facilitate community connections and would support diverse and safe neighbourhoods.
- Attachments:
- Appendix "A" – Proposed Amendments to Official Plan Schedule A – Land Use
 - Appendix "B" – Proposed Amendments to Ardagh Secondary Plan Schedule A – Land Use Plan
 - Appendix "C" – Proposed Amendments to Ardagh Secondary Plan Schedule 2 – Land Use
 - Appendix "D" – Proposed Zoning By-law Schedule
 - Appendix "E" – Proposed Site Plan (268 units/Maximum 5-storeys)
 - Appendix "F" – Original Concept Plan (244 units/Maximum 10-storey Concept)
 - Appendix "G" – Amended Concept Plan (268 units/Maximum 8-storey Concept)
 - Appendix "H" – Proposed Building Elevations/Perspective from Ardagh Road/ Ferndale Drive South Intersection
 - Appendix "I" – Minutes of Neighbourhood Meeting – February 11, 2015
 - Appendix "J" – Minutes of Neighbourhood Meeting – March 31, 2016

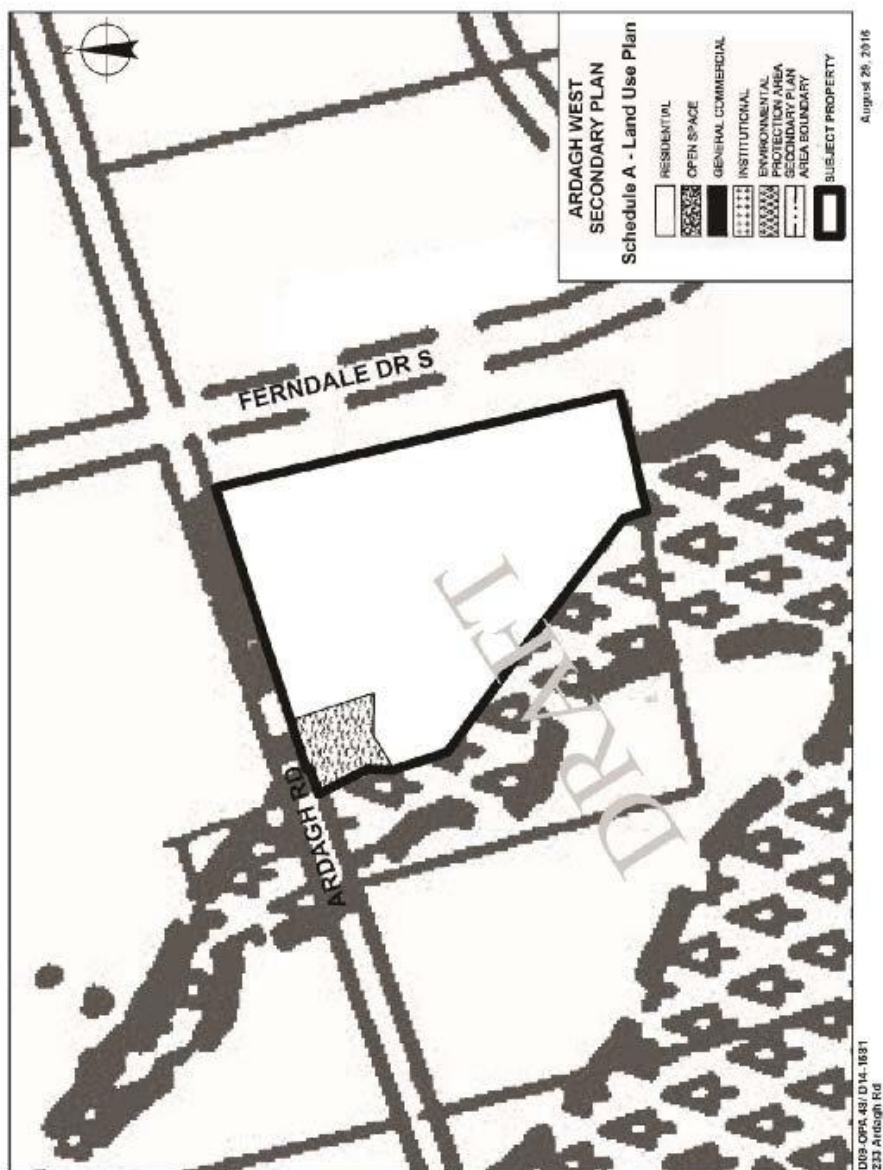
APPENDIX "A"

Proposed Amendments to Official Plan Schedule A – Land Use



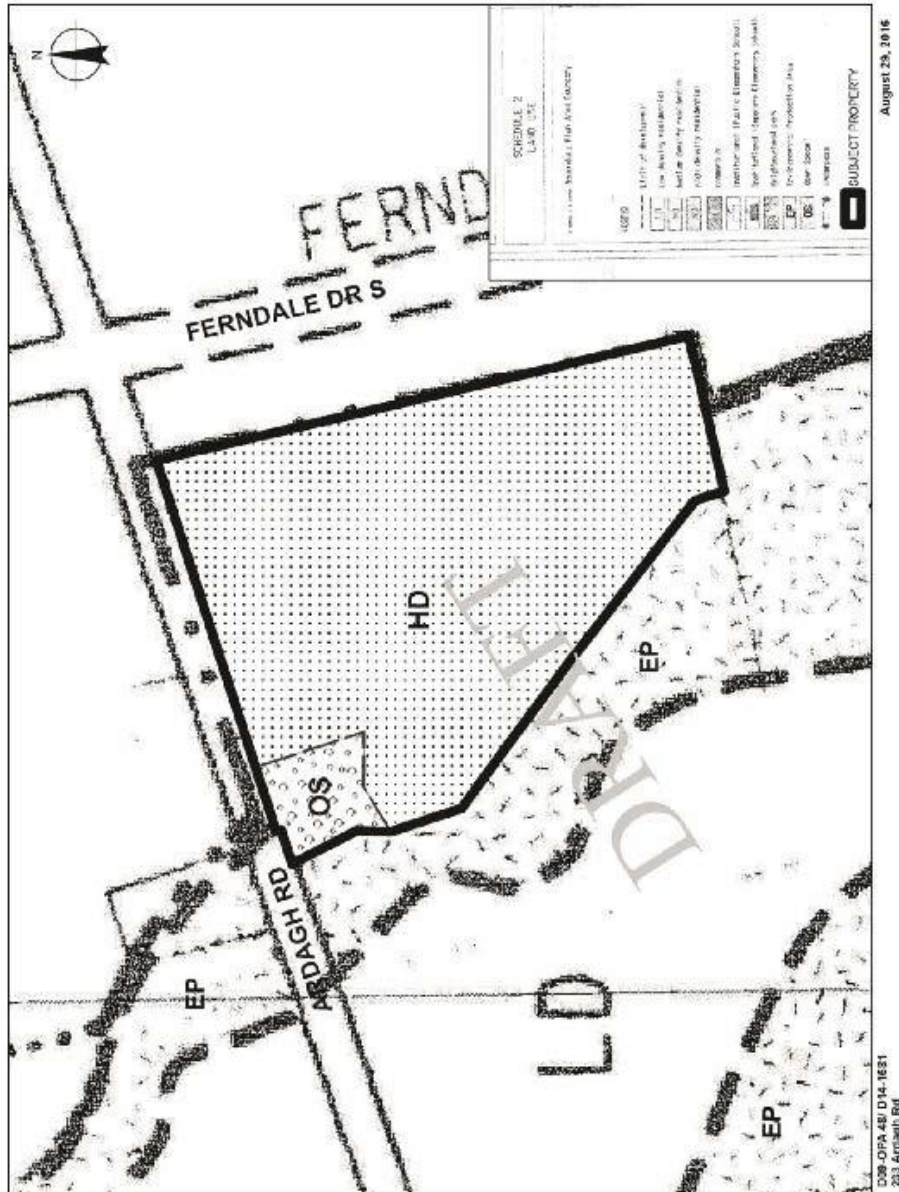
Appendix "B"

Proposed Amendments to Ardagh Secondary Plan Schedule A – Land Use Plan



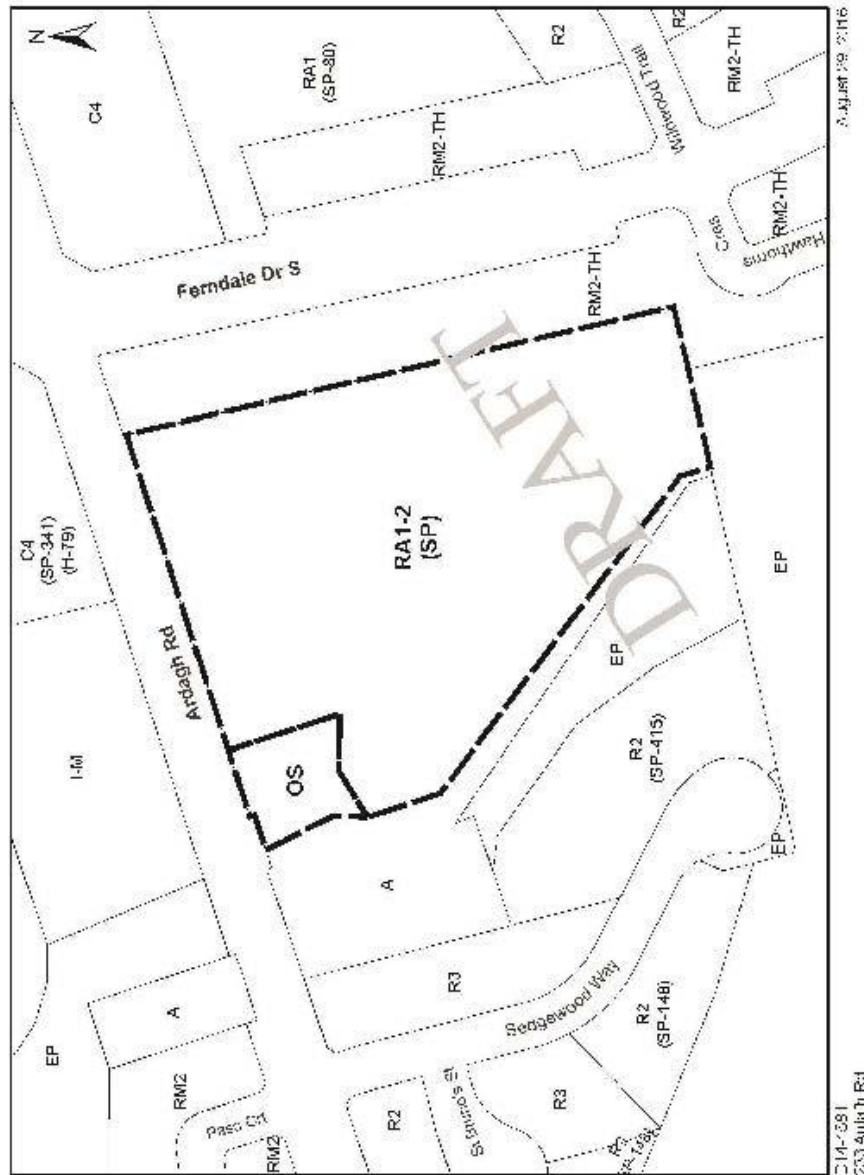
Appendix "C"

Proposed Amendments to Ardaugh Secondary Plan Schedule 2 – Land Use



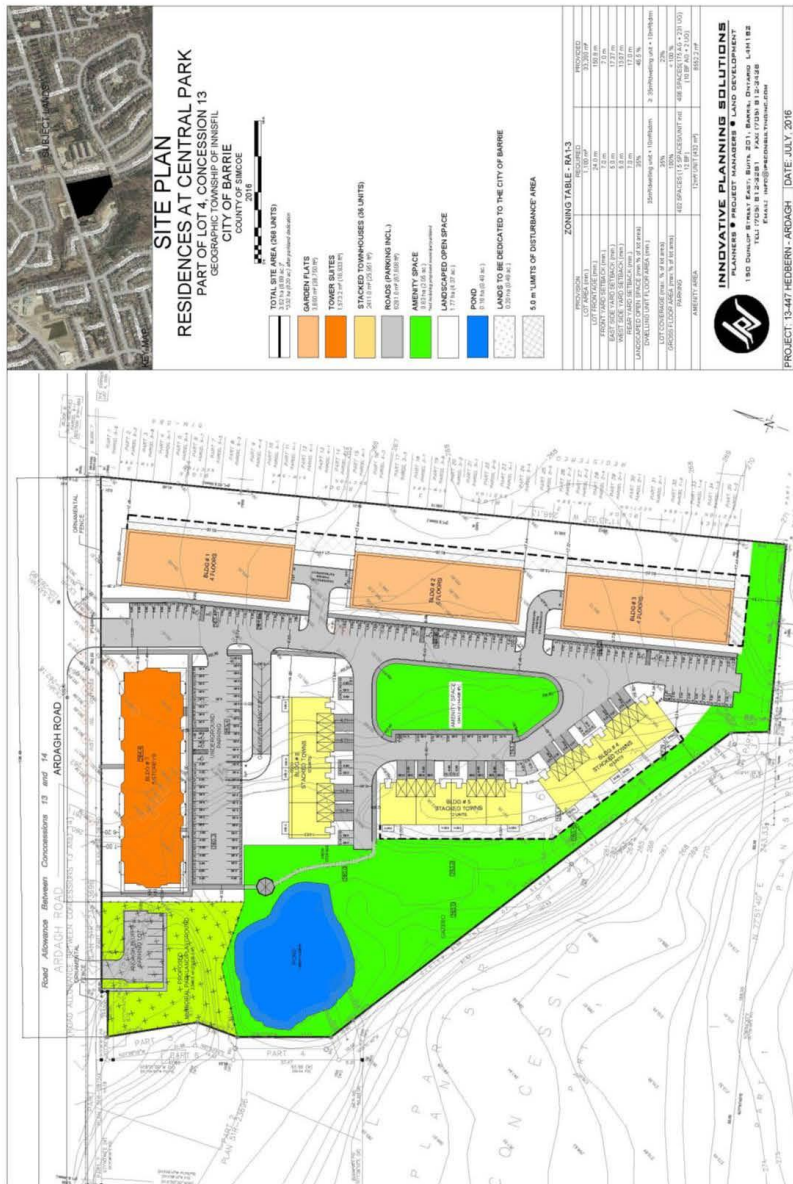
Appendix "D"

Proposed Zoning By-law Schedule



Appendix "E"

Proposed Site Plan (268 units/Maximum 5-storeys)



Appendix "H"

Proposed Building Elevations/Perspective from Ardagh Road/Ferndale Drive South Intersection







Appendix "I"

Minutes of Neighbourhood Meeting – February 11, 2015

WARD 6 MEETING

WEDNESDAY, FEBRUARY 11, 2015

**PROPOSED OFFICIAL PLAN AMENDMENT AND AMENDMENT TO THE ZONING
BY-LAW
233 ARDAGH ROAD**

File Manager: Carlissa McLaren, Development Planner
Councillor: Councillor Michael Prowse
Recording Secretary: Sharon Wood
Applicant: The Hedbern Development Corp.
Consultants: Darren Vella and Greg Barker, Innovative Planning Solutions
Attendance: Approximately 25 residents were in attendance

The meeting commenced at 7:00 p.m.

Carlissa McLaren welcomed everyone and introduced the consultants Darren Vella and Greg Barker, Ward 6 Councillor Michael Prowse, and Ian Malcolm architect.

Carlissa provided a brief explanation of the proposal and process, noting that site plan approval will only be issued if the Official Plan Amendment and Rezoning are approved. She explained the purpose and intent of the ward meeting and the public meeting process and noted that the public meeting is anticipated to happen in April or May of this year. She advised that residents can provide written comments to her and/or attend the public meeting. Those in attendance should fill out the sign-in sheet if they wish to receive further information about this development.

Carlissa introduced the consultant who provided a presentation on the development known as Residences of Central Park by Hedbern Homes located on the south side of Ardagh Road, west of Ferndale Drive South. The development has 196m of frontage on 8.96 acres and is currently zoned Agricultural and the land is designated as Future Urban in the Official Plan.

One building is 10 storeys, 30m in height, with 130 condominium units total adjacent to Ardagh Road. Sizes of units are 755 sq. ft. to 1,336 sq. ft. There are also 5 4-plex units (stacked townhouses) on the east side of the development and units are 1,500 sq. ft. to 2,000 sq. ft. in size (20 units in total). A setback of 50 ft. is proposed from the east property line. There will also be 4 6½-storey buildings on the southwest corner of the property with 24 units per building that are 1,200 sq. ft. in size (total of 96 units in the 4 buildings). Total units for the development are 244 units. There will also be a 1 acre size park, a reconfigured pond plus a trail system throughout the development. The development will be built in phases. There will be a total of 366 parking spaces both underground and above ground.

Darren noted that technical studies supporting the development have been completed and Carlissa advised that the studies have been sent to City departments and commenting agencies for review and comment.

Questions & Comments From Public

1. Resident commented that this development does not respect the surrounding neighbourhood, there will be a loss of privacy, sun loss from shadowing, is visually unappealing, more traffic causing safety issues, creates more noise and will have a negative impact on the sewer and water system.
2. Resident said that there are no other 10 storey buildings in this area.
3. Resident felt that the proposal does not fit the neighbourhood.
4. Resident feels there will be an issue with the water table from natural springs.

Darren advised that they are aware of the natural springs and the Environmental Impact Study will provide information on how to deal with the issue.

5. Resident questioned how this will affect the population in the schools.

Darren advised that the school board will be notified of the development so they can decide on how to deal with it.

6. Residents are concerned with increased traffic.
7. Resident has concerns with buyers renting out the units to students.
8. Resident has concerns with construction vehicles and the safety of children walking to school. Also mentioned how this will affect emergency services/fire trucks getting through the construction area.
9. Ferndale Road residents are concerned that the walking trail will be right near their backyards.
10. Resident asked if this proposal doesn't go through if there is a Plan B such as changing the development to low density?

Darren advised that there isn't a Plan B at this time.

11. Residents are concerned that this development would affect the value of their homes.
12. Resident suggested that this proposal be in the local newspaper so more people are aware of it.
13. One resident questioned where the notice sign is.

Carlissa advised that the sign is not there yet. It would be posted on the property prior to the public meeting.

14. Resident felt that all property owners in Ward 6 should be notified, not just property owners within 240m of the development.

Councillor Prowse advised that this would be costly and we don't have the budget for it. He also felt that residents that are farther away from the development most likely wouldn't be as concerned with the development as residents that are located closer to it.

15. Resident has a concern with the displacement of wildlife.

Carlissa advised that the conservation authority and City staff will be reviewing the studies and will make a recommendation re wildlife habitat etc.



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Carlissa thanked everyone for attending and reminded everyone to take a business card and complete the sign-in sheet if they would like to be notified when the public meeting is to occur.

The meeting ended at 8:35 p.m.



Appendix "J"

Minutes of Neighbourhood Meeting – March 31, 2016

NEIGHBOURHOOD (WARD 6) MEETING

THURSDAY, MARCH 31, 2016

PROPOSED AMENDMENT TO THE ZONING BY-LAW

233 ARDAGH ROAD

File Manager: Carlissa McLaren, Development Planner
Councillor: Councillor Michael Prowse
Recording Secretary: Janice Sadgrove
Applicant: The Hedbern Development Corporation
Consultants: John Stewart and Darren Vella, Innovative Planning Solutions
Attendance: 50 residents were in attendance.

The meeting commenced at 7:00 p.m.

Carlissa McLaren welcomed everyone to the second neighbourhood meeting and noted that the applicant has submitted a revised submission as a result of the public comments received at the February 11, 2015 meeting. She advised that the public meeting is being held on May 2, 2016, and provided a brief explanation of the purpose and intent of the neighbourhood meeting and the public meeting process. She indicated that 750 home owners within a 240 metre radius of the proposed development had been circulated information about tonight's meeting.

Ms. McLaren introduced Darren Vella and John Stewart, the consultants for the application.

Mr. Stewart provided a presentation and discussed slides concerning the following topics:

- Application Context
- Land Use Designation & Zoning
- Previous Development Proposal
- Neighbourhood Meeting – February 11, 2015 – Public Comments
- Updated Development Proposal
- Updated Design – Looking North
- Updated Design – Ardagh Road Streetscape
- Proposed Amendments
- Conclusion

Mr. Stewart opened discussion to the public.

Questions & Comments From Public

1. Resident questioned if the proposed development would be developed as rental units or condominiums. John advised that they are going to be condominium units.

2. Resident asked which school the resident children will be attending. John advised this will be determined by the school board and that the application has been circulated to the school board.
3. Resident expressed concern that the development is still too big. He thinks the 8 storey building should be a 4 storey building, and the proposed 4 storey walk-up apartment buildings should be 2 storeys. He feels that there will be too much population noting that the proposal has gone from 244 units to 268 units. He expressed concern that owners will turn them into rental units. He also expressed concern that the entrance will be too congested especially at the rush hours.
4. Resident advised that a petition has been signed by 150 residents who oppose the development. He noted that there are 24 more units and he feels 200 cars coming out onto Ardagh Road in the morning will have an impact on traffic. He thinks that the buildings look like army barracks. He would prefer to see townhouses and lower density. John advised that they have retained a Traffic Engineer and that a traffic report has been submitted to the City for review and comment.
5. Resident expressed concern regarding the impact of the proposal on surrounding property values. He feels the parking area is too close to the walking trails that are in the EP lands. He asked if the extra traffic is going to force 2 lanes on Ardagh Road and expressed concern that children will be crossing at a busy intersection at Ardagh Road and Ferndale Drive during construction.

He questioned where the snow from the parking areas would be placed and expressed concern that snow and salt will be ploughed and pushed up against the EP lands, and will go into the water system when it melts. John advised that any excess snow will be trucked off-site and that a Functional Servicing report is submitted and reviewed by the NVCA and the City of Barrie.

He is concerned landlords will be buying up the units and turning them into rental properties, and asked why are we agreeing to put another development where it is suppose to be protected? John advised that the lands are designated Future Urban in the Official Plan.
6. Resident asked how many other 8 storey buildings are there in this area. He pointed out that this is a low density area and feels that 8 storeys is too much. Darren advised that a condominium building has been approved along Essa Road.
7. Resident expressed concern about the increased amount of traffic that is going to be created on Ardagh Road and stated that it is already difficult to get out of her street. She feels one entrance is not enough. She also expressed concern that the 20 metre buffer will not survive all the construction. She asked what is going to happen to the man made pond that is there. John advised it is going to be used as a stormwater management pond.
8. Resident noted that further towards Hwy. 90 there is another big project which is going to generate more traffic and expressed concern about road cleanup during construction.
9. Another resident thinks the buildings are far too tall and far too dense.
10. Resident asked when construction will start and be completed. Darren advised that site grading could start at the end of 2017, with 2-3 years of construction.
11. Resident commented that there is a lot of development in our area. He feels the development is too dense and would prefer to see executive townhomes.
12. Resident feels the City should be protecting this beautiful piece of land.
13. Resident stated that he feels property values and traffic congestion are a concern.

14. Resident noted that she lives on Ferndale Drive and that her home backs onto the trees. This is why they bought the property. Now there is going to be 4 storey buildings behind her. She feels that 20 metres of trees is not enough and that the height of the building should be reduced.
15. Resident stated that he feels people would be willing to pay for luxury townhouses in this area. John stated that building up rather than out would protect the green area.
16. Resident asked why building condominiums and not lower density townhouses on that site? John advised because that is what the developer wants and strong communities are developed with a variety of densities. Darren commented that the Province wants to see a lot of growth in Barrie.
17. Resident expressed concern about tree protection and the impact the development is going to have on the wildlife. Carlissa advised that there would have to be a tree inventory preservation plan and the trees will have to be maintained. The resident complained about the concrete sign at Essa and Ardagh that is falling apart and feels that properties are not maintained once the development is finished. Carlissa advised him to contact By-law Services with complaints / concerns about unkept properties.
18. Resident requested to extend the traffic studies to Essa Road and Ardagh Road as this is the main intersection to Highway 400.
19. Resident pointed out that half of his street is rental properties and notices of tonight's meeting went to the owner only and suggested the notices of neighbourhood meetings be published in the Barrie Examiner. Carlissa advised that notification is circulated to property owners within 240 metres of the subject property and that 750 people were circulated.
20. Resident expressed concern that the 4 storey buildings are going to be rentals, and that owners would take better care of the property. Carlissa advised that the City cannot control the tenure.
21. Resident asked if the PowerPoint presentation is available to the public. Carlissa said yes and to send her a request by email.
22. Resident asked who owns the buffer zone and who is going to maintain it. John advised that the condo corporation owns it and will maintain the entire property.

Carlissa advised that her business cards are at the front if anyone wishes to submit their comments to her by email or in writing.

She thanked everyone for attending and requested everyone to fill out a survey about their experience here tonight.

The meeting ended at 8:20 p.m.

Council Resolution



City of Barrie
Direction Memos
City Council

70 Collier Street (Box 400)
 Barrie, ON L4M 4T5

September 19, 2016

16-G-205 APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT - THE HEDBERN DEVELOPMENT CORPORATION – 233 ARDAGH ROAD (WARD 6)

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of The Hedbern Development Corporation, for lands known municipally as 233 Ardagh Road (Ward 6) be approved as follows (D09-OPA048):
 - a) Amend Official Plan Schedule "A" - Land Use to redesignate the subject lands from Future Urban to Residential Area and Open Space;
 - b) Amend the Ardagh Secondary Plan Schedule "A" - Land Use Plan to redesignate the subject lands from Environmental Protection Area to Residential Area and Open Space; and
 - c) Amend the Ardagh Secondary Plan Schedule 2 - Land Use to redesignate the subject lands from Environmental Protection and Low Density Residential to Medium Density Residential and Open Space.

2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of the Hedbern Development Corporation, to rezone the lands known municipally as 233 Ardagh Road (Ward 6) from Agricultural (A) to Residential Multiple Dwelling Second Density with Special Provision (RM-2)(SP) and Open Space (OS) be approved (D14-1581).

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 57 units per hectare;
 - iii) Permit a maximum building height of 14 metres for the 4-storey Apartment Dwellings, inclusive of any rooftop mechanical and/or terrace structures, whereas a maximum building height of 10 metres would be permitted;
 - iv) Permit a maximum building height of 12 metres (3-storeys) for the stacked townhouse units, whereas a maximum building height of 10 metres would be permitted;
 - v) Permit a minimum rear yard setback (south) of 17 metres, whereas 7 metres would be permitted;
 - vi) Permit a minimum side yard setback (east) of 17 metres, inclusive of a 12 metres preservation zone, whereas 1.8 metres would be permitted;
 - vii) Permit a minimum side yard setback (west) of 13 metres to the proposed stacked townhouse units, inclusive of an 8 metres preservation zone, whereas 1.8 metres would be permitted.

4. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this by-law.



City of Barrie
Direction Memos
City Council

70 Collier Street (Box 400)
Barrie, ON L4M 4T5

September 19, 2016

5. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the following matters raised in those submissions and identified within Staff Report PLN018-16: the increased density, tree preservation/removal, traffic impacts, proposed tenure, school capacity, increased height, adverse impacts on property values, potential crime rate increases, parking, snow storage, drainage and stormwater management matters. (PLN018-16) (File: D14-1581, D09-OPA048)

Direction Memo:

Director of Legal Services - note
Director of Planning and Building Services - prepare by-laws
Director of Engineering - note
Director of Recreation Services - note
Director of Facilities - note
Director of Legislative and Court Services – note