


TO: GENERAL COMMITTEE


SUBJECT: OFFICIAL PLAN AMENDMENT FROM EDUCATIONAL INSTITUTIONAL TO RESIDENTIAL AND AMENDMENT TO THE ZONING BY-LAW FROM EDUCATION INSTITUTIONAL (I-E) TO RESIDENTIAL SINGLE DETACHED THIRD DENSITY (R3), AND RESIDENTIAL SINGLE DETACHED THIRD DENSITY SPECIAL PROVISION (R3) (SP) AT 40 PRINGLE DRIVE

WARD: 5

PREPARED BY AND KEY CONTACT: S. FARQUHARSON, DEVELOPMENT PLANNER, B.URPL. , M.C.I.P., R.P.P., EXT. 4478

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

GENERAL MANAGER APPROVAL: S. NAYLOR, MES, M.C.I.P., R.P.P (ACTING) GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT 

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions on behalf of Hedburn Development Corp. to amend Official Plan Schedule A - Land Use, to redesignate the subject lands municipally known as 40 Pringle Drive (Ward 5) from Educational Institutional' to 'Residential', be approved (D09-OPA034).
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Hedburn Development Corp. to rezone the lands municipally known as 40 Pringle Drive from Education Institutional (I-E) to Residential Single Detached Third Density (R3) and Residential Single Detached Third Density with Special Provision (R3)(SP), be approved (D14-1559).
3. That the following Special Provision (SP) be referenced in the implementing Zoning By-law for the subject lands:
 - a) That the minimum lot frontage for Lots 10-13 and for Lots 26-28 be reduced to 11.25 metres.
4. That pursuant to Sections 17(22) and 34(17) of the Planning Act, no further public notification is required as there have been no significant revisions to the application that was presented at the Public Meeting.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend applications to redesignate the subject parcel from "Educational Institutional" to "Residential" and to rezone from "Education Institutional (I-E)" to "Residential Single Detached Third Density (R3)", and "Residential Single Detached Third Density with Special Provision (R3)(SP)" to permit the development of 37 single detached dwellings

through a Plan of Subdivision (D12-408). The applicant has indicated that the proposed zoning would match the existing subdivision and lot fabric.

Background

6. The applicant through consultation with City staff amended their application on February 10, 2014, to include a pedestrian walkway at the end of the cul-de-sac between Lots 15 and 16, connecting with the municipal park to the north and the existing subdivision to the west. As a result of including a walkway the lot frontages of Lots 10-13 and 26-28 as proposed would not meet the R3 standards. The overall subdivision design and lot count have not changed from the original submission. Staff believe that further public notice under the Planning Act is not required, as the intent of the original application has not changed. All other standards under the Zoning By-law are being maintained. The proposed rezoning request is illustrated in Appendix "B".
7. The applicant has submitted in conjunction with the redesignation and rezoning a Plan of Subdivision application (File D12-408), which is subject to delegated approval by the Director of Planning and will be considered for approval should the proposed redesignation and rezoning of the lands be approved. A copy of the Draft Plan of Subdivision has been included in this report for reference and can be found as Appendix "D".
8. When the existing subdivision was approved, lands were set aside for a potential school to be built. In 2011 the Simcoe County District School Board (SCDSB) determined that the property was no longer needed for a future school, and that it should be sold. The School Board commented that in 2011, there were 146 students living in the Pringle Drive area, which the neighbouring schools could accommodate; therefore the site was released and offered to the City to purchase. The City received a letter from the School Board on November 5, 2011 and it was circulated to Council on December 12, 2011 for information. Council did not provide direction to staff to investigate purchasing the school block, therefore it was subsequently sold to the current owner who has proposed that it be developed for residential purposes.

Location

9. The subject lands are located on the east side of Pringle Drive and south of Edgehill Drive, which is within the Edgehill Drive Planning Area and are legally described as Block 298 within Registered Plan 51M-706. The property is approximately 2.49 hectares (6.15 acres) in size, and is currently vacant.

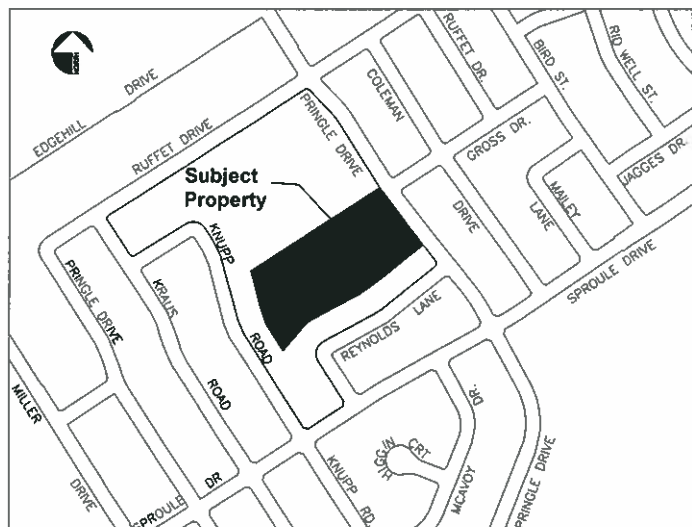
Surrounding Land Uses

10. Existing land uses surrounding the property include the following:

North: Existing Municipal Park zoned Open Space (OS).

East: Existing Multi-Residential Second Density Townhouse (RM2-TH).

South: Existing Single Detached Residential Second Density (R2) and Single Detached Residential Third Density (R3).



West: Existing Single Detached Residential Second Density (R2) and Single Detached Residential Third Density (R3).

Existing Land Use Permissions

11. The properties are designated "Educational Institutional" within the City's Official Plan and are zoned "Education Institutional (I-E)" by Zoning By-law 2009-141.

Supporting Reports

12. In support of the subject applications, the following technical reports were submitted:
 - a) **Planning Justification Report (May 2013)** – provides a review of the property characteristics and surrounding lands as well as the planning policy basis and opinion of Innovative Planning Solutions for the applications to be approved as proposed. A detailed site concept plan was provided.
 - b) **Functional Servicing Report (May 2013)** – provides the opinion of Gerrits Engineering that the site can be adequately serviced from the perspective of water supply, sanitary and storm drainage can support the proposed development.
 - c) **Traffic Brief (April 26, 2013)** – included as Appendix B of the Functional Servicing Report, the Traffic Brief provides the opinion of J.D. Northcote Engineering Inc. that the proposed development can occur without significant impact to the existing traffic infrastructure.

Public Meeting

13. The applications were presented to General Committee at a Public Meeting held on September 19, 2013. Prior to the Public Meeting, there was a letter received in opposition to the development. Members of the public spoke at the meeting in objection to the proposed development, and a petition by the Pringle Park Homeowners Group was submitted with 103 signatures. Public comments regarding the subject applications included the following concerns:
 - a) Site Alteration Permit Process;
 - b) Existing Park area is too small;
 - c) Bought their houses with the assumption that a school would be built on the site;
 - d) That the City should buy the lands and add it to the adjacent park.
14. Parks Planning has confirmed that the size of the park area is of sufficient size and that the playground area is larger than the City standard. The existing park has a Jr. Soccer playing field and woodlot, which provides amenity space for the residents in the area.
15. The Site Alteration permit was submitted to the Engineering Department and subsequently approved and issued on June 25, 2013. The site alteration permit is controlled through By-law 2006-101 and does not require approval under the Planning Act, nor public consultation. The application requires that when there is a placing or dumping of fill, the removal of topsoil and the alteration of the grade of land that a permit be applied for through the Engineering Department to ensure that the grades will not affect the surrounding properties and/or City Infrastructure. The

applicant has commenced site works in accordance with their Site Alteration Permit. (The current Site Alteration Permit By-law is currently being reviewed by City staff).

16. While residents purchased their homes, the subject lands were intended to be developed for a school. However the School Board has determined that the student population in the area does not warrant a school to be constructed on the subject lands. As a result, this application has been filed with the City for consideration to develop the subject lands for residential purposes.

Internal Circulation

17. Parks Planning provided their standard comments and conditions as they relate to streetscape and landscaping requirements. They also commented that a 3.0 metre wide asphalt pedestrian walkway be provided that connects the proposed cul-de-sac to the existing walkway located to the North/West of the proposed development within Pringle Park. The applicant has amended their application to include this connection. The applicant will also be required to provide cash in lieu for parkland contribution.
18. The Engineering Department provided comments on the proposed development, stating that in accordance with Schedule E of the Official Plan, which states that Pringle Drive requires a 23 metre right of way, the applicant is required to convey 1.5 metres along the entire Pringle Drive frontage for future road widening.
19. Transportation Planning confirmed that they have no concerns regarding the proposed roadway offset with respect to the proposed new internal street with Gross Drive. Questions arose regarding the placement of an all-way stop at the intersection of Pringle Drive and Sproule Drive. A January 9, 2012 memorandum to Council, prepared by Transportation Planning, concluded that location did not meet the three criteria (traffic volume, collisions, and visibility) used to determine if an all-way stop is required.

Agency Circulation

20. The subject applications were circulated to a number of external agencies for review and comment. Bell Canada, Enbridge, Simcoe Muskoka Catholic District School Board, Simcoe County District School Board, Lake Simcoe Region Conservation Authority and Hydro One provided comments on the applications and indicated that they had no concerns with the proposed development.

ANALYSIS

Policy Planning Framework

21. The following provides a review of the applicable provincial policies, as well as the City of Barrie's Official Plan.

Provincial Policy Statement (PPS) and Places to Grow (2006) (The Growth Plan)

22. The Provincial Policy Statement (PPS) promotes efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment, recreational and open space. In addition, the policies promote cost effective development standards to minimize land consumption and facilitate compact form.
23. The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure. The Growth Plan provides tools for decision makers to

ensure land is used efficiently through intensification. The Growth Plan requires that 40% of all development occurring annually within the City must be within the existing built boundary. As such, the proposal would be an infill opportunity within an existing built up residential area of the City, which is supported by existing infrastructure and public transit along Pringle Drive.

24. It is the opinion of the Planning Department that the proposed development meets the policies and the intent of the Provincial Policy Statement and the Growth Plan.

Official Plan

25. The subject property is designated "Educational Institutional" within the City's Official Plan. The subject lands were designated as such for the intended use of an elementary school. The applicant has submitted an Official Plan Amendment to redesignate the subject lands to Residential in order to permit the development of 37 single detached dwellings.
26. The proposed applications are consistent with the Housing Goals & Policies as identified in policy 3.3 of the Official Plan, as the proposal would contribute to the range and mix of housing types. The proposed development would also ensure that the quality and variety of housing stock would be maintained and improved. It further promotes densities for new housing which efficiently uses land, resources, infrastructure and public services (including transit), and supports pedestrian friendly streetscapes.
27. The Official Plan establishes policy that requires new development to be integrated with existing residential areas and be designed and planned to allow for convenient and safe road access. The proposed Plan of Subdivision includes a new public road that would be built to municipal standards and is accessed via Pringle Drive. Therefore it is integrated with the existing residential area.
28. The Official Plan also encourages the design of residential development to be high quality, well-linked to public open spaces. The applicant has included a pedestrian connection from the proposed development to the adjacent open space to the north and subdivision to the west. This will ensure that the future residents of the development will have a direct pedestrian connection to the municipal park and through the surrounding residential area. This requirement is further reinforced by comments provided by Parks Planning requiring the connection be provided through the cul-de-sac to the existing walkway located to the North/West of the proposed development within Pringle Park.
29. The Official Plan states that the average densities for low density residential development shall range between 12 and 25 units per net hectare. The applicant is proposing 37 units on a 2.49 hectare lot, which would be 14.8 units per net hectare. As such, the proposed development would be in keeping with the low density residential targets of the Official Plan.
30. It is the opinion of the Planning Department that the proposed development conforms to the policies and the intent of the City of Barrie Official Plan.

Edgehill Road Secondary Plan

31. The Official Plan outlines in Section 4.2.2.7, that new developments proposed within these areas shall be in accordance with any applicable Secondary Plan policies. The subject lands are located within the Edgehill Drive Secondary Planning Area, which establishes guidelines and policies for development and sets out land use patterns, densities of residential development, the transportation system, and servicing scheme in conformity with the City's Official Plan. The Secondary Plan came into effect as Amendment No. 16 in March 1989, and identified the subject lands on Map 3 as a location for a future school.

32. Although the subject property is designated "Educational Institutional" within the City's Official Plan and the Edgehill Road Secondary Plan, Section 2.4.3. of the Secondary Plan recognizes the possibility of surplus school sites and address them as the following:

"Where any designated site is not required for school purposes, the City shall have first right of refusal to acquire the parcel for parkland. In the event the City does not require the site, the lands shall revert to the owner for residential development without an amendment to this Secondary Plan."

33. An amendment to the Secondary Plan therefore is not required as future development of the subject lands for residential was contemplated in the Plan.
34. The Secondary Plan specifically limits the housing mix in the Edgehill Road Secondary Plan for low density residential to 80%. In considering the proposed development of 37 low density residential dwelling units, in addition to the existing housing stock and the applications currently under consideration, the housing mix would be approximately 73%, which is below the low density residential threshold within the Secondary Plan area.
35. Planning staff are satisfied that the proposed applications are in keeping with the policies of the Painswick South Secondary Plan.

Zoning By-law

36. The zoning being requested for the subject lands would include both Single Detached Residential Third Density (R3) and Single Detached Residential Third Density with Special Provisions (R3)(SP) zones. The subject property is surrounded by existing single family residential dwelling development in the R2, R3 and RM2-TH zones and a municipal park. The proposed development consists of 37 single detached dwellings with minimum lot areas ranging from 432m² to 1078m², while the minimum requirements of the R3 Zone is 400m². The applicant is proposing a special provision for lots 10-13 & 26-28 for the lot frontage to be reduced from 12.0 metres to 11.25 metres. The lots subject to the requested Special Provisions are illustrated in Appendix "C" of this report.
37. The applicant is requesting a special provision for lots 10-13 & 26-28 to accommodate narrower lot frontages. The deficient lot frontages are a result of the proposed pedestrian walkway being included in the Plan of Subdivision at the rear of the cul-de-sac between Lots 15 and 16. In staff's opinion, the inclusion of the walkway would provide better connectivity to the municipal park and the adjacent subdivision to the west. This is considered desirable, as it would provide neighbourhood connectivity and continuation of the active transportation route.
38. The inclusion of a municipal walkway would also reinforce the planning principles of Crime Prevention Through Environmental Design (CPTED). The connection between the cul-de-sac and the park allows for residents to travel through the park, which would in turn increase the natural surveillance, and discourage undesirable activities. Also, by opening up a walkway connection this would create the area as a walkable community and prevent the back of the park from becoming an "entrapment" area, which may potentially discourage usage of the park. By reducing the frontages of the above mentioned lots, the walkway can be included in the overall design of the Plan of Subdivision and contribute to an active and safe community. The applicant has indicated that all other standards of the R3 zone can be maintained, with the exception of the lot frontage.
39. The proposed zoning and lot configuration are consistent and compatible with the surrounding residential area, and provides an opportunity for an infill development of a school block that is not required for a school. While these lots do not meet all the standards of the R3 zone, they would

be in keeping with the existing lotting pattern and result in a housing form that is consistent with the existing neighbourhood.

40. It is the opinion of the Planning Department that the proposed zoning and associated special provisions are appropriate.

Plan of Subdivision

41. The proposed Plan of Subdivision would have direct access to Pringle Drive, with all proposed lots having direct frontage on a new public internal road.
42. This development is intended to proceed concurrently with a Plan of Subdivision Application (D12-408), therefore the details for the project will be addressed through the implementation of development conditions and the required Subdivision Agreement with the City. These details will include items such as the construction of a new municipal road, design of pedestrian walkway, the provision of services, urban design and landscaping.
43. Through the Plan of Subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City that includes the payment of fees and securities for the overall site development.

ENVIRONMENTAL MATTERS

44. The application was circulated to the Lake Simcoe Region Conservation Authority, who has recommended draft plan conditions pertaining to stormwater management. As part of the conditions for draft plan approval, the applicant will be required to obtain necessary permits or approvals from the Lake Simcoe Region Conservation Authority.

ALTERNATIVES

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

Alternative #1

General Committee could deny the proposed Official Plan Amendment and Amendment to the Zoning By-law for the subject lands.

This alternative is not recommended, as the proposal is generally integrated with the surrounding residential area, provides for an appropriate housing form and provides for an infill development of the subdivision on a block that is no longer required for a school.

Alternative #2

General Committee could approve the Official Plan Amendment and Amendment to the Zoning By-law and not include the special zoning provisions for reduced lot frontages thereby causing the installation of the pedestrian walkway unfeasible.

This alternative is not recommended, as the proposed walkway provides a pedestrian connection to the adjacent municipal park and the existing subdivision to the west and encourages active transportation opportunities for the future residents of the proposed Plan of Subdivision.

FINANCIAL

46. The proposed rezoning of the subject parcel would permit 37 single detached dwelling lots on the subject parcel. The applicant has provided a price range for which the single detached dwellings

are to be sold between \$300,000 and \$400,000. The proposed application would generate in the range of \$123,058 to \$164,077 annually in municipal taxes. The current (2013) taxes totaled \$13,248.12 for Block 298 on Plan 51M-706, therefore the estimated annual increase in taxes would be approximately between \$109,809.88 to \$153,828.88.

47. Development charges revenue would be estimated to be \$1,136,159 for 37 single detached dwellings. There would also be an additional \$1,080.00 for educational development charges, which is to be applied to each residential lot.
48. Through the Plan of Subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City that includes the payment of fees and securities for site development.
49. The developer would be responsible for the initial capital cost for the new infrastructure required for the development, however following assumption, the infrastructure would be transferred to the City. Cost associated with asset ownership include ongoing maintenance and operational cost, lifecycle intervention expenses to ensure that assets reach their maximum potential useful lives as well as cost to ultimately replace (and possibly dispose) of the assets.
50. Following assumption the City would also incur additional operating cost associated with extending municipal services to that area such as fire protection, policing, snow clearing, boulevard landscaping maintenance and increased contributions to reserves to plan for the eventual replacement of the assets.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

51. The recommendations included in this staff report are specifically related to the goals identified in the 2010-2014 City Council Strategic Plan.
 - a) Manage Growth and Protect the Environment
52. The recommendation will allow for sequential residential development through a Plan of Subdivision. It would also be an extension of existing low density residential and the logical extension of existing services and infrastructure.

CONCLUSION

53. Based on the above, Planning staff are of the opinion that the proposed amendments to the Official Plan and Zoning By-law to permit 37 single detached dwelling residential lots through a Plan of Subdivision would be appropriate. The property would be developed through a Plan of Subdivision and is appropriate as it meets provincial and municipal planning policies, and represents good planning.

Attachments: Appendix "A" - Map Illustration Proposed Official Plan redesignation
Appendix "B" - Map Illustration Proposed Zone Amendment
Appendix "C" - Map Illustrating the Lots subject to Required Special Provision
Appendix "D" - Proposed Plan of Subdivision

APPENDIX "A"

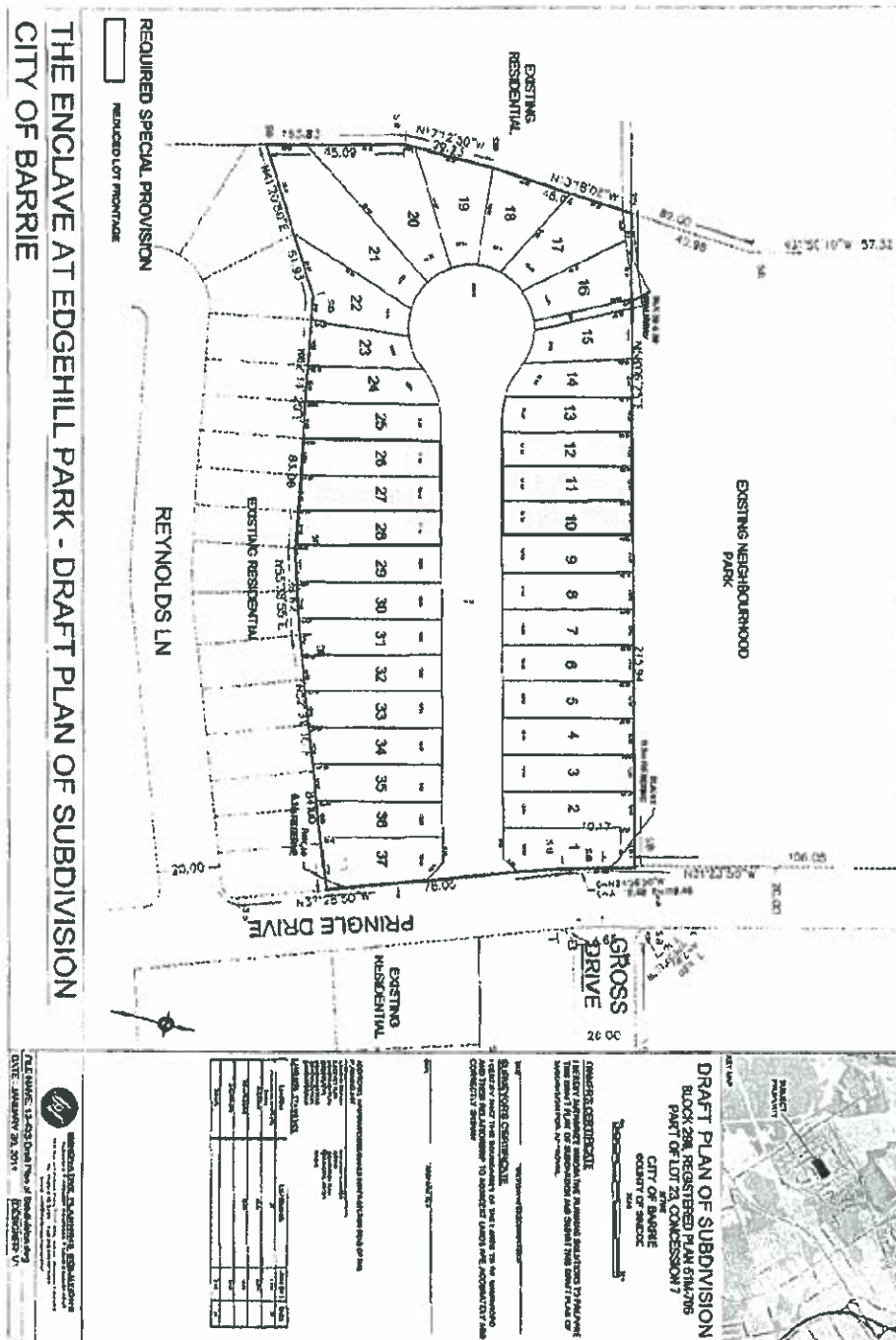
Map Illustration Proposed Official Plan Redesignation



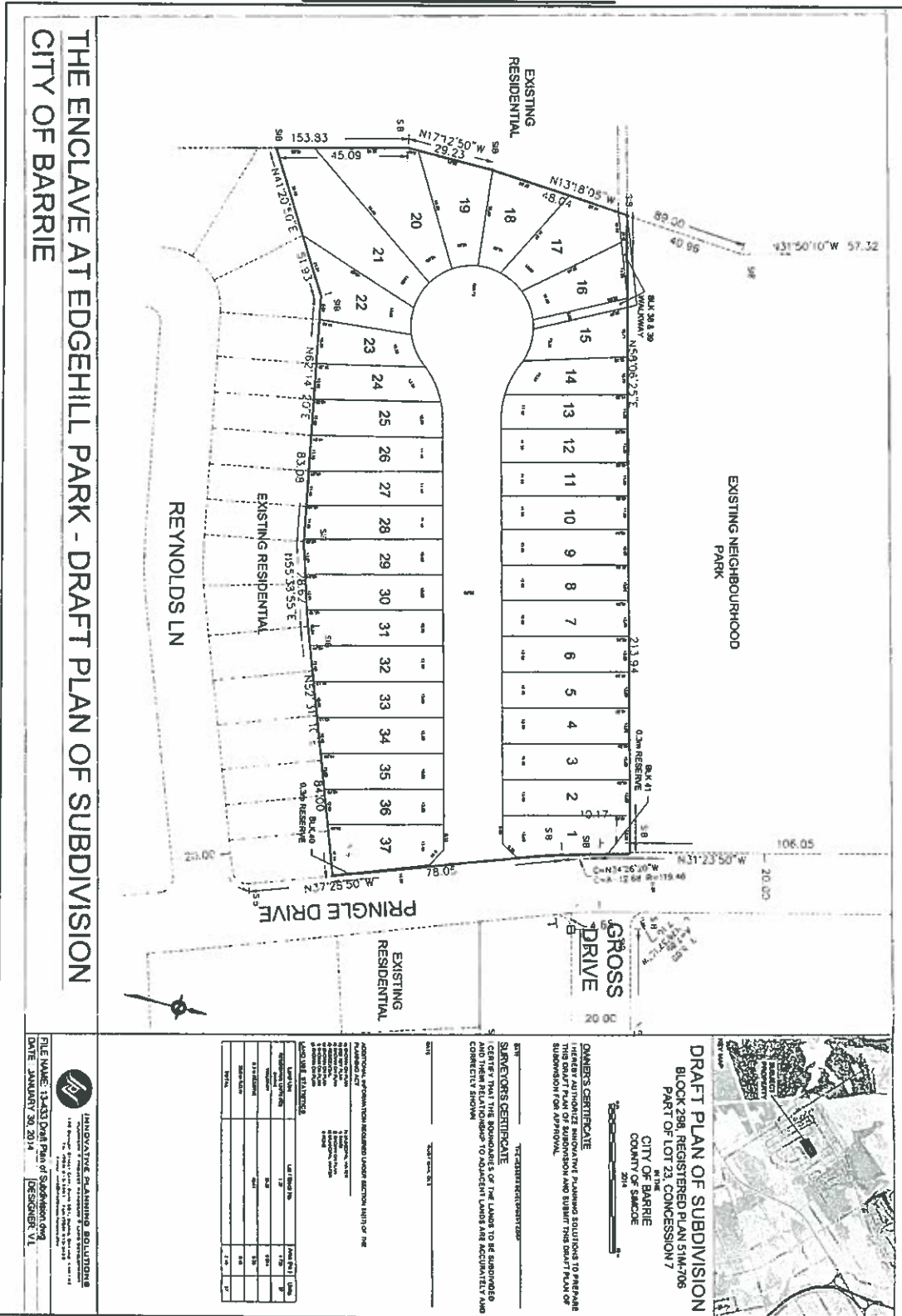
**Lands to be redesignated
from Educational Institutional
to Residential**

<p>The City of BARRIE OFFICIAL PLAN OPA 34</p>	<p>Residential</p> <p>City Centre</p> <p>General Commercial</p> <p>Community Centre Commercial</p> <p>Regional Centre Commercial</p> <p>Business Park</p> <p>General Industrial</p>	<p>Highway 400 Industrial</p> <p>Restricted Industrial</p> <p>Institutional</p> <p>Educational Institutional</p> <p>Major Institutional</p> <p>Open Space</p> <p>Environmental Protection Area</p>	<p>Water Treatment Centre</p> <p>Waste Management Facility</p> <p>Pottery Urban</p> <p>Waste Disposal Assessment Area see Section 4.7.2.8 Non-Decision</p> <p>City Boundary</p> <p>Applications currently before the Ontario Municipal Board (OMB)</p>	<p>SCHEDULE A Land Use OPA 34 PREPARED FEB 14, 2014</p> <p>500 0 500 1000 metres</p> <p>Notes: Other municipalities, please consult the Planning Services Department for an current reference. Not to be reproduced without permission from the City of Barrie Planning Services Department.</p>
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APPENDIX "C"
Map Illustrating the Lots Subject to Required Special Provision



APPENDIX "D"
Proposed Plan of Subdivision



THE ENCLAVE AT EDGEHILL PARK - DRAFT PLAN OF SUBDIVISION
CITY OF BARRIE



DRAFT PLAN OF SUBDIVISION
BLOCK 298, REGISTERED PLAN 51M-706
PART OF LOT 23 CONCESSION 7
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE

OWNERS CERTIFICATE
I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

PLANNING SOLUTIONS
1100 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1B 3Y9
TEL: (416) 291-1111
WWW.PLANNINGSOLUTIONS.COM

ADDITIONAL APPROVALS REQUIRED UNDER SECTION 11(1) OF THE
PLANNING ACT
1. APPROVAL OF THE CITY OF BARRIE
2. APPROVAL OF THE COUNTY OF SIMCOE
3. APPROVAL OF THE DISTRICT OF BRIMLEY
4. APPROVAL OF THE DISTRICT OF WILSON
5. APPROVAL OF THE DISTRICT OF WILSON
6. APPROVAL OF THE DISTRICT OF WILSON

NO.	DESCRIPTION	DATE	INITIALS
1	APPROVAL OF THE CITY OF BARRIE		
2	APPROVAL OF THE COUNTY OF SIMCOE		
3	APPROVAL OF THE DISTRICT OF BRIMLEY		
4	APPROVAL OF THE DISTRICT OF WILSON		
5	APPROVAL OF THE DISTRICT OF WILSON		
6	APPROVAL OF THE DISTRICT OF WILSON		
TOTAL			

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FILE NAME: 13-433 Draft Plan of Subdivision.dwg
DATE: JANUARY 30, 2014
DESIGNER: V.L.