
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (DEREK BURKE) – 263 EDGEHILL DRIVE

WARD: 5

PREPARED BY AND KEY CONTACT: M. SNOW, PLANNER – ZONING, EXT. 4378

SUBMITTED BY: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: A. MILLER, RPP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Goodreid Planning Group, on behalf of Derek Burke, to rezone the lands known municipally as 263 Edgehill Drive from Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density - Special Provisions RM2(SP-XXX), be approved.
2. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a minimum parking aisle width of 5.4 metres; whereas 6.4 metres is required;
 - b) Permit a minimum rear yard setback of 0.0 metres to an existing accessory structure (shed), whereas 0.6 metres is required;
 - c) Full curbing between soft landscape areas and adjacent to asphalt driveways and parking lots, not be required; and
 - d) Permit a maximum density of 29 units per hectare, whereas maximum of 40 units per hectare would be permitted.
3. That the written and oral submissions received relating to the 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 matters raised in the submissions and identified within Staff Report DEV003-20; barrier free parking and the provision of additional rental units.
4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (DEV003-20) (D14-1678)

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 263 Edgehill Drive (see Appendix “A” – Draft Zoning By-law Amendment). The application to rezone the subject lands was submitted as a result of an ongoing zoning enforcement that began in 2014. After an investigation, the owner was required to either remove the infraction, or legalize the use. The owner decided they would submit for approval to legalize the existing 4 unit residential development. The effect of the application would be to permit the continued use of an existing 4 unit residential development (see Appendix “B” – Existing Site Plan). Staff are recommending approval of the subject application as the lands are considered appropriate for the continued use of this form of residential development in accordance with Provincial and Municipal Policy.

Site and Location

6. The subject lands are known municipally as 263 Edgehill Drive. The site totals approximately 0.15 hectares in area and is located on the south side of Edgehill Drive, east of Ferndale Drive North.

7. The subject lands are currently occupied with a single residential structure containing 4 units, all of which have individual exterior access. An existing drive aisle on the east side of the structure provides access to 4 parking spaces and a driveway on the west side of the structure provides access to 2 parking spaces. Additionally, there are walkways accessing the various entrance doors to each unit and mature vegetation exists across the balance of the site. An existing metal shed is located at the south-east corner of the site. Access to the site is provided off of Edgehill Drive, and the lot is relatively flat. All existing units are serviced by municipal services, provided from Edgehill Drive (see Appendix ‘B’).

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

- North: Single detached residential development, zoned R2
- South: The City of Barrie’s Operation Centre, zoned Light Industrial (LI)
- East: Single detached residential development, zoned R2
- West: Single detached residential development, zoned R2



<p>Proposed Zoning By-law Amendment Application 263 Edgehill Drive City of Barrie CON 6 VESPRE W PT LOT 23 RP 51R2271 PART 1</p>	<p>LOCATION MAP</p> 
<p> Subject Property</p> 	<p>Date: June 4, 2019</p> <p>File No.: D14-1678</p>

Existing Policy

9. The subject site is designated Residential Area in accordance with the Official Plan and is zoned Residential Single Detached Dwelling Second Density (R2) in accordance with the City's Comprehensive Zoning By-law 2009-141. The predominant use of the Residential designation shall be for all forms and tenure of housing. The existing 4 unit development would be permitted within the existing Residential Area designation, however not within the existing R2 zoning over the property.

Supporting Information

10. In support of the subject application, a Planning Justification Report completed by Goodreid Planning Group, dated April 2019, and a fire Flow Analysis package was completed by Vipond Inc, dated April 2019, was submitted. A further analysis of fire flow was submitted by Pearson Engineering, dated December 2019.
11. The Planning Justification Report provides a review of the property characteristics surrounding lands and description of the existing development. The report also provides the planning policy basis and opinion of The Goodreid Planning Group, that the proposal represents good planning as it conforms to or is consistent with the applicable policies reviewed in *The Planning Act*, Provincial Policy Statement, Growth Plan – A Place to Grow, and the City of Barrie Official Plan.
12. The Fire Flow Analysis from December 2019, concluded that adequate fire flows are available to service the existing 4 unit dwelling, as such, The Engineering Department has indicated that they have no further concerns.

Public Engagement

13. A Neighbourhood Meeting was held on July 9, 2019 to present the proposed development to local residents. Approximately 3 residents were in attendance in addition to the applicant's consultants, and planning staff. There were no questions/concerns expressed at the Neighbourhood meeting.

Public Meeting

14. A Statutory Public Meeting was held on September 23, 2019. Two members of the public provided feedback relating to the following;
15. Parking:

Concern was expressed about the lack of barrier-free parking on site. While support was provided for the reduced parking ratio, comments were received regarding the provision of barrier-free parking on the site. The City's comprehensive Zoning By-law does not require barrier-free parking when there is less than 5 required parking spaces, in accordance with the Accessibility for Ontarians with Disabilities Act.
16. Total number of units on site:

Support was provided by a member of the public, encouraging the legalization of the existing units so as to support the provision of additional affordable housing units within the City.
17. No written submissions were received from the public with respect to the subject application.

Department & Agency Comments

18. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The comments received are as follows.
- i) The Lake Simcoe Region Conservation Authority (LSRCA) identified that they have reviewed the information provided by the Applicant and have no objection to the approval of the application.
 - ii) Initial comments received from the Engineering Department identified potential concern with adequate fire protection (fire flow) for the development. A subsequent Fire Flow Analysis was completed and Engineering has since confirmed that they have no further concerns with the subject application as adequate servicing is available to service the existing 4 unit development on site.
 - iii) The Simcoe County District School Board, Enbridge Gas Distribution, and Alectra Utilities advised that they do not have any concerns with the approval of the proposed Zoning By-law Amendment application.
 - iv) The Parks and Forestry and Operations Branches of the Roads, Parks, and Fleet Department provided comments indicating no concerns with the subject application.
 - v) The Building Department provided comments indicating no issue with the approval of the proposed Zoning By-law Amendment, however did note that a change of use permit will be required, and the appropriate sections of the Building Code would apply. Specifically, the Building Department noted that one of the units must be made accessible.

ANALYSIS

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

Ontario Planning Act, R.S.O. 1990

20. Section 2 of the *Planning Act* requires that the council of a municipality have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate.
21. The development has regard for these matters as it is located within the settlement area of Barrie; it will utilize available infrastructure (sewage, water, and waste water systems) and public service facilities such as transit and schools; and, provides housing in a more compact style of residential development which helps to minimize impacts to climate change compared to traditional single detached housing.

Provincial Policy Statement (2014) (PPS)

22. The Provincial Policy Statement (2014) (PPS) provides overall policy directions on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/document/provincial-policy-statement-2014>.
23. The PPS in brief contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
24. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected population growth for the next 20 years.
25. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow) is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. A Place to Grow can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
26. A Place to Grow is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of A Place to Grow is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
27. A Place to Grow further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
28. Based on the foregoing, Staff are satisfied that the development is consistent with the policies found in both the PPS and A Place to Grow in that the proposal would result in the legalization of existing residential infill units that would make efficient use of land, utilize existing infrastructure, and would contribute to the range of housing types available in the area. In staff's opinion, the proposal is appropriate as it is an existing and longstanding 4 unit dwelling within an existing built-up residential area of the City that is supported by the availability of existing infrastructure and public transit along Edgehill Drive. In accordance with the requirements of A Place to Grow to accommodate 50% of new growth within the existing built boundary of the City, the proposed application represents intensification of an existing site. Notwithstanding that the 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 (OP)

29. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.
30. As noted above, the subject lands are designated Residential Area within the City's Official Plan. Lands designated Residential are intended to be used primarily for residential uses, with all forms and tenure of housing permitted subject to locational criteria.
31. There are a number of policies in the Official Plan that generally support the proposed rezoning. 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.
32. Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and Barrie and new housing stock will include a growing percentage of multiple unit development at medium and high densities in order to provide a complete range of housing options within the City. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools and open space. Further, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan.
33. Policy 3.1.1(a) identifies growth management goals and includes the need to accommodate projected residential, employment, and other land needs in order to achieve complete communities with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities. The development conforms to this policy as it includes a built form that does not exist in the area, supports the existing transit service, and is located within close proximity to existing commercial development.
34. Policies 3.1.1(e) and (f) identify growth management goals related to minimizing the cost of infrastructure extension and ensuring that the cost of providing capital facilities and associated operations in relationship to new development is generally not borne by the existing tax payer. The development conforms to these goals by utilizing existing infrastructure. Additionally, the applicant is required to pay development charges to offset the cost of maintenance of infrastructure and services.
35. 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.

36. Staff are satisfied that the subject application conforms to the above policies of the Official Plan given that the proposal provides for an alternative housing form in the area at an increased density, 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.

Affordable Housing

37. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable rental housing is identified as the least expensive of:
- i) A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 - ii) A unit for which the rental price is at or below the average market rent of a unit in the regional market area.

Staff recognize that the legalization of these existing rental units would permit the continued rental use of the property and would contribute toward affordable housing options in the area.

Land Use Policies

4.2 Residential

38. In accordance with Section 4.2.2.2 of the Official Plan, low density residential development shall consist of single detached, duplexes, or semi-detached dwellings with frontage on a public street and densities ranging between 12 and 25 units per net residential hectare. 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 subject development represents a density of approximately 29 units per hectare, and as such, would be considered to be medium density residential in accordance with the Official Plan.
39. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering. As illustrated on the plan submitted in support of the subject application (Appendix "B" – Existing Site Plan), adequate on-site parking and open space amenity areas have been provided on site. In addition, amenity area is provided on site surrounding the building, to provide adequate outdoor open space for the tenants of the units.

Intensification Policies

40. The development was reviewed in association with the Intensification policies of the Official Plan. These policies include criteria for intensification outside of the Intensification Areas identified on Schedule I of the of OP. Policy 4.2.2.6(d) allows for residential intensification outside of the Intensification Areas to be considered on their merits provided the proponent demonstrates the following:
- i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;

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- ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - iii) that public transit is available and accessible;
 - iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
 - v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and,
 - vi) that consideration is given to the preservation of heritage resources.
41. In staff's opinion, the development would satisfy the Intensification Policies noted above as it provides a built form that is consistent with and has been integrated into the surrounding area for some time. The development provides sufficient separation/buffering from the existing single detached residences fronting Edgehill Drive as no site changes are proposed. Municipal transit is available along Edgehill Drive and the Municipal infrastructure in the area can adequately service the existing development. Finally, staff are satisfied that the proposal should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.

Zoning Rationale for Special Provisions (SP)

42. As noted above, the current zoning on the subject lands does not permit the exiting multi-residential development on site. As such, the applicant has proposed to rezone the subject lands to Residential Multiple Dwelling Second Density - Special Provision RM2(SP-XXX). Six (6) site specific zoning provisions have been requested to legalize the existing development on site and are detailed below.

Minimum Parking Aisle Width

43. The applicant is requesting a reduction to the minimum required parking aisle width, from 6.4 metres to 5.4 metres for the existing driveway located on the east side of the site. The existing 5.4 metre driveway width is a longstanding condition and in Staff's opinion, adequately services the existing 4 spaces on this portion of the site. Further, traffic had indicated no concerns with the legalization of the existing 5.4 metre wide drive aisle associated with the existing development on site.

Minimum Parking Ratio

44. The applicant has requested a reduction to the minimum required parking ratio from 1.5 spaces per unit to 1 space per unit; representing an overall reduction of 2 parking spaces on site, inclusive of 1 barrier free space. In accordance with the City's Comprehensive Zoning By-law, the provision of barrier free parking is required where more than 4 parking spaces are provided on a lot. While a total of 6 parking spaces are currently provided on site in accordance with the required parking ratio, barrier free parking (1 space) has not been provided. Staff understand that this site specific provision has been requested so as to recognize the existing parking conditions on-site whereby barrier free parking is not currently provided. While staff recognize that the applicant is proposing to legalize the existing development without any modifications or additions to the site, the creation of a barrier free parking space on-site would align with the comments received from the Building Department which require that one of the units be modified and made accessible. In this regard, staff are of the opinion that the required parking can be accommodated on site through the provision of line painting over the existing parking areas and no hard surface parking area expansions would be required to accommodate one barrier free parking space on site. As such, staff are not in support of the proposed parking ratio reduction and would require the applicant to comply will all

parking requirements at the time of building permit, should Council approve the subject application.

Minimum Rear Yard Setback for Accessory Structures

45. The applicant is requesting a reduction to the minimum required rear yard setback associated with an existing accessory structure (shed) located toward the south-east corner of the property, from 0.6 metres to 0.0 metres. The minimum rear yard setback is required to ensure that there is limited impact on the adjacent land uses, while providing appropriate access and drainage opportunities around structures. Staff recognize that this is an existing and longstanding condition and does not appear to create any negative impacts for the City's Operation Centre to the south. Further, staff note that no complaints have been received with respect to the location of the existing shed over the years. As noted in the recommended motion, staff are recommending approval of this site specific zoning provision subject to it being restricted to the existing shed within the implementing Zoning By-law for the subject lands.

Delineation of Parking Area

46. As noted above, the applicant is proposing to legalize the existing development without any modifications to the site. In this regard, an additional site specific zoning provision has been requested which would exempt the applicant from the provisions of section 4.6.2.6 of the City's Comprehensive Zoning By-law which requires that where more than 3 parking spaces are required on a lot, all parking spaces shall be clearly marked to identify the size and location of the spaces. In staff's opinion, the provision of line painting on site to clearly delineate all parking spaces, particularly the required accessible parking space, is appropriate as it would be provide appropriate direction for vehicular traffic movements on site, and may be provided with nominal cost to the applicant. Further, staff are satisfied that this matter can be adequately addressed through the subsequent building permit process should Council approve the subject application. As such, staff are not recommending approval of this site specific zoning provision as requested by the applicant.

Requirement for Full Curbing between Hard and Soft Landscaping

47. With the exception of single detached residential uses, section 4.8.1.4 of the City's Comprehensive Zoning By-law requires that full curbing be provided between all soft landscape areas and adjacent to asphalt driveways and parking lots. This provision is required to ensure proper delineation of all parking and driveway areas while ensuring that soft landscape areas are appropriately maintained and parking does not spill over onto these areas. In this regard, an additional site specific zoning provision has been requested that would exempt the applicant from being required to provide full curbing for the existing parking areas on site. Given the existing grading of the site which slopes from north to south across the property, Staff recognize that providing full curbing on site, would have a significant impact on stormwater management on the subject lands. Further, staff recognize that that existing topography, retaining walls and minimal curbing currently provided onsite, do appear to adequately delineate all parking and driveway areas, and all soft landscape areas appear to be appropriately maintained. As such, staff are recommending approval of this site specific zoning provision as noted in the recommended motion.
48. While no other site specific zoning provisions would be required to legalize the existing 4 unit dwelling, staff are recommending that the approval of the subject application be tied to the existing development of the lands in accordance with Appendix "B". In this regard, staff are recommending that the following additional and more restrictive site specific zoning provision be incorporated into the implementing zoning by-law for the subject lands:
- (a) That a maximum density of 29 units per hectare be permitted, whereas a maximum density of 40 units per hectare would be permitted.

49. In staff's opinion, the existing site layout is functional and the proposed site specific zoning provisions over the subject lands would serve to legalize the existing site conditions while ensuring an appropriate form of residential infill development is maintained within an existing established area of the City. The above noted site specific provision has been reflected in the recommended motion in order to provide local residents with some level of assurance that the approval of the subject application would be tied to the existing development on the lands.

Site Plan Control

50. Subject to Council approval of the proposed Zoning By-law Amendment application, in accordance with By-law 99-312, the property would be subject to Site Plan Control given the proposed RM2 zoning over the lands. Site Plan Control addresses the development and design of the lands with regard to access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc. Given that no additional development is proposed, Planning staff are satisfied that a Site Plan Application would not be required as required items, such as the provisions of barrier-free parking and parking lot line painting, can be adequately addressed through the associated building permit application as identified in paragraph 44 above.

Summary

51. Staff have reviewed the Public, Department and Agency comments received and the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment application. In staffs' opinion, the legalization of the existing 4 residential units on site is considered appropriate and conforms to all relevant Provincial Policy and the City's Official Plan while being respectful of the existing single detached residential development in the area.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

52. There are no environmental and/or climate change impact matters related to the recommendation.

ALTERNATIVES

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

Alternative #1

Planning Committee could refuse the subject Zoning By-law Amendment application and maintain the current R2 zoning on the subject lands.

This alternative is not recommended as the subject property is considered appropriate for the form of residential development. Further, refusal of the proposed amendment would result in the loss of 4 much needed residential rental units within the City. The proposed amendment is also in keeping with Provincial and Municipal policy.

Alternative #2

Planning Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions noted in the recommended motion.

This alternative is not recommended as the special provisions identified in the recommended motion are appropriate and are required to legalize the existing development over the lands.

Alternative #3

Planning Committee could approve the subject Zoning By-law Amendment application with all of the Special Provisions requested by the applicant.

This alternative is not recommended as Staff are of the opinion that there is opportunity to improve the functionality of the site and bring the site more in compliance with the RM2 standards of the Zoning By-law through the delineation of all parking spaces and the provision of barrier free parking on site.

FINANCIAL

54. The proposed zoning by-law amendment, if approved, would result in the legalization of 4 residential units. The following fees (total) will be collected at the time of building permit issuance:

Fee	Total for all Units
Development Charge	\$35,219
Cash-in-Lieu of Parkland	\$11,628
Education Levy	\$2,959
Finance Administration Fee	\$225

55. Municipal property taxes are collected annually. The total municipal taxes collected in 2019 for this site was \$6,227.03. Given that the units are existing, municipal property tax revenue is expected to be maintained, subject to annual increases.

LINKAGE TO 2018–2022 STRATEGIC PLAN

56. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:

Fostering a Safe & Healthy City

Building Strong Neighbourhoods

i) Build walkable, diverse neighbourhoods that encourage community connections.

57. In accordance with Council's goals, legalization of the existing 4-unit dwelling provides for a compact form of development that maximizes the use of the subject lands, utilizes existing services and infrastructure, supports public transit and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Existing Site Plan

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 263 Edgehill Drive, shown on Schedule "A" to this By-law, from Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density with Special Provisions (RM2[SP-XXX]),

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of 263 Edgehill Drive from Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density with Special Provisions (RM2[SP-XXX]), in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 4.6.2.5 of By-law 2009-141, the minimum parking aisle width of 5.4 metres will be permitted in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
3. **THAT** notwithstanding the provisions set in Section 5.3.5 of By-law 2009-141, the minimum rear yard setback for an existing accessory structures will be 0.0 metres in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone, as illustrated on Schedule 'B' attached to this By-law.
4. **THAT** notwithstanding the provisions set out in Section 4.8.1.4 of By-law 2009-141, full curbing between soft landscape areas and adjacent to asphalt driveways and parking lots, is not required in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.



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5. **THAT** notwithstanding the provisions set out in 5.2.5.1a) of By-law 2009-141, the maximum density of 29 units per hectare shall be permitted in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
 6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
 7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2020.

READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" attached to Bylaw 2020-XXX



Proposed Zoning By-law Amendment Application
263 Edgehill Drive
City of Barrie
CON 6 VESPRA W PT LOT 23 RP 51R2271 PART 1

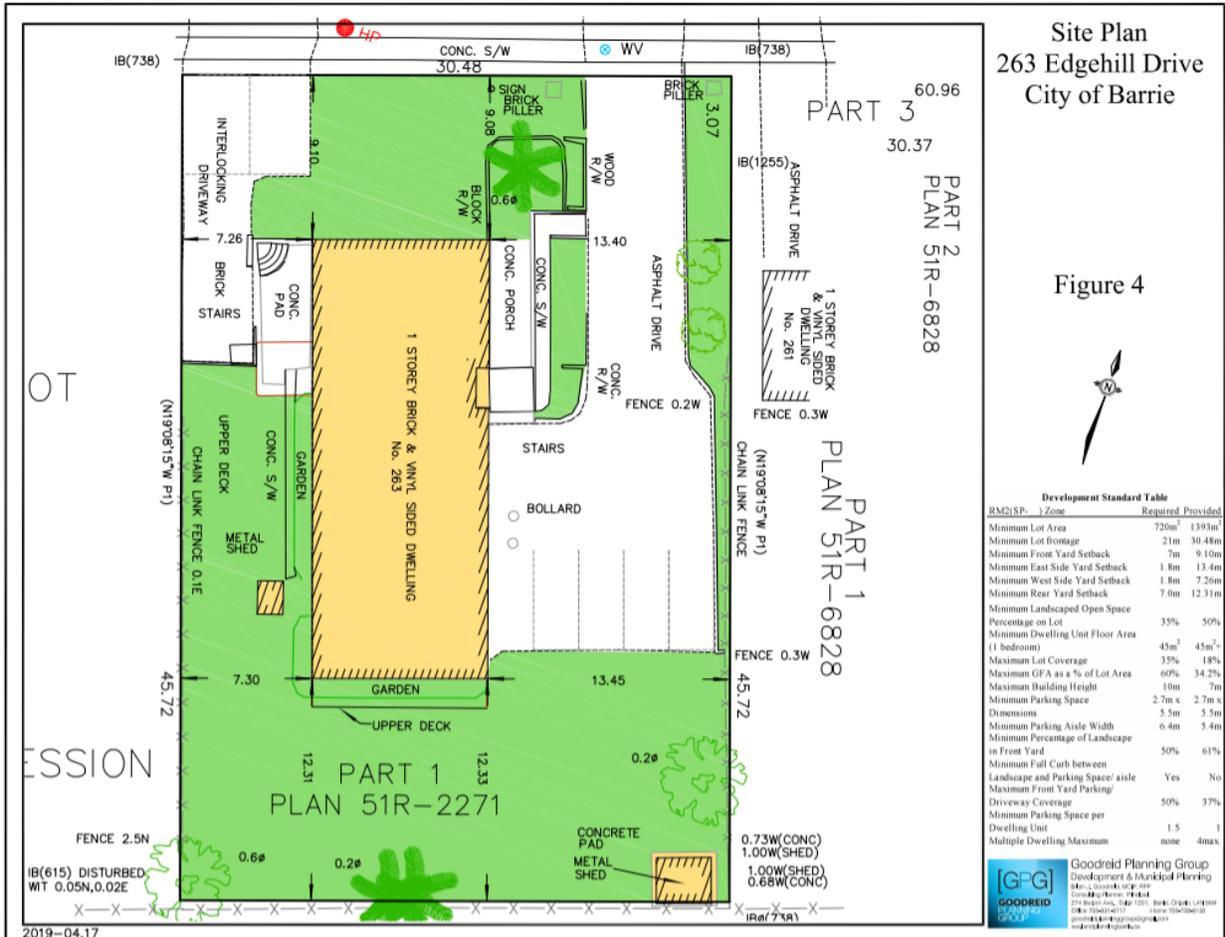
LOCATION MAP



Date: June 4, 2019
File No.: D14-1678



Schedule 'B' attached to Bylaw 2020-XXX



APPENDIX "B"

Existing Site Plan

