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**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – 301099 ONTARIO INC. (PREVIN COURT HOMES) – 180 AND 190 FERNDALE DRIVE NORTH, 59 AND 61 SPROULE DRIVE AND PART OF BLOCK 183, PLAN 51M-751

**WARD:** 5

**PREPARED BY AND KEY CONTACT:** C. McLAREN, RPP, SUPERVISOR OF PLANNING, EXT. 4719

**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

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**RECOMMENDED MOTION**

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of 301099 Ontario Limited (Previn Court Homes), for lands known municipally as 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751, be approved as follows:
  - a) Amend Official Plan Schedule “A” – Land Use to redesignate a portion of the subject lands from Residential to Open Space;
  - b) Amend Official Plan Schedule “A” – Land Use to redesignate a portion of the subject lands from Open Space to General Commercial;
  - c) Amend Official Plan Schedule “A” – Land Use to redesignate a portion of the subject lands from Residential and Environmental Protection to Open Space;
  - d) Amend Edgehill Drive Secondary Plan Schedule “B” – Concept Plan to redesignate a portion of the subject lands from Low Density Residential and Medium Density Residential to High Density Residential;
  - e) Amend Edgehill Drive Secondary Plan Schedule “B” – Concept Plan to redesignate a portion of the subject lands from Medium Density Residential to Park;
  - f) Amend Edgehill Drive Secondary Plan Schedule “B” – Concept Plan to redesignate a portion of the subject lands from Park and Park (SWM) to General Commercial; and
  - g) Amend Edgehill Drive Secondary Plan Schedule “B” – Concept Plan to redesignate a portion of the subject lands from Environmental Protection to Park (SWM).
  
2. That notwithstanding the provisions of the Edgehill Drive Secondary Plan for the lands known municipally as 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751, the text of the Official Plan be amended as follows:

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- a) Section 1.2.1 is amended by replacing the population figure in the first sentence of approximately 4,330 with 'approximately 4,535';
  - b) Section 2.1.2 is deleted and replaced with the following: "The residential density for the Edgehill Drive Planning Area will be approximately 53 persons per gross residential hectare, yielding a residential community of approximately 4,535 persons";
  - c) Section 2.2.1 shall be amended by deleting it and replacing it with the following: 'New developments in the area of the Amendment No. 16 will take the form of draft plan of subdivisions for low, medium and high density residential uses';
  - d) Section 2.2.2 is deleted and replaced with the following: "Approximately 1,672 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 70% low density residential and 10% medium density residential and 20% high density residential"; and
  - e) Section 2.2 is amended by adding the following subsection:  

"Section 2.2.12 High density residential areas shall include apartment dwellings. The density in these areas shall not exceed ninety-two (92) units per net residential hectare."
3. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of 301099 Ontario Limited (Previn Court Homes), to rezone the lands known municipally as 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751, from Residential Single Detached Dwelling Second Density (R2), Residential Single Detached Dwelling Second Density, Hold (R2) (H130), Residential Single Detached Dwelling Fourth Density (R4), Residential Single Detached Dwelling Fourth Density, Hold (R4)(H-131), Multiple Residential Dwelling Second Density – Special Provision (RM2)(SP-513), Multiple Residential Dwelling Second Density – Townhouse (Wide Shallow) – Special Provision [RM2-TH(WS)(SP-512)], Open Space (OS), Open Space Stormwater Management OS(SWM), Environmental Protection (EP) and Convenience Commercial – Special Provision (C5)(SP-514) to Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), General Commercial – Special (C4)(SP-YYY), Open Space and Open Space Stormwater Management (OS) (SWM) be approved.
  4. That By-law 2015-047 be repealed and the subject application for an amendment to the Zoning By-law 2009-141 be approved.
  5. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
    - a) Permit a maximum density of 92 units per hectare over the lands zoned Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), whereas a maximum density is not specified;
    - b) Require a minimum density of 53 units per hectare over the lands zoned Residential Apartment Dwelling First Density-2 – Special Provision, (RA1-2)(SP-XXX), whereas a minimum density is not specified;
    - c) Permit a maximum building height of 18.0 metres associated with Building 'A' and Building 'B' in the Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), whereas 15.0 metres would be permitted; and

- d) That notwithstanding the provisions set out in Table 6.2, the following uses shall be prohibited in the General Commercial – Special Provision (C4)(SP-YYY) zone:
- i) Adult Entertainment Parlour
  - ii) Automotive Leasing Establishment
  - iii) Automotive Repair Establishment
  - iv) Automotive Sales Establishment
  - v) Automotive Service Station
  - vi) Building Supply Centre
  - vii) Nightclub
  - viii) Nursery or garden Supply Centre
6. 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 matters raised in the submissions and identified within Staff Report DEV010-21.
7. That the owner/applicant is required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
8. That pursuant to Sections 17(22) and 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

## **PURPOSE & BACKGROUND**

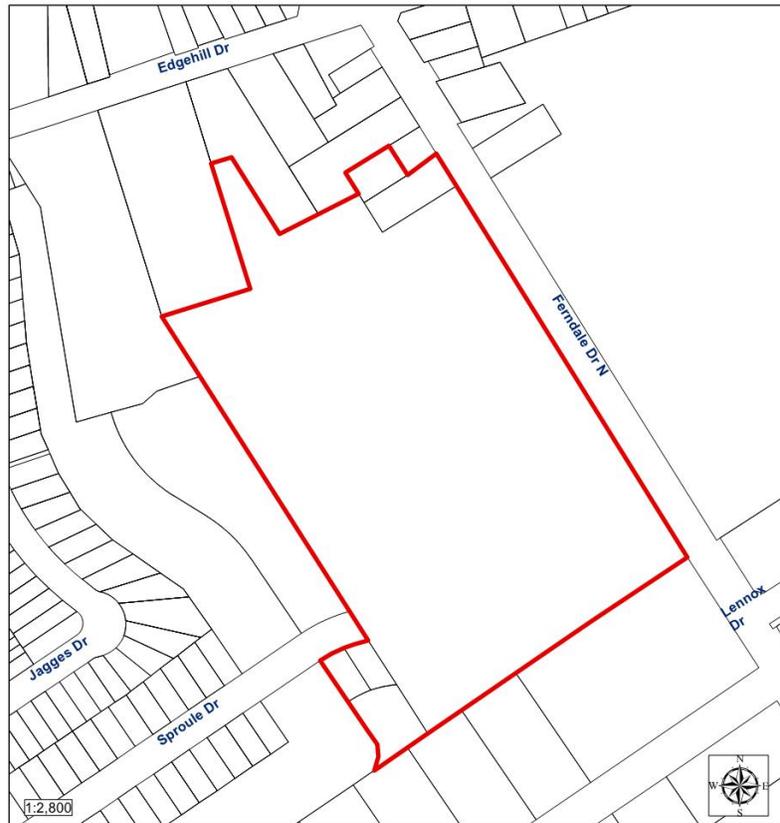
### Report Overview

9. A summary of the subject applications and proposed development has been provided in Appendix “A” – Application Summary. The purpose of this report is to recommend approval of Official Plan and Zoning By-law Amendment applications submitted by Innovative Planning Solutions, on behalf of 301099 Ontario Limited (Previn Court Homes), for lands known municipally as 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751 (currently owned by the City of Barrie) (see Appendices “B”, “C” and “D”). This report provides an analysis of the application as it relates to conformity with Provincial and City planning policies, as well as an overview of comments received through the technical review and public engagement processes. Planning staff are recommending the approval of the subject applications as the lands are appropriate for commercial and high density residential development and the proposal is consistent with and conforms to Provincial and City planning policies. The applications primarily serve to:
- expand the size of the commercial development site and the number of permitted uses associated with this block;
  - relocate the proposed neighbourhood park block to the north side of the Sproule Drive extension;
  - relocate the stormwater management pond to the west;
  - replace the low and medium density residential lots/blocks with high density residential development, resulting in an increase of 160 units for the lands with an overall density of 92 units per net residential hectare.
10. The effect of the applications would be to permit the development of 336 residential apartment units in the form of five (5), five- and six-storey residential apartment buildings, and an expansion of the commercial development block on the southwest corner of the future Sproule Drive extension and Ferndale Drive North.

11. In accordance with Council Motion 18-G-089, approximately 0.17ha of land located toward the south westerly limits of the property (Part of Block 183, Plan 51M-751) was declared surplus by Council in April of 2018 and offered for sale to the applicant for stormwater management purposes. These lands form part of the subject applications. The City and applicant have yet to finalize an agreement associated with these lands, however once an agreement has been finalized, final Council approval will be required. Should Council approve the subject Official Plan and Zoning By-law Amendment applications, the applicant would be required to finalize the Agreement of Purchase and Sale prior to proceeding with any further development approvals over these lands.

Location

12. The subject lands are located on the west side of Ferndale Drive North, south of Edgehill Drive, within the Edgehill Drive Planning Area. The property is legally described as Part of Lot 23, Concession 7, formerly Township of Vespra, now the City of Barrie, Lots 55 and 56, Plan 51M-751 and Part of Block 183, Plan 51M-751.
13. The property is known municipally as 180 and 190 Ferndale Drive North and 59 and 61 Sproule Drive and has a total area of approximately 7.98 ha.



Surrounding Land Uses

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

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Existing Policy

15. The subject property is designated Residential, General Commercial, Open Space, and Environmental Protection Area within the City's Official Plan; Low Density Residential, Medium Density Residential, General Commercial, Park, Park (SWM) and Environmental Protection within the Edgehill Drive Secondary Plan; and is zoned Residential Single Detached Dwelling Second Density (R2), Residential Single Detached Dwelling Second Density, Hold (R2) (H130), Residential Single Detached Dwelling Fourth Density (R4), Residential Single Detached Dwelling Fourth Density, Hold (R4)(H-131), Multiple Residential Dwelling Second Density – Special Provision (RM2)(SP-513), Multiple Residential Dwelling Second Density – Townhouse (Wide Shallow) – Special Provision [RM2-TH(W)(SP-512)], Open Space (OS), Open Space Stormwater Management (OS)(SWM), Environmental Protection (EP) and Convenience Commercial – Special Provision (C5)(SP-514) in accordance with the City's Comprehensive Zoning By-law 2009-141.

Background

16. The Ontario Municipal Board (OMB) approved Official Plan Amendment No.16 (Edgehill Drive Secondary Plan) and a plan of subdivision (File: D12-294) for the subject property on December 15, 1999. Since the initial draft plan approval, the applicant has requested and been granted a number of draft plan extensions and red-line revisions. The most recent extension, as approved by the Ontario Municipal Board, was granted to December 31, 2019 [see Appendix "E" – Previous Draft Approved Plan (176 Units)]. The extensions were requested as there were issues concerning the relocation and channelization of the Dymont's Creek tributary to the west which may have had an impact on the development limits associated with the subject property. In addition, the applicant had considered revisions to the original draft plan which resulted in an increase in the density in accordance with new Provincial policy. The Owner failed to register the approved draft plan by December 31, 2019 and as such the draft approval has lapsed and is no longer in place.
17. In conjunction with the subject applications for Official Plan and Zoning By-law Amendment, the applicant has also submitted an application for Draft Plan of Subdivision (D12-441) which is being considered separately from the subject applications. This application would ultimately result in the creation of four (4) blocks for a neighbourhood park, a high density residential development block, a commercial development block and a stormwater management pond, and would facilitate the extension of Sproule Drive east to Ferndale Drive North (see Appendix "F" – Proposed Plan of Subdivision). Should Council approve the subject applications, Planning Staff, through delegated approval (Council Motion 10-G-346), would be in a position to approve the associated Draft Plan of Subdivision following final approval of the implementing Official Plan and Zoning By-law amendments and acquisition of the City owned lands that were declared surplus in April 2018. The residential and commercial blocks would be subject to site plan control to address detailed design matters such as, but not limited to, building orientation, placement and design, including exterior finishing materials, landscaping, access, site servicing, including adequate fire protection, and parking.

Background Studies

18. In support of the application, the following reports were submitted. Copies of these reports are available online on the City's Proposed Developments webpage under [Ward 5](https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward5/Pages/180-190-Ferndale-Drive-59-61-Sproule-Drive.aspx) at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward5/Pages/180-190-Ferndale-Drive-59-61-Sproule-Drive.aspx>
- Planning Justification Report (Innovative Planning Solutions, dated November 2018, Addendum letter dated February 19, 2019)
  - Functional Servicing Report (Pearson Engineering Limited, dated November 2018 and UEL Urban Ecosystems, dated November 15, 2019)

- Stormwater Management Report (KSGS Engineering Group, dated November 2019, Addendum dated August 2020)
- Traffic Impact Study (JD Engineering, dated November 2, 2018)
- Scoped Environmental Impact Study (Orion Environmental Solutions, dated October 31, 2018)
- Water Level Monitoring (Azimuth Environmental Consulting Inc., dated October 2, 2019)
- Tree Preservation and Removal Details (Don Naylor + Associates Ltd., dated November 6, 2018)

### Neighbourhood Meeting

19. A Neighbourhood Meeting was held on February 5, 2019, to present the proposed development to the local residents (see Appendix “G” – Original Concept Plan). Approximately fifty (50) members of the public were in attendance in addition to the applicant, their consultants, Ward 5 Councillor, Robert Thomson, and Planning staff. The questions/concerns expressed at the Neighbourhood Meeting related to the following:

- Increased Height and Density

Concerns were expressed regarding the proposed increase in height and density as it relates to the location of the site outside of a designated Intensification Area and the perceived impact of privacy on adjacent single detached residential properties. As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed height (18m maximum for residential and 14m maximum for commercial) and density (92 units per hectare) for the property is appropriate given that adequate separation distances, parking, landscaping, amenity spaces, and pedestrian/vehicular access can be accommodated on site. Should the subject application be approved, staff are satisfied that these matters would be adequately finalized through the subsequent site plan control process without adversely impacting adjacent properties. Further, staff are satisfied that the proposed development complies with the Intensification policies noted in Section 4.2.2.6 of the Official Plan for residential intensification outside of the Intensification Areas.

- Insufficient Parking

Concerns were raised regarding insufficient parking for the proposed residential block. While a minimum of 504 parking spaces would be required to be provided in accordance with the City's Comprehensive Zoning By-law 2009-141 (1.5 spaces/unit), the applicant is proposing a total of 507 parking spaces on site, thereby exceeding the minimum requirements of the Zoning By-law by 3 spaces. Should Council approve the subject applications, staff will continue to work with the applicant through the detailed design process to further assess the viability of underground structured parking should existing soils and groundwater conditions support same. This may result in additional parking and greenspace associated with the proposed development, should some of the surface parking be relocated underground.

The subject lands are located between Dunlop Street West (arterial roadway) and Edgehill Drive (minor collector roadway), where access to public transit is available and a variety of commercial uses are located within walking distance of the subject development, thereby reducing dependency on the automobile. Further, Transit staff note that municipal transit will be provided via Sproule Drive once this road has been extended. As such, staff are satisfied that the proposed parking ratio is appropriate for the proposed development.

- **Increased Traffic and Site Access:**

The property is located on Ferndale Drive North (arterial roadway) and would include the extension of Sproule Drive (minor collector roadway). Arterial roads are primary traffic carrying facilities, providing through routes across and within the City. Collector roads are intended to carry traffic between arterial and local roadways within the City and may also be used to service property. Site access has been proposed to minimize the impact on the adjacent arterial road by limiting full access to the development blocks from Sproule Drive only. The proposed access at the north end of the development would be restricted to right turn in/right turn out movements only and the southerly access would be restricted to one-way traffic for vehicles exiting the proposed commercial block. The intersection of Ferndale Drive North and Sproule Drive would be controlled through upgrades to the existing traffic signals to provide for a protected northbound left turn movement. Through the provision of these traffic control measures, Transportation Planning staff are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development.

- **Boundary Tree Preservation/Removals and Privacy:**

The proposed development does not include the area identified as Dymont's Creek or the associated Environmental Protection lands. No trees are to be removed on the west side of Dymont's Creek adjacent to the lots fronting on Jagges Drive and Sproule Drive. Minimal tree removal would only occur along the westerly limits of the subject property to accommodate the proposed development. Trees in this area are outside of the Environmental Protection Area. Tree removal permits were issued for the subject lands in February of 2005 and August of 2010. As a result, the majority of the lands have now been cleared for development. Given the time that has lapsed since tree removals occurred on the site, natural revegetation has occurred. This vegetation would be removed prior to development.

To assist in alleviating the privacy concerns expressed by adjacent residents to the north, staff note that separation distances have been maximized and buildings have been reoriented toward Ferndale Drive North as reflected on the revised concept plan attached as Appendix "H" to this report. Further, infill plantings would be required to be provided in accordance with minimum planting densities through a subsequent site plan control process, all to the satisfaction of the Development Services – Parks Planning staff. In addition, a 2m high tight board privacy fence would be required along all shared property boundaries of the existing single detached residential properties to the north. This would afford additional screening and privacy for the existing residential properties.

Staff are satisfied that the building orientation and placement on the site has been proposed to mitigate perceived privacy concerns and the provision of infill plantings/privacy fencing will adequately screen the proposed development from the adjacent single detached residential properties. This matter would be further addressed through the subsequent site plan control process should Council approve the subject applications.

- **Proposed Tenure (rental vs. ownership)**

While the applicant is proposing a condominium tenure for the proposed residential development, the issue of tenure is not a land use planning matter to be considered when making a decision on the appropriateness of zoning and has not been considered as part of this application review.

- **Adverse Effects on Property Values:**

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

- Local School Accommodations/Capacity:

Comments were received from the Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board indicating no concerns with the proposed rezoning and advising that pupils generated from the proposed development may be accommodated within the local Elementary and Secondary schools as noted below in paragraph 22.

- Upgrades to Pringle Park/Provision of New Neighbourhood Park

Comments were received from area residents expressing a desire to see upgrades to the existing Pringle Park instead of a new Neighbourhood Park being provided. Parks Planning staff have confirmed that the neighbourhood park proposed on the subject lands is required to adequately service the existing and anticipated development in the area. The provision of a new park does not negate opportunities to upgrade Pringle Park in the normal parks capital plan process. There have been upgrades recently through work with the Ward Councillor and Parks Planning staff such as new lighting and new basketball court.

- Water table

Concerns were expressed regarding the high water table in the area and if the existing subsurface conditions would support the proposed development. Development Services (Engineering Approvals) staff have reviewed the proposed development and have not identified any concerns. Should Council approve the subject applications, additional hydrogeological and geotechnical investigations will be required at the time of detailed design prior to development proceeding.

- Sidewalk Extensions

Comments were received regarding the potential for sidewalk extensions within the area prior to any additional development proceeding. An existing municipal sidewalk is located along Ferndale Drive North and the municipal sidewalks would be extended on both the north and south sides of the Sproule Drive extension to adequately service the proposed development. Staff note that the City is committed to increasing connectivity across our community for residents through the Sidewalk Infill Program. This program provides for the construction of sidewalks to eliminate mid-block sidewalk terminations, increases sidewalk connectivity by eliminating sidewalk dead ends, and results in the installation of sidewalks in locations that are not serviced to meet City service standards.

#### Public Meeting

20. In accordance with the *Planning Act*, a statutory public meeting was held on April 8, 2019 to present the subject applications to General Committee and the public. A number of written and verbal comments were received which reiterated those provided at the neighbourhood meeting.

#### Amended Concept/Supporting Information

21. Following the concerns expressed by local residents at the neighbourhood and public meetings, and the comments received from staff through the technical review process, the applicant has made minor design changes to the original concept plan submitted and completed subsequent technical addendums to address the comments/concerns identified to date by staff (see Appendix "H" – Current Conceptual Site Plan). While the engineering work to date has been significant to address stormwater management for the site, minor design changes reflect the following:

- Relocation and reorientation of the proposed residential apartment buildings to address the privacy concerns expressed by area residents and the urban design comments provided by staff;
- Increased the height of Buildings 'A' and 'B' from 5 to 6-storeys (15-18 metres) and the associated unit count from 60 to 78 units in each building; and
- Increased the Sproule Drive right-of-way width from 23 metres to 25 metres to accommodate an eastbound left turn lane.

#### Department and Agency Comments

22. The subject application was circulated to staff in various departments and to external agencies for review and comment. Hydro One, Alectra, Enbridge, Bell Canada, the Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board all provided comments indicating they had no objection to the approval of the subject applications and identified standard conditions for the associated draft plan of subdivision application.
23. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are located within an area governed by Ontario Regulation 179/06 under the *Conservation Authorities Act*. This is representative of the adjacent Dymont's Creek and associated flood and erosion hazard area as well as unevaluated wetland on the subject lands. LSRCA staff note that the majority of the lands were subject to prior approvals and that a permit will be required from the LSRCA prior to any site alteration or development within the regulated area. Natural heritage, engineering and hydrogeological comments were also provided. In this regard, the applicant will be required provide ecological offsetting to compensate for the removal of a portion of the existing woodland feature and associated vegetation protection zone on-site as a condition of a subsequent subdivision approval. LSRCA staff have identified that they have no further concerns with the subject applications and any technical matters related to stormwater management and hydrogeology may be addressed at the time of detailed design through the associated draft plan of subdivision and subsequent site plan applications.
24. Development Services – Approvals staff provided comments related to servicing and stormwater management associated with the proposed development. Through several resubmissions, the applicant's Engineering consultant has now demonstrated that the proposed SWM pond has been appropriately sized to service the proposed development and will function in accordance with City standards. As such, Approvals staff have confirmed that they have no further concerns with the subject applications and are satisfied that all other engineering design matters can be addressed at the time of detailed design through the associated draft plan of subdivision and subsequent site plan approval applications.
25. Development Services – Parks Planning staff have reviewed the subject applications and are generally satisfied with the proposed development as reflected in Appendix "H". Staff note that no disturbance/grading will be permitted within 5 metres of the preservation limits associated with the boundary trees along the westerly limit of the development. This may result in Buildings "A" and "B" being relocated further east, however this may be further addressed at the time of detailed design. Boundary fencing, park programming and the location and size of infill/buffer and streetscape plantings would be further addressed and finalized through the conditions of draft plan approval and at the time of the subsequent site plan control process for the residential and commercial blocks.

26. Transportation Planning staff noted no concerns with the Traffic Impact Study submitted in support of the subject applications and provided comments relating the Sproule Drive extension, site access restrictions and traffic signal upgrades as noted above in paragraph 19. In addition, staff identified the requirement for a 4 metre wide road widening along the entire Ferndale Drive North frontage and the provision for 5m x 10m daylighting triangles at the intersection of Ferndale Drive North and Sproule Drive as reflected on the concept plan.
27. The City's Risk Management Official (RMO) provided comments related to source water protection given that the subject lands are located within Wellhead Protection Area B, an issue contributing area for sodium and chloride, and partial Highly Vulnerable Aquifer. In this regard, the applicant may be required to have a Risk Management Plan and Spills Management Plan prior to any site development. The requirement for these plans would be assessed further at the time of a subsequent site plan control process. In addition, the RMO noted that building supports / foundations shall be designed to stay above the municipal supply aquifer.
28. The City's Business Performance and Environmental Sustainability Department provided comments indicating that a Site Alteration Permit is required, and a D-4 Assessment would be required given proximity to the City's landfill. Staff have confirmed that this assessment may be deferred until site development and would be required as a condition of the associated draft plan of subdivision application. Additional comments were provided relating to the requirements associated with municipal waste collection for multi-residential development.
29. Planning (Urban Design) staff provided comments on the conceptual site plan related to building orientation and placement to ensure a strong street presence and continuous built form is provided along Ferndale Drive North and Sproule Drive, the provision of increased pedestrian connectivity from Ferndale Drive North to the proposed residential and commercial blocks, and the relationship between the private on site amenity area(s) and proposed neighbourhood park. In this regard, staff recommended that buildings be reoriented to increase the massing along the Ferndale Drive North frontage and to capitalize on views to open spaces (proposed neighbourhood park) and the natural areas associated with the Dymont's Creek tributary to the west. Should Council approve the subject applications, staff note that further urban design review of the residential and commercial blocks would occur at the time of a subsequent site plan control process to ensure that high-quality design and building materials are realized at the time of site development.
30. The City's Building, Infrastructure (Water Operations) and Fire & Emergency Services Departments provided comments indicating no concern with proposed rezoning. Detailed comments related to building design and water servicing will be provided at the time of detailed design.
31. Transit staff identified the requirement for a traffic stop on the north side of the Sproule Drive extension and provided other comments related to the provision of a reduced parking ratio for the development to encourage public transit ridership and active transportation. While Planning staff are not recommending a reduced parking ratio, site design matters such as pedestrian connections to municipal sidewalks and bicycle parking will be further reviewed at the detailed design stage should Council approved the subject applications.

## **ANALYSIS**

### **Policy Planning Framework**

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

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Ontario Planning Act, R.S.O. 1990

33. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall 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. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>
34. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will not impact the natural heritage features or ecological function of the adjacent Dyment's Creek tributary; will utilize existing and available infrastructure (sewage, water and waste water management systems) and public service facilities such as transit and schools; provides a compact form of development that minimizes impacts to climate change; and will be designed with a pedestrian-oriented built form with pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

35. The Provincial Policy Statement (2020) (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/page/provincial-policy-statement-2020>
36. The PPS 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.
37. 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 are also promoted to meet projected population growth for the next 20 years.
38. The proposed development is consistent with the PPS as it proposes residential intensification within a built-up area. The proposed development would also be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.
39. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with or does not conflict with the applicable policies of the Provincial Policy Statement (2020).

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Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan)

40. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan), as amended, 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. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
41. The Growth Plan 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 The Growth Plan 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.
42. The Growth Plan 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. Section 2.2.2 further states that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply. In this case, the current minimum intensification target for the City is 40 percent. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
43. Based on the foregoing, staff are of the opinion that the proposed development conforms to The Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing infrastructure, and would provide alternative housing options in the City through the provision of apartment units to serve a variety of household sizes, incomes and ages. Further, the proposed development is appropriate as it would be located within an existing built-up area of the City that is supported by the availability of existing infrastructure and public transit along Sproule Drive and would contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

Lake Simcoe Protection Plan (LSPP)

44. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. As noted above, the subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that they do not have any objections to the approval of the subject applications. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

Official Plan

45. The Official Plan (OP) 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>

46. As noted above, the subject lands are designated Residential, General Commercial, Open Space, and Environmental Protection Area within the City's Official Plan. The proposed Amendment would serve to redesignate a portion of the subject lands from Residential to Open Space as a result of the proposed park block being relocated to the north side of Sproule Drive; redesignate a portion of the lands from Open Space to General Commercial to accommodate the expansion of the proposed commercial block; and redesignate a portion of the subject lands from Residential and Environmental Protection Area to Open Space for stormwater management purposes.
47. Lands designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria. General Commercial lands are intended to provide a range of retail and service commercial uses that are easily accessible to the travelling public. Lands designated Open Space are intended to be used for passive or active recreational uses and lands designated Environmental Protection are intended to be protected, conserved and managed as a permanent and long-term public resource.
48. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multi-unit development at medium and high densities to provide a complete range of housing options for the City's residents. Further, 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. The proposed development is considered to be consistent with this policy in that it proposes a high density residential development with an alternative housing form (apartment units) from that which currently exists in the area, utilizes existing infrastructure and services, and would support public transit use.

#### General Policies

49. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities (public transit and Parks – Pringle Park and the proposed neighbourhood park) are available. Further, the proposed development provides an alternative housing option (apartment units) than currently exists in the area and would contribute toward a complete community through the provision of commercial uses at the intersection of Sproule Drive and Ferndale Drive North.
50. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourages 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 is encouraged 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 to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.

51. 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, optimizes the use of existing infrastructure and services within an existing built-up area of the City, and would result in the development of vacant and underutilized lands within the existing built boundary.

#### Affordable Housing

52. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable.
53. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or
  - b) Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
54. In the case of rental housing, the criteria for affordable housing is identified as the least expensive of:
- a) A unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or,
  - b) A unit for which the rent is at or below the market rent of a unit in the regional market area.
55. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. This household income would allow the purchase of an affordable unit to a maximum price of \$305,000 per unit, or a monthly rental rate of \$1,999, representing 30% of household income spent on accommodation on an annual basis.
56. The regional maximum of 10% below average resale price of a home in Barrie is \$445,582.
57. According to data from the Canada Mortgage and Housing Corporation (CMHC), the average market rents in the City of Barrie, as of October 2019, were \$1,161 for 1-bedroom units and \$1,336 for 2-bedroom units.
58. The applicant anticipates a selling price of \$285,000 - \$400,000 per unit for the proposed apartment units and proposes that a minimum of 10% of the apartment units would be offered for sale for less than \$305,000 or offered for rent below \$1,999 or average market rates, whichever is lesser. Although not all units will not be offered as affordable, they are still considered to be a more attainable form of housing than traditional residential forms of development such as single, semi-detached and townhouse dwelling units. Based on the above, staff anticipate that approximately 36 of the overall units associated with the proposed development would be considered affordable, thereby contributing to the 10% target identified in the Official Plan.

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### Residential Policies

59. The proposed density of 92 units per hectare associated with the proposed development is consistent with the Residential Density policies as outlined in Section 4.2.2.2 of the Official Plan. More specifically, the location of the high density development is similarly in conformity with Section 4.2.2.3 (b) of the Official Plan which suggests that this form of housing be directed toward areas that are adjacent to arterial and collector roads, in close proximity to public transit, schools, parks and commercial development and where planned services and facilities are adequate.
60. Planning staff have conducted a density analysis for all existing and planned developments located within approximately 240 metres of the subject lands (see Appendix "I" – Residential Density Analysis). The projected residential density for the area, including the proposed development, is approximately 13 units per hectare which is reflective of the lower end of the low-density provisions of 12-25 units per net residential hectare noted in the Official Plan. As such, staff are satisfied that the proposed density of 92 units per hectare associated with the proposed development is appropriate for the area.

### Intensification Policies

61. Section 4.2.2.6 of the Official Plan encourages intensification in residential areas through residential conversions, infill, and redevelopment to promote an increase in planned and/or built densities, and to achieve a desirable compact urban form. Further, Section 4.2.2.6 of the Official Plan states that intensification will contribute to development that is more compact and will efficiently use land and resources and optimize the use of existing and new infrastructure and services.
62. In staff's opinion, the proposed development would satisfy the Intensification Policies noted in section 4.2.2.6 (d) of the Plan as it provides a built form that can be integrated into the surrounding area. The proposed development provides sufficient separation/buffering from the existing single detached residences to the west through the preservation of the natural heritage feature associated with Dymont's Creek and privacy fencing and infill plantings would be provided to assist in buffering the proposed development for the adjacent residential properties to the north. Municipal transit is available in the area and would also be provided on this portion of Sproule Drive and the municipal infrastructure in the area is available to adequately service the proposed development. Finally, the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.
63. 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 appropriate given the relevant intensification and locational policies of the Official Plan with respect to medium and high density development.

### Commercial Policies

64. The General Commercial policies within the City's Official Plan encourage the design, appearance and scale of commercial development to be in harmony with adjacent land uses, adequate screening and buffering shall be provided for adjoining residential uses and that pedestrian accessibility be considered in the design. For new commercial development, policies also indicate that adequate off-street parking and loading facilities shall be provided in addition to the safe and efficient movement of vehicular and pedestrian traffic.

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65. The Official Plan further provides that lands designated General Commercial are intended to provide a range of retail and service commercial uses, should be easily accessible to the travelling public, should be serviced by public transit and will be encouraged to establish in a nodal fashion at the intersection of arterial and collector roads.
66. In staff's opinion, the proposed expansion of the commercial block would assist in satisfying the City's location criteria with respect to Commercial development. The proposed commercial block is located at a signalized intersection of a collector road (Sproule Drive) and an arterial road (Ferndale Drive North) which would afford the safe and efficient movement of traffic. The subject property will not only serve the immediate residential area, but a broader residential area that is connected to these major roads. The proposed commercial block is also located in close proximity to Dunlop Street West, another arterial road which exposes the property to a large number of the traveling public. These roadways also accommodate public transit which is a consideration for new or expanded commercial development. As noted in paragraphs 19 and 26 above, the traffic generated as a result of the subject applications would not have an impact on the existing transportation system as the abutting roads have been designed and built to accommodate the anticipated increase in traffic.
67. The proposed increase in size of the commercial block provides the opportunity for employment in the area. It will also provide the opportunity for convenient and accessible commercial facilities to serve existing and future residents in the area. Sidewalks along Sproule Drive would serve to link the commercial property to the existing residential developments to the north and west. The commercial block would be connected to full municipal services, would be accessible via public transit along both Sproule Drive and Ferndale Drive North, have onsite parking and be accessible to both the walking public and vehicular traffic.

#### Open Space Policies

68. The Official Plan provides policies that assist in the locating of parks. In accordance with section 4.6.2.4 of the Plan, the proposed location of the park would generally conform to the policies that suggest parks shall be well-linked and integrated given that the park block would be located adjacent to Dymont's Creek and would be well connected to the existing residential development to the west through the extension of municipal sidewalks along Sproule Drive and the proposed residential units associated with the subject applications.
69. The Official Plan Amendment further proposes to redesignate the south-westerly portion of the subject lands from Residential and Environmental Protection Area to Open Space to accommodate the stormwater management pond required for the proposed development. The Environmental Protection designation on approximately 0.17ha of the subject lands (currently owned by the City of Barrie) was originally established to recognize the existing natural heritage features and functions associated with Dymont's Creek. The scoped Environmental Impact Study completed in support of the subject application concludes that no species at risk will be impacted and the natural heritage features and functions associated with the Dymont's Creek corridor will not be adversely impacted by the stormwater management facility proposed over this portion of the subject lands. As such, staff are of the opinion that the proposed amendment from the existing Residential and Environmental Protection Area is appropriate.
70. The proposed commercial and stormwater management blocks proposed on the south side of the Sproule Drive extension would serve as an appropriate buffer between the industrial lands to the south and the residential development proposed on the north side of Sproule Drive.

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Tall Buildings and Height Control

71. Section 6.6 of the Official Plan is applicable to any proposed building greater than 3-storeys in height. The general design policies of this section require that innovative architectural design will 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 underground or at the rear of buildings with appropriate screening.
72. In accordance with Section 6.6.4 (a), the tall building policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.
73. Sections 6.6.4 (d)(ii) and (iii) of the Official Plan provides that new development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. Primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge, corner lot buildings should be designed to reinforce multiple street-facing frontages, and main entrances should be directly accessible from public sidewalks.
74. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the conceptual site plan attached as Appendix "H" to this report, buildings are massed toward the Ferndale Drive North and Sproule Drive frontages to contribute to a continuous street wall, and north of the proposed neighbourhood park to reduce shadow impacts. Parking and loading areas are proposed to be located internal to the residential and commercial blocks. Should Council approve the subject applications, staff will continue to work with the applicant through the detailed design process to further address building massing, step-backs and articulations and assess the viability of underground structured parking should existing soils and groundwater conditions support same. This may result in the provision of additional parking and greenspace associated with the proposed development.

Edgehill Drive Secondary Plan (OPA No. 16)

75. As noted above, the subject lands are located within the Edgehill Drive Secondary Plan (EDSP) which was approved by the OMB as Official Plan Amendment No. 16 on December 15, 1999. In accordance with the City's Official Plan, new development shall be in accordance with the applicable Secondary Plan policies.
76. On May 25, 2015, Council adopted OPA No. 015 which amended the Secondary Plan to redesignate the subject lands Low Density Residential, Medium Density Residential, General Commercial, Park, and Park (SWM), and amended the text of the EDSP to reflect updated population, density and housing mix figures. The applicant is now proposing a further amendment to provide for a High Density Residential designation in place of the existing low and medium density designations over the subject lands, whereby a high density designation does not currently exist in the EDSP, and reconfigure the existing General Commercial, Park and Park (SWM) designations as illustrated on Appendix "C" to this report.
77. While Planning staff recognize that the land uses for this area were comprehensively planned for through the EDSP, 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 applicant is proposing that a high density residential designation be introduced into the EDSP area through the provision of

apartment dwellings over the subject lands which would not exceed a density of 92 units per net residential hectare. As noted above, staff are satisfied that the provision of high density residential uses, as proposed, is appropriate for the subject lands. This would result in approximately 20% of the housing mix in the secondary plan area being dedicated to high density residential development in accordance with municipal and provincial policies.

78. As a result of this change, further text amendments are required to the population, density and housing mix figures noted in the Secondary Plan and through its associated amendments. These changes have been reflected in the recommended motion as follows:
- i) Section 1.2.1 shall be amended by replacing the population figure in the first sentence with approximately '4,535';
  - ii) Section 2.1.2 shall be amended by deleting it and replacing it with the following: 'The residential density for the Edgehill Drive Planning Area will be approximately 53 persons per gross residential hectare, yielding a residential community of approximately 4,535 persons';
  - iii) Section 2.2.1 shall be amended by deleting it and replacing it with the following: 'New developments in the area of the Amendment No. 16 will take the form of draft plan of subdivisions for low, medium and high density residential uses';
  - iv) Section 2.2.2 shall be amended by deleting it and replacing it with the following: 'Approximately 1,672 dwelling units are built or planned to be built within the secondary plan area. The approximate housing mix shall be 70% low density residential and 10% medium density residential and 20% high density residential'; and
  - v) Section 2.2. shall be amended by adding the following subsection: '2.2.12 - High density residential areas shall include apartment dwellings. The density of these areas shall not exceed ninety-two (92) units per net residential hectare'.
79. As noted in paragraph 67 above, staff are satisfied with the expansion of the General Commercial designation and associated uses on the subject lands. The provision for a General Commercial designation over the subject lands replaces the commercial designation that was originally planned, but never developed and subsequently eliminated in the central portion of the EDSP area. The original General Commercial Centre was intended to provide the day to day shopping and local service needs of the Planning Area residents.
80. As noted above in paragraph 69 of this report, the Environmental Protection designation over a portion of the subject lands was originally established to recognize the existing natural heritage features and functions associated with Dyment's Creek. Given that no species at risk will be impacted and the natural heritage features and functions associated with the Dyment's Creek corridor will not be adversely impacted by the stormwater management facility proposed over this portion of the subject lands, staff are satisfied that the Environmental Protection designation may be amended and replaced to accommodate the stormwater management pond required for the proposed development as reflected on Appendix "C" to this report.

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Height and Density Bonusing

81. Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The draft regulations to implement the Community Benefits Charge policy have not been finalized.
82. It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated. The deadline for this transition is anticipated as July 20, 2022.
83. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed zoning provides the opportunity for increased height provisions of Zoning By-law 2009-141, and therefore, the Bonusing Policies contained within the Official Plan are applicable.
84. In accordance with Section 6.8 of the Official Plan, upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act* provided that:
  - a) The development constitutes good planning and is consistent with the goals, objectives, and policies of the Official Plan;
  - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
  - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.
85. The Height and Density Bonusing Policy sets out several community benefits that may be secured. These include, but are not limited to, the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.
86. As noted above, staff are of the opinion that the proposed development conforms to the Official Plan goals and policies as it relates to residential intensification. Staff recommend that the applicant proceed with the process to determine applicability of community benefits for this project as it pertains to the proposed increase in height for this project, from 15 metres to 18 metres associated with Buildings 'A' and 'B'.
87. Based on the provisions identified above, staff are of the opinion that the proposed development is consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for commercial 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. Further, the provision of commercial uses would serve the existing and proposed residential development in the area.

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## Zoning

88. The proposed amendment to the current zoning of the property, would serve to replace the approved low- and medium-density residential (176 units) with 336 high density residential units in the form of five (5), 5 and 6-storey residential apartment buildings. The amended zoning would also serve to expand the size and uses associated with the commercial block, relocate the park block to the north side of the Sproule Drive extension and relocate the stormwater management pond further west in accordance with Appendix "D" of this report.
89. The previous site-specific zoning by-law 2015-047 would be repealed and replaced with a by-law that would establish the zoning standards and permitted uses in accordance with the conceptual site plan attached as Appendix "H" to this report.

## Zoning Rationale for Special Provisions (SP)

90. As noted above, the applicant has requested a Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), General Commercial – Special Provision (C4)(SP-YYY), Open Space and Open Space Stormwater Management (OS) (SWM) zoning over the subject lands. The site-specific provisions (SP) are discussed below and have been requested to implement the proposed development concept attached as Appendix "H" to this report.

## Maximum Building Height

91. With respect to the proposed residential block, the applicant is proposing that the maximum permitted height associated with Buildings 'A' and 'B' be increased from 15 metres to 18 metres. The proposed increase in height has been requested to achieve a variety of building heights throughout the development. Planning staff do not anticipate any negative impacts associated with the proposed increase in building height over the subject lands or adjacent properties, given that these buildings are located internal to the site and significant buffering and separation distances would be afforded to the adjacent residential properties to the west by the existing Dymont's Creek natural heritage features. Further, staff are of the opinion that the proposed building heights would be consistent with the policy direction and design guidelines established for residential intensification.

## Commercial Block

92. In accordance with By-law 2015-047, a Convenience Commercial with Special Provisions (C5)(SP-514) zoning was previously established over the subject lands at the south west corner of Sproule Drive and Ferndale Drive North. In an effort to provide additional flexibility for commercial tenants as a result of the expanded commercial block, the applicant is now proposing a General Commercial – Special Provision (C4)(SP-XXX) zoning for these lands.
93. The proposed C4(SP-XXX) zoning would permit a restricted range of uses, including but not limited to, a bake shop, bank, fitness or health club, florist, dry cleaning/laundry depot, local convenience retail, office, medical office, personal service store, renal store, restaurant service store, day nursery and grocery store. Given the proximity to existing and proposed residential uses and to existing commercial uses in the area, staff are recommending that the following uses be prohibited in the C4(SP-XXX) zone as reflected in the recommended motion:

- i) Adult Entertainment Parlour
- ii) Automotive Leasing Establishment
- iii) Automotive Repair Establishment
- iv) Automotive Sales Establishment
- v) Automotive Service Station
- vi) Building Supply Centre
- vii) Nightclub
- viii) Nursery or garden Supply Centre

94. The restricted range of uses will provide the opportunity for commercial uses in an area that has little available convenience commercial opportunities for the existing and future area residents of the Edgehill Drive Planning Area. The commercial property would be ideally located at a signalized intersection and would provide an appropriate buffer between the existing industrial park to the south and proposed residential development on the north side of the Sproule Drive extension. If approved, the commercial block would be subject to site plan control that would address details such as parking, landscaping, access, common amenity area, building location and other such matters.

#### Density

95. While no other site specific zoning provisions would be required to implement the proposed development concept, staff are recommending that the approval of the subject application be tied to the concept plan proposed by the owner (see Appendix "H"). In this regard, staff are recommending that a maximum density of 92 units per hectare be permitted for the (RA1-2)(SP-XXX) zoning over the lands, whereas the provisions of the RA1-2 zone do not specify a maximum density provision.
96. In addition to the maximum density provision of 92 units per hectare (336 units), staff are recommending that a minimum density of 53 units per hectare be achieved for the residential block to ensure that the planning policy framework that has been established for intensification is realized on the subject lands. This would provide a density range of 53-92 units per hectare and would prevent the underdevelopment of the property in an area appropriate for residential intensification. The upper limit of 92 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. Further the density analysis completed by staff (see Appendix "I") reflects a density of approximately 13 units per hectare for the overall study area, inclusive of the proposed development. The above noted site-specific provisions related to density, building height and prohibited uses have been reflected in the recommended motion.
97. In staff's opinion, the proposed site layout is functional and the proposed site-specific zoning provisions over the subject lands represent an appropriate form of residential infill and commercial development within an existing established area of the City on a site that is currently vacant. The above noted site-specific provisions have been reflected in the recommended motion in order to provide local residents with some level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

#### Site Plan Control

98. Subject to Council's approval of the subject applications and registration of the associated draft plan of subdivision application (D12-441), the residential and commercial blocks 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 (including adequate fire protection), stormwater management, landscaping, screening, lighting, setbacks, building orientation/placement/massing, parking, etc.

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99. The concept plan and preliminary reports submitted in support of the subject application provide a general indication of how the property would be developed. However, should the subject Zoning By-law Amendment application 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.

Summary

100. Staff have reviewed the comments received and considered the proposed Official Plan and Zoning By-law Amendments, having regard to conformity with the relevant Provincial Policy, the City's Official Plan and the Edgehill Drive Secondary Plan. Planning staff are satisfied that the provision of high density residential uses on the property and the expansion of the commercial block and associated permitted uses, is appropriate and in keeping with the locational criteria established for same. This property, once developed, would provide the final road connection between Miller Drive and Ferndale Drive North. The future intersection at Ferndale Drive North already contains the required traffic signals that also serve as the main entrance into the City of Barrie Operations Centre. The relocation of the proposed neighbourhood park to the north side of Sproule Drive would provide a more appropriate location relative to the proposed residential development. Further, the location of the proposed commercial block and stormwater management pond would provide an appropriate buffer between the existing industrial development to the south and the proposed residential units on the north side of Sproule Drive and will serve the needs of the existing and future residents of the neighbourhood.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

101. There are no environmental and/or climate change impact matters related to the recommendation. As noted above in paragraphs 11 and 69, the existing EP lands located toward the south westerly limits of the property were declared surplus by Council and offered for sale to the applicant to accommodate stormwater management for the proposed development. The Environmental Protection designation over approximately 0.17ha of the subject lands was originally established to recognize the existing natural heritage features and functions associated with Dymont's Creek. LSRCA staff are satisfied that no species at risk will be impacted and the natural heritage features and functions associated with the Dymont's Creek corridor will not be adversely impacted by the stormwater management facility proposed over this portion of the subject lands.

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## **ALTERNATIVES**

102. The following alternatives are available for consideration by Planning Committee:

### **Alternative #1**

Planning Committee could refuse the subject Official Plan and Zoning By-law Amendment applications and maintain the existing Official Plan designations and Zoning on the subject property.

This alternative is not recommended as the subject property is ideally suited for the proposed form and density of residential development and is in keeping with both the Provincial and Municipal policy framework established for intensification as noted throughout the Analysis section of the report. Further, the expansion of the proposed commercial block would provide the needed convenience commercial type uses for the residents of the Edgehill Drive Planning area, and the proposed revisions would provide an improved location for the future neighbourhood park and an appropriate interface between proposed residential development and existing industrial uses to the south.

### **Alternative #2**

Planning Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended as the site-specific provisions have been recommended to provide residents with some level of assurance that the concept plan submitted will be realized at the time of site development. Further the restricted uses associated with the proposed C4(SP-YYY) block are appropriate given proximity to the existing and proposed residential and commercial uses in the area.

## **FINANCIAL**

103. The proposed Official Plan Amendment and Rezoning of the subject lands would permit the development of 336 residential units in the form five (5), 5 and 6- storey residential apartment buildings and approximately 5,630m<sup>2</sup> (60,000sq.ft) of commercial retail and/or office space. The current annual property tax revenue generated from the subject lands is \$40,237.83. It is not possible to estimate the assessed value of the subject property following development of the site, however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject lands as of the time of writing this staff report.
104. Building permit application fees associated with the proposed development are estimated to be approximately \$749,953.22 (2020 rates). If approved, building permit fees will be confirmed through the subsequent site plan control process, and collected at the time of the submission of a building permit application.
105. Current development charges for the proposed development are \$26,531.00 per unit for the proposed 1 bedroom apartment units, \$37,794.00 for the proposed 2 and 2+ bedroom apartment units, and \$352.64 per square metres for the proposed commercial uses, as of January 1, 2021. The residential development charge revenue for the proposed development is estimated to be approximately \$10,806,600.00 assuming a 50/50 split between 1 and 2+ bedroom apartment units. Residential Development Charges are subject to an annual inflationary adjustment on January 1<sup>st</sup> of each year. Development charges are calculated and paid at the time of issuance of the building permit.

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106. Commercial development charges revenue is estimated to be \$1,985,363.20 (retail use) based on approximately 5,630m<sup>2</sup> (60,600 sq.ft.) of commercial building area.
107. The education levy for residential uses is currently \$3,559.00 per unit, which represents a total levy of \$1,195,824.00.
108. The applicant is proposing a 1ha neighbourhood park. Cash in lieu of parkland is currently calculated at \$5,726.00 per residential unit which represents a total contribution of \$206,136.00 required for the shortfall (36 units) associated with the proposed development (2021 rate, subject to an annual inflationary adjustment on January 1<sup>st</sup> of each year). In addition, a land value appraisal would be required prior to site plan control to calculate the non-residential cash in lieu of parkland requirement (2% of appraised land value) associated with the proposed commercial lands.
109. The proposed development would be subject to a finance administration fee of \$26,660.00, which would be collected at the time of issuance of a building permit.
110. Through the associated 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. 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. The City would then incur additional operating costs associated with extending municipal services to that area such as fire protection, policing, snow clearing, boulevard landscaping maintenance, park maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.
111. Following registration of the associated plan of subdivision, the residential and commercial blocks would be subject to Site Plan Control. All costs associated with the approval and development of these blocks would be the applicant's responsibility. The applicant 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, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

#### **LINKAGE TO 2018–2022 STRATEGIC PLAN**

112. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Growing Our Economy
    - i) Make it easier to do business
  - Fostering a Safe and Healthy City
    - ii) Build a greener Barrie while mitigating and adapting to climate change
  - Building Strong Neighbourhoods
    - iii) Build walkable, diverse neighbourhoods that encourage community connections
    - iv) Grow Responsibly

- 
- ☒ Improving the Ability to Get Around Barrie
    - v) Increase transportation options, including active transportation modes
    - vi) Make connections

113. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development offers a more affordable and attainable form of housing, promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Application Summary  
Appendix "B" – Proposed Official Plan Schedule A – Land Use  
Appendix "C" – Proposed Edgehill Drive Secondary Plan Schedule "B" – Concept Plan  
Appendix "D" – Proposed Zoning By-law Amendment  
Appendix "E" – Previous Draft Approved Plan (176 Units)  
Appendix "F" – Proposed Plan of Subdivision  
Appendix "G" – Original Concept Plan (300 Units)  
Appendix "H" – Current Conceptual Site Plan (336 Units)  
Appendix "I" – Residential Density Analysis

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## APPENDIX "A"

### Application Summary

#### LOCATION

The subject lands are located on the west side of Ferndale Drive North, south of Edgehill Drive. The property is known municipally as 180 and 190 Ferndale Drive North and 59 and 61 Sproule Drive, and has a total area of approximately 7.98 ha [inclusive of 0.17ha of Environmental Protection lands currently owned by the City of Barrie (Part of Block 183, Plan 51M-751)]

#### BACKGROUND

The subject lands originally received draft approval on December 15, 1999 by the Ontario Municipal Board (OMB). Since the initial draft plan approval, the applicant has been granted a number of draft plan extensions and red-line revisions which resulted in an increase in the density in accordance with new Provincial policy.

The most recent extension, as approved by the OMB, was granted until December 31, 2019. The Owner failed to register the approved draft plan by this date and as such, the draft approval status has lapsed and is no longer in place.

#### CURRENT PROPOSAL

The applicant is proposing to amend the City of Barrie Official Plan, the Edgehill Drive Secondary Plan and the City's comprehensive Zoning By-law to implement the concept plan attached as Appendix "H" to this report.

The effect of the applications would be to permit the development of 336 residential apartment units in the form of five (5), five and six-storey residential apartment buildings, and an expansion of the commercial development block on the southwest corner of the future Sproule Drive extension and Ferndale Drive North.

The applications primarily serve to:

- expand the size of the commercial development site and the number of permitted uses associated with this block;
- relocate the proposed neighbourhood park block to the north side of the Sproule Drive extension;
- relocate the stormwater management pond to the west over a portion of City owned lands that were declared surplus by Council in April of 2018 and offered for sale to the applicant for stormwater management purposes; and
- replace the low and medium density residential lots/blocks with high density residential development, resulting in an increase of 160 units for the lands with an overall density of 92 units per net residential hectare.

#### Proposed Zoning

The rationale for the proposed site-specific zoning provisions associated with the proposed residential block (see Table 1) are discussed in paragraphs 90-97 of this report.

**Table 1: Site-specific Zoning Provisions**

<b>ZONING STANDARD</b>	<b>Required by Comprehensive Zoning By-law 2009-141 RA1-2 Zone</b>	<b>Proposed RA1-2 (SP-XXX)</b>
<b>Maximum Building Height</b>	18m	<b>15m</b>
<b>Minimum Density</b>	N/A	<b>53 Units Per Hectare</b>
<b>Maximum Density</b>	N/A	<b>92 Units Per Hectare</b>

Given the context of the surrounding area and adjacent residential uses, the applicant is also proposing to restrict the permitted uses within the proposed commercial block. In this regard, the following uses are proposed to be prohibited within the General Commercial – Special Provision (C4)(SP-YYY) zone:

- i) Adult Entertainment Parlour
- ii) Automotive Leasing Establishment
- iii) Automotive Repair Establishment
- iv) Automotive Sales Establishment
- v) Automotive Service Station
- vi) Building Supply Centre
- vii) Nightclub
- viii) Nursery or garden Supply Centre

Draft Plan Approval and Site Plan Control

In conjunction with the subject applications, the applicant has also submitted an application for Draft Plan of Subdivision (D12-441) which is being considered separately from the subject applications. This application would result in the creation of four (4) blocks for a neighbourhood park, a high density residential development block, a commercial development block and a stormwater management pond, and would facilitate the extension of Sproule Drive east to Ferndale Drive North (see Appendix “F”).

Should Council approve the subject applications, Planning Staff, through delegated approval (Council Motion 10-G-346), would be in a position to approve the associated Draft Plan of Subdivision following final approval of the implementing Official Plan and Zoning By-law amendments and acquisition of the City owned lands at the south-westerly limits of the development.

The residential and commercial blocks would be subject to site plan control to address detailed design matters such as, but not limited to, building orientation/placement/design, including exterior finishing materials, landscaping, access, site servicing (including adequate fire protection) and parking.

RECOMMENDATION

The planning rationale provided throughout this staff report demonstrates that the proposed Official Plan and Zoning By-law Amendment applications are consistent with the Provincial Policy Statement (2020) and conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan, while also being respectful of existing land uses adjacent to the proposed development.

Planning staff are satisfied that the provision of high density residential uses on the property and the expansion of the commercial block and associated permitted uses, is appropriate for the site. This property once developed, would provide, the final road connection between Miller Drive and Ferndale Drive North.



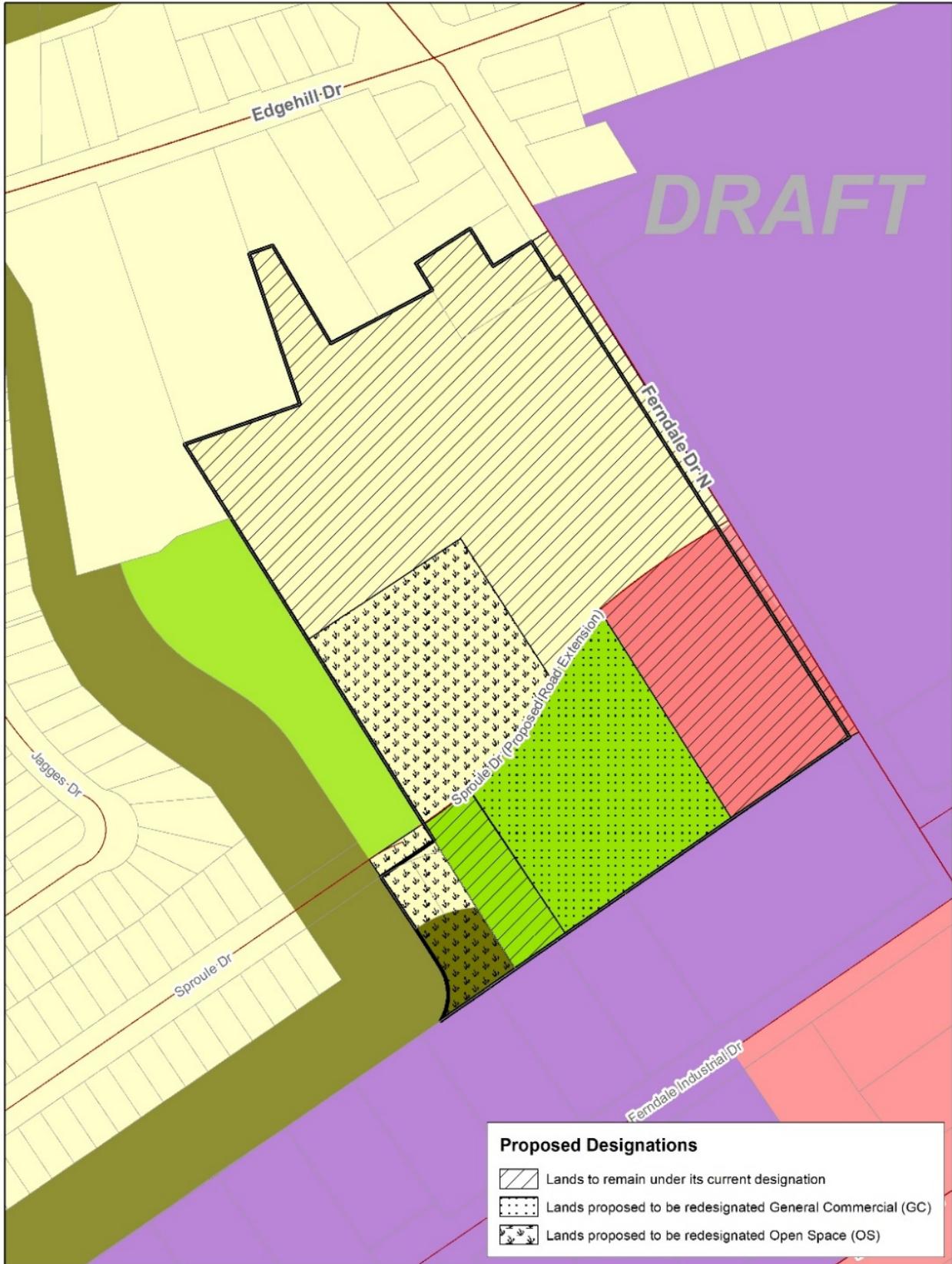
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The relocation of the proposed neighbourhood park to the north side of Sproule Drive would provide a more appropriate location relative to the proposed residential development. Further, the location of the proposed commercial block and stormwater management pond would provide an appropriate buffer between the existing industrial development to the south and the proposed residential units on the north side of Sproule Drive and will serve the needs of the existing and future residents of the neighborhood.

As such, Planning staff are recommending that the subject applications be approved by Planning Committee as reflected in the Recommended Motion.

APPENDIX "B"

Proposed Official Plan Schedule A – Land Use



**Proposed Designations**

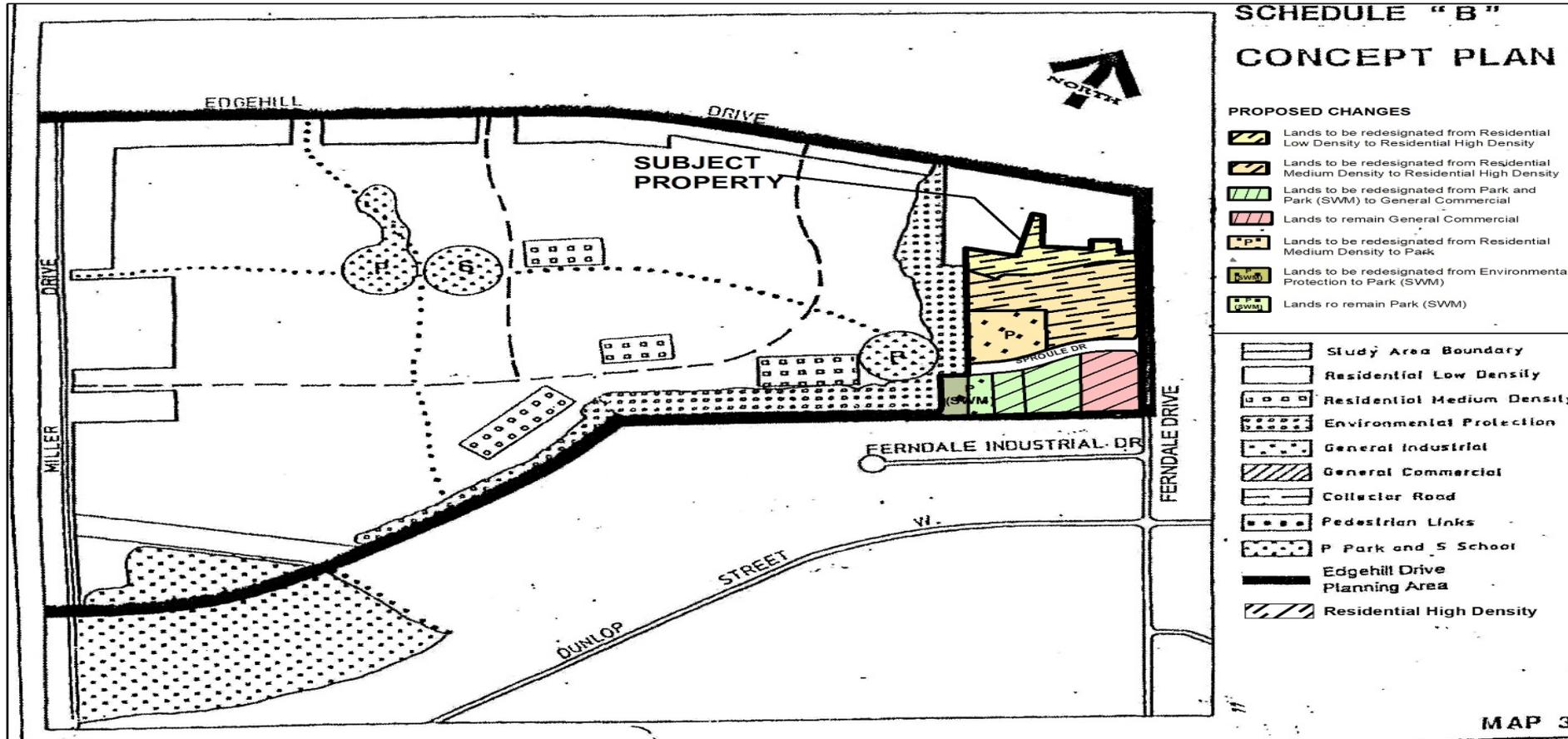
- Lands to remain under its current designation
- Lands proposed to be redesignated General Commercial (GC)
- Lands proposed to be redesignated Open Space (OS)

<p><b>Proposed Official Plan Amendment</b> <b>Schedule A - Land Use</b> <b>D09- OPA 071</b> <b>180 / 190 Ferndale Dr N /</b> <b>59 / 61 Sproule Dr</b> <b>Barrie - ON</b></p>	<p>— Road</p> <p>□ Parcel</p> <p>▭ Subject Lands</p>	<p>0 30 60 120 m</p>
	<p><b>Official Plan Schedule A - Land Use</b></p> <ul style="list-style-type: none"> <li> Residential</li> <li> General Commercial</li> <li> General Industrial</li> <li> Open Space</li> <li> Environmental Protection Area</li> </ul>	

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APPENDIX "C"

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



D09-OPA071 / D14-1663 / D12-441  
 180/ 190 Ferndale Dr  
 59/61 Sproule Dr  
 Barrie - ON

Development Services - OS  
 Date: 10/7/2020

MAP 3

APPENDIX "D"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2021-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 repeal By-law 2015-047 and amend By-law 2009-141 to rezone the lands known municipally as 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751, from Residential Single Detached Dwelling Second Density (R2), Residential Single Detached Dwelling Second Density, Hold (R2) (H130), Residential Single Detached Dwelling Fourth Density (R4), Residential Single Detached Dwelling Fourth Density, Hold (R4)(H-131), Multiple Residential Dwelling Second Density – Special Provision (RM2)(SP-513), Multiple Residential Dwelling Second Density – Townhouse (Wide Shallow) – Special Provision [RM2-TH(WS)(SP-512)], Open Space (OS), Open Space Stormwater Management OS(SWM), Environmental Protection (EP) and Convenience Commercial – Special Provision (C5)(SP-514) to Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), General Commercial – Special (C4)(SP-YYY), Open Space and Open Space Stormwater Management (OS) (SWM).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 21-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 180 and 190 Ferndale Drive North, 59 and 61 Sproule Drive and Part of Block 183, Plan 51M-751, from Residential Single Detached Dwelling Second Density (R2), Residential Single Detached Dwelling Second Density, Hold (R2) (H130), Residential Single Detached Dwelling Fourth Density (R4), Residential Single Detached Dwelling Fourth Density, Hold (R4)(H-131), Multiple Residential Dwelling Second Density – Special Provision (RM2)(SP-513), Multiple Residential Dwelling Second Density – Townhouse (Wide Shallow) – Special Provision [RM2-TH(WS)(SP-512)], Open Space (OS), Open Space Stormwater Management OS(SWM), Environmental Protection (EP) and Convenience Commercial – Special Provision (C5)(SP-514) to Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX), General Commercial – Special (C4)(SP-YYY), Open Space and Open Space Stormwater Management (OS) (SWM).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 5.3.2 (b) of By-law 2009-141, a maximum building height of 18.0 meters shall be permitted for Buildings 'A' and 'B' in the Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law .
3. **THAT** notwithstanding any other provision of By-law 2009-141, a minimum density of 53 units per hectare and a maximum density of 92 units per hectare shall be permitted in the Residential Apartment Dwelling First Density-2 – Special Provision (RA1-2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions of Table 6.2 of By-law 2009-141, the following uses shall be prohibited in the General Commercial – Special Provision (C4)(SP-YYY) zone:
  - i) Adult Entertainment Parlour
  - ii) Automotive Leasing Establishment
  - iii) Automotive Repair Establishment
  - iv) Automotive Sales Establishment
  - v) Automotive Service Station
  - vi) Building Supply Centre
  - vii) Nightclub
  - viii) Nursery or garden Supply Centre
5. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
6. **THAT** the Owner/Applicant be required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**READ** a first and second time this \_\_\_<sup>th</sup> day of \_\_\_\_, 2021.

**READ** a third time and finally passed this \_\_\_<sup>th</sup> day of \_\_\_\_, 2021.

THE CORPORATION OF THE CITY OF BARRIE

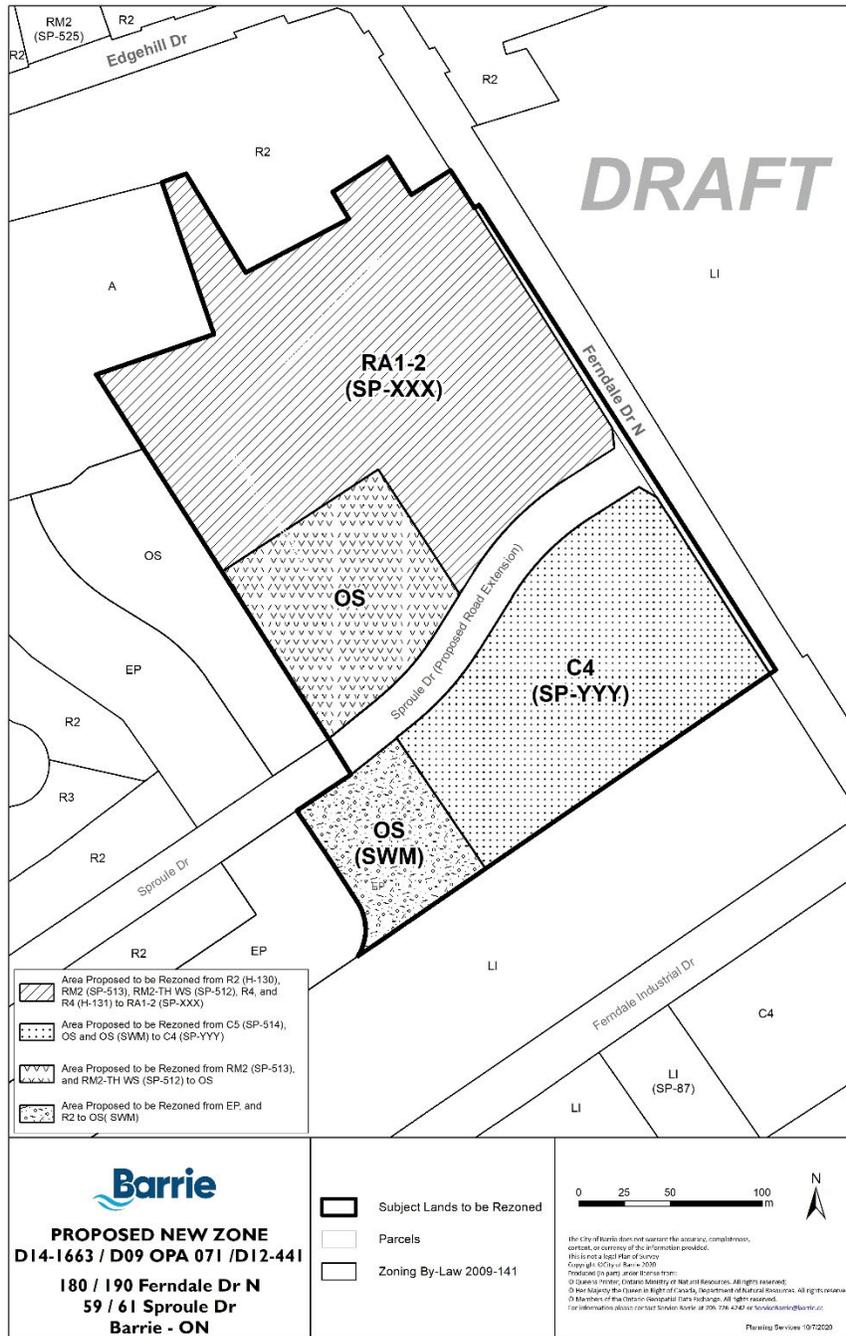
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MAYOR – J. R. LEHMAN

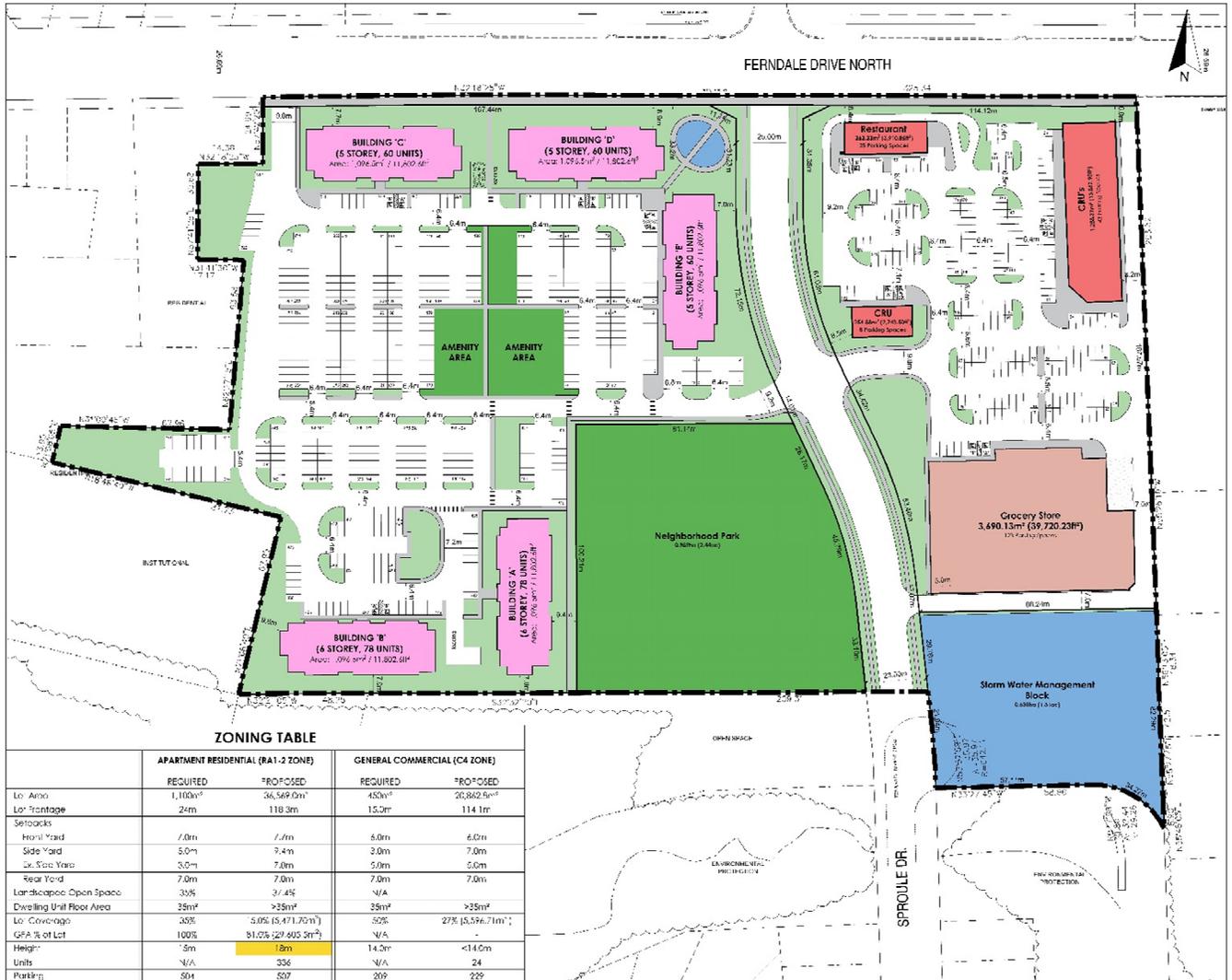
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CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2021-XXX



Schedule "B" to Attached By-law 2021-XXX

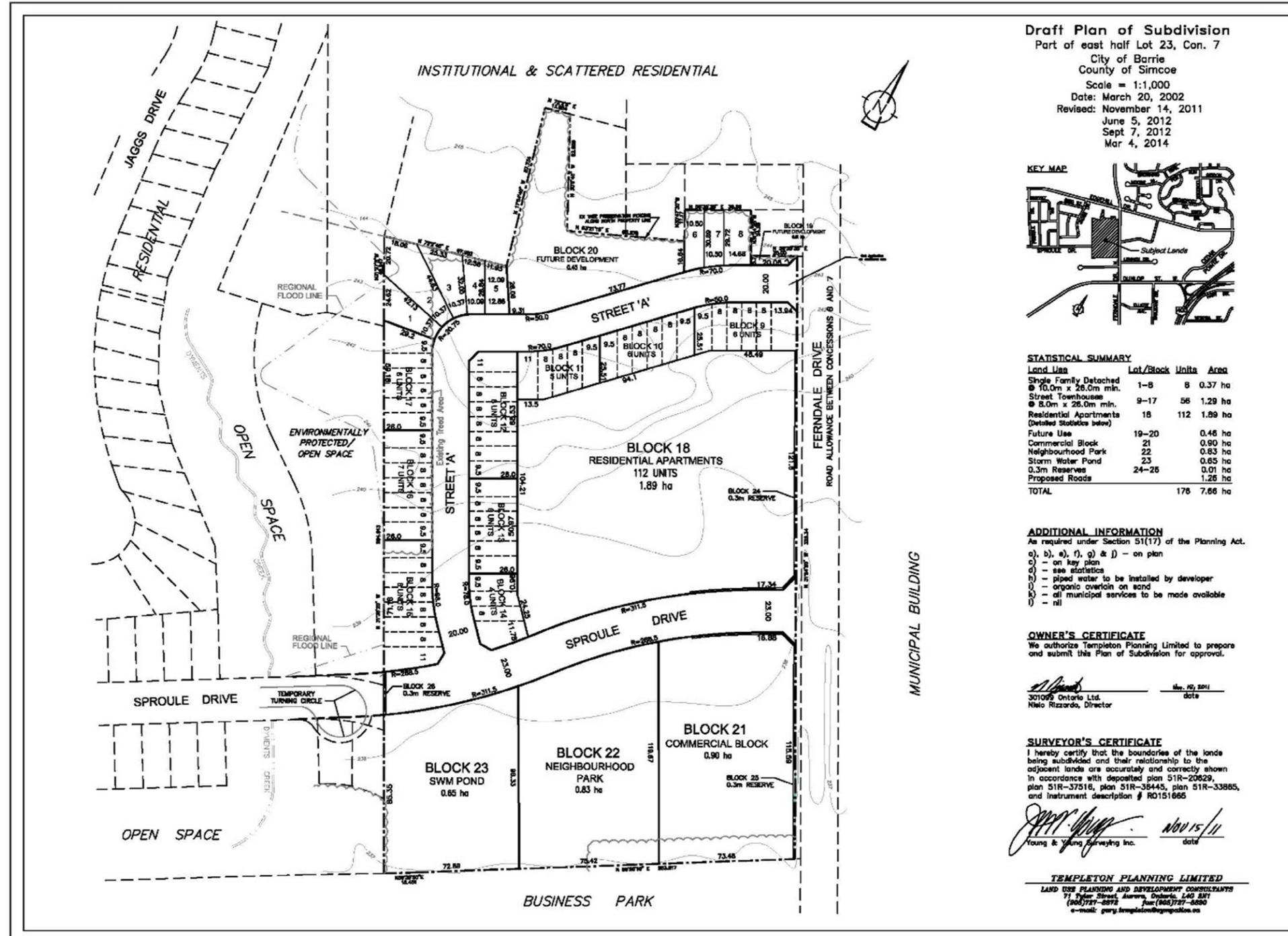


MAYOR – J. R. LEHMAN

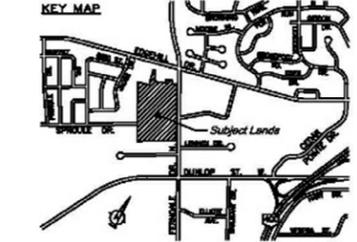
CITY CLERK – WENDY COOKE

APPENDIX "E"

Previous Draft Approved Plan (176 Units)



**Draft Plan of Subdivision**  
Part of east half Lot 23, Con. 7  
City of Barrie  
County of Simcoe  
Scale = 1:1,000  
Date: March 20, 2002  
Revised: November 14, 2011  
June 5, 2012  
Sept 7, 2012  
Mar 4, 2014



**STATISTICAL SUMMARY**

Land Use	Lot/Block	Units	Area
Single Family Detached	1-8	8	0.37 ha
Street Townhouses	9-17	56	1.29 ha
Residential Apartments	18	112	1.89 ha
Future Use	19-20		0.48 ha
Commercial Block	21		0.80 ha
Neighbourhood Park	22		0.83 ha
Storm Water Pond	23		0.65 ha
0.3m Reserves	24-25		0.01 ha
Proposed Roads			1.26 ha
<b>TOTAL</b>		<b>176</b>	<b>7.66 ha</b>

**ADDITIONAL INFORMATION**  
As required under Section 51(17) of the Planning Act.  
a), b), e), f), g) & j) - on plan  
c) - on key plan  
d) - see statistics  
h) - piped water to be installed by developer  
i) - organic overlain on sand  
j) - all municipal services to be made available  
k) - nil

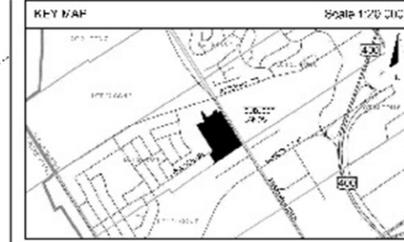
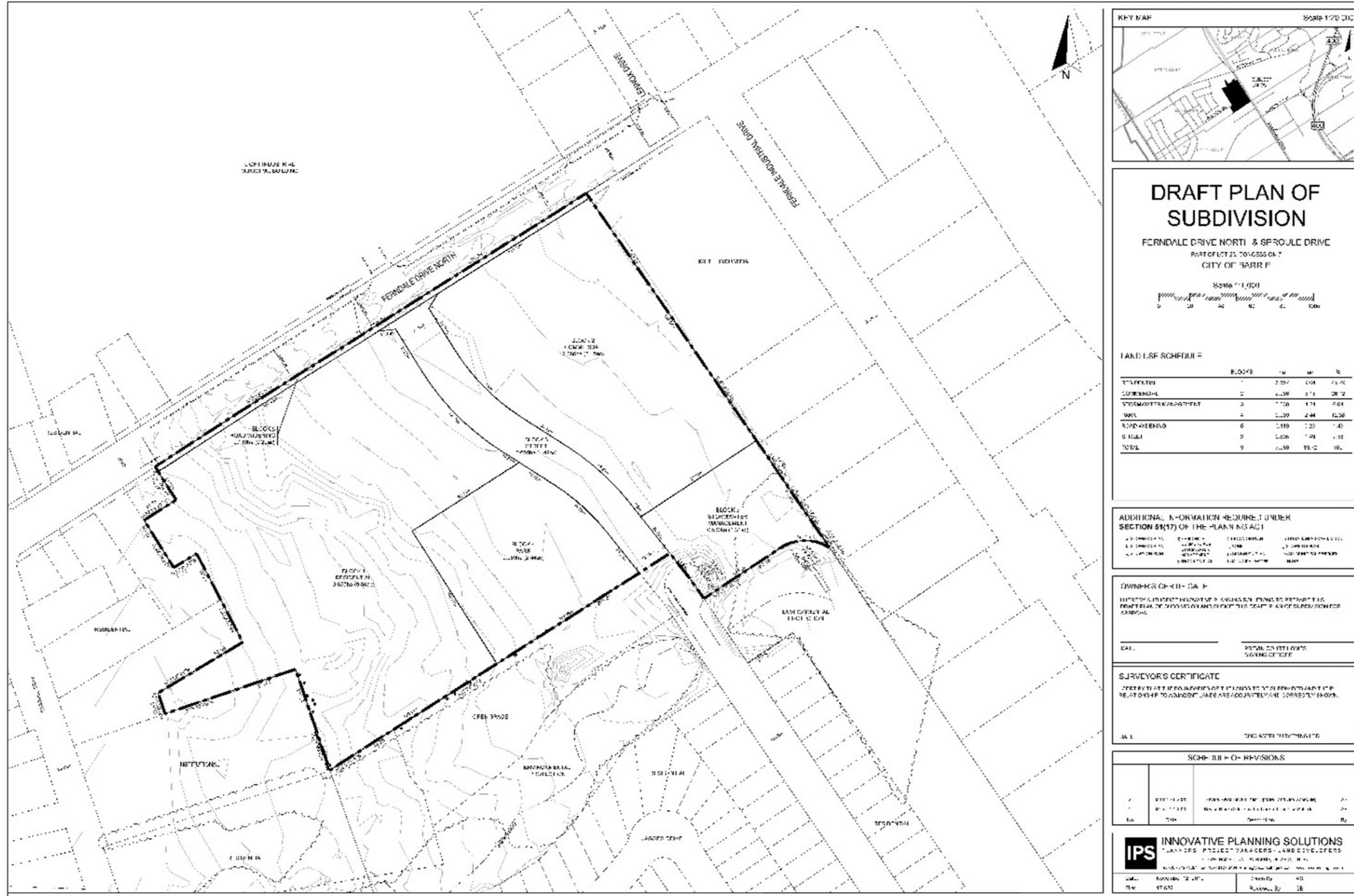
**OWNER'S CERTIFICATE**  
We authorize Templeton Planning Limited to prepare and submit this Plan of Subdivision for approval.  
  
\_\_\_\_\_  
Nico Rizzardo, Director

**SURVEYOR'S CERTIFICATE**  
I hereby certify that the boundaries of the lands being subdivided and their relationship to the adjacent lands are accurately and correctly shown in accordance with deposited plan 51R-20829, plan 51R-37516, plan 51R-38445, plan 51R-33885, and instrument description # R0151665  
  
\_\_\_\_\_  
Nov 15/11  
Young & Young Surveying Inc.

**TEMPLETON PLANNING LIMITED**  
LAND USE PLANNING AND DEVELOPMENT CONSULTANTS  
71 Ryer Street, Aurora, Ontario, L40 8H1  
(905)727-8872 Fax (905)727-8880  
e-mail: gary.templeton@templeton.ca

APPENDIX "F"

Proposed Plan of Subdivision



**DRAFT PLAN OF SUBDIVISION**  
 FENWICK DRIVE NORTH & SPENCER DRIVE  
 PART OF LOT 25, TOWNSHIP OF  
 CITY OF BARRIE  
 Scale: 1:1,000  
 0 20 40 60 80 100 120

LAND USE SCHEDULE

	FLOORS	sq. m.	sq. ft.
RESIDENTIAL	1	2,507	2,684
COMMERCIAL	2	2,507	2,684
INDUSTRIAL	3	7,521	8,143
WAREHOUSE	4	10,028	10,724
RECREATION	5	1,253	1,347
SCHOOL	6	1,253	1,347
TOTAL	9	25,073	26,940

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

OWNER'S CERTIFICATE

I, the undersigned, hereby certify that the information contained in this draft plan of subdivision is true and correct to the best of my knowledge and belief.

DATE: \_\_\_\_\_

SIGNATURE OF OWNER: \_\_\_\_\_

SURVEYOR'S CERTIFICATE

I, the undersigned, hereby certify that the information contained in this draft plan of subdivision is true and correct to the best of my knowledge and belief.

DATE: \_\_\_\_\_

SIGNATURE OF SURVEYOR: \_\_\_\_\_

SCHEDULE OF REVISIONS

NO.	DATE	DESCRIPTION	BY
1	2021-03-23	ISSUED FOR PUBLIC COMMENT	IPS
2	2021-03-23	ISSUED FOR PUBLIC COMMENT	IPS

**IPS INNOVATIVE PLANNING SOLUTIONS**  
 PLANNERS PROJECT MANAGERS LAND DEVELOPERS  
 1000 HWY 7 EAST, SUITE 100, BARRIE, ONTARIO N4Y 2B1  
 TEL: 705-970-1234 FAX: 705-970-1235  
 WWW: WWW.IPS-ON.COM

DATE: 2021-03-23 DRAWN BY: [Name]

APPENDIX "G"

Original Concept Plan (300 Units)



**LEGEND**

- SUBJECT LANDS  
Area: 47,973ha (19,70ac)
- RESIDENTIAL APARTMENT BUILDINGS  
60 Units / Building
- COMMERCIAL RETAIL UNITS
- NEIGHBOURHOOD PARK
- LANDSCAPED OPEN SPACE
- SWM BLOCK

**ZONING TABLE**

	APARTMENT RESIDENTIAL (RA1-2 ZONE)		GENERAL COMMERCIAL (C6-SP 614 ZONE)	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED
Lot Area	1,100m²	36,831.95m²	450m²	20,356.91m²
Lot Frontage	24m	118.3m	15.0m	122.9m
Setbacks				
Front Yard	7.0m	7.0m	6.0m	6.0m
Side Yard	5.0m	6.0m	3.0m	6.9m
Ex. Side Yard	3.0m	7.0m	5.0m	5.0m
Rear Yard	7.0m	7.0m	7.0m	7.3m
Landscaped Open Space	35%	38.5%	n/a	-
Dwelling Unit Floor Area	35m²	35m²	n/a	-
Lot Coverage	35%	14.7%	50%	28.7%
GFA % of lot	100%	73.3%	n/a	-
Height	15m	15m	14m	<14m
Parking	450 (incl. 10 banker level)	455	195	212

**CONCEPT PLAN**  
300 Units

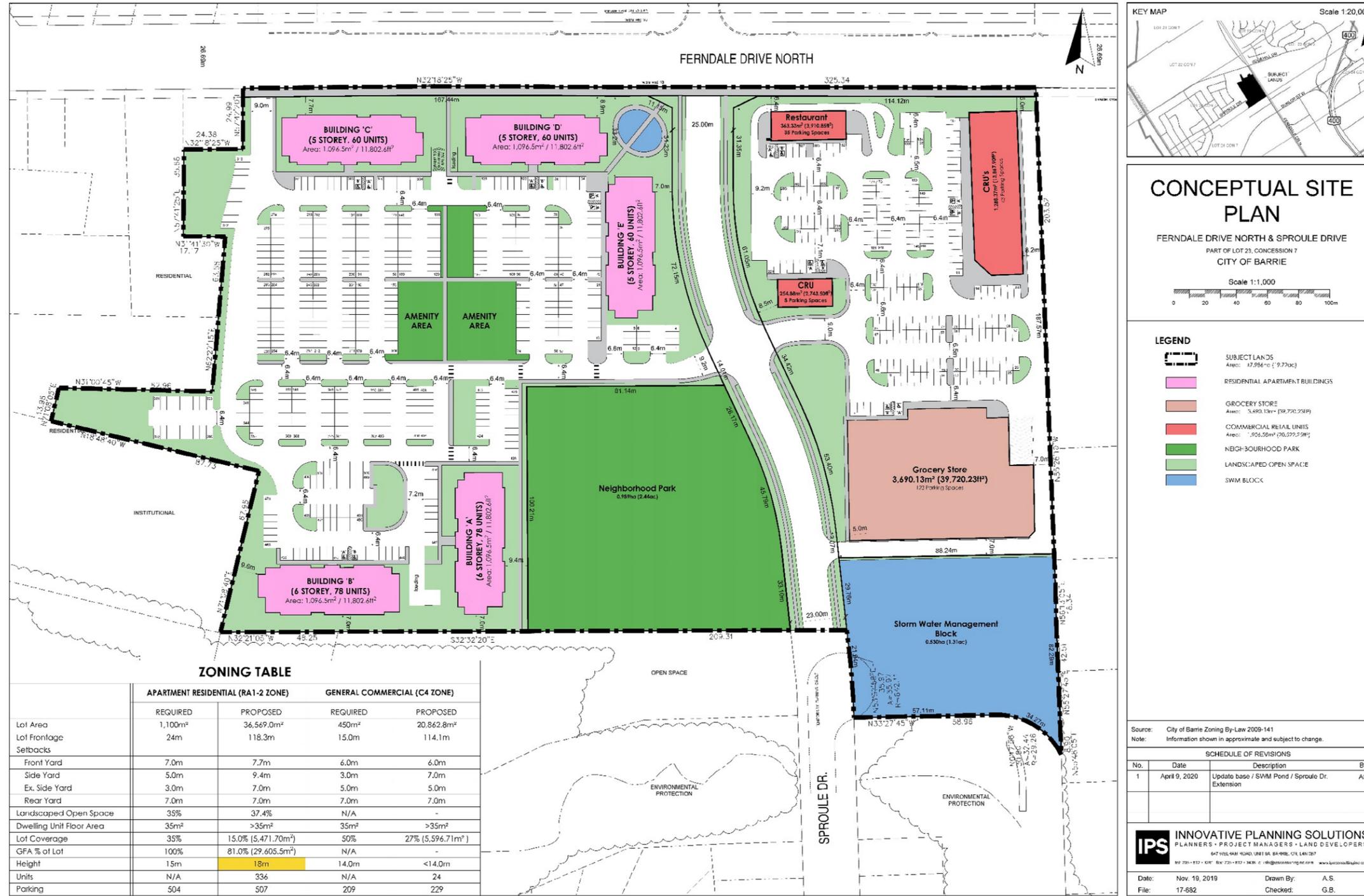
FERNDALE DRIVE NORTH & SPROULE DRIVE  
PART OF LOT 23, CONVESSION 7  
CITY OF BARRIE, ON

**IPS INNOVATIVE PLANNING SOLUTIONS**  
PLANNERS - PROJECT MANAGERS - LAND DEVELOPERS  
103 BROADVIEW AVENUE, SUITE 100, BARRIE, ONTARIO L4M 1M1  
416-751-1211 Fax: 416-751-3433 or info@innovativeips.com www.innovativeips.com

Source: Concept plan prepared by MacKnight Chalmers Limited Architects, October 2018.  
Date: October 30, 2018 File: 17-882  
Scale: 1:600 Reviewed By: GB

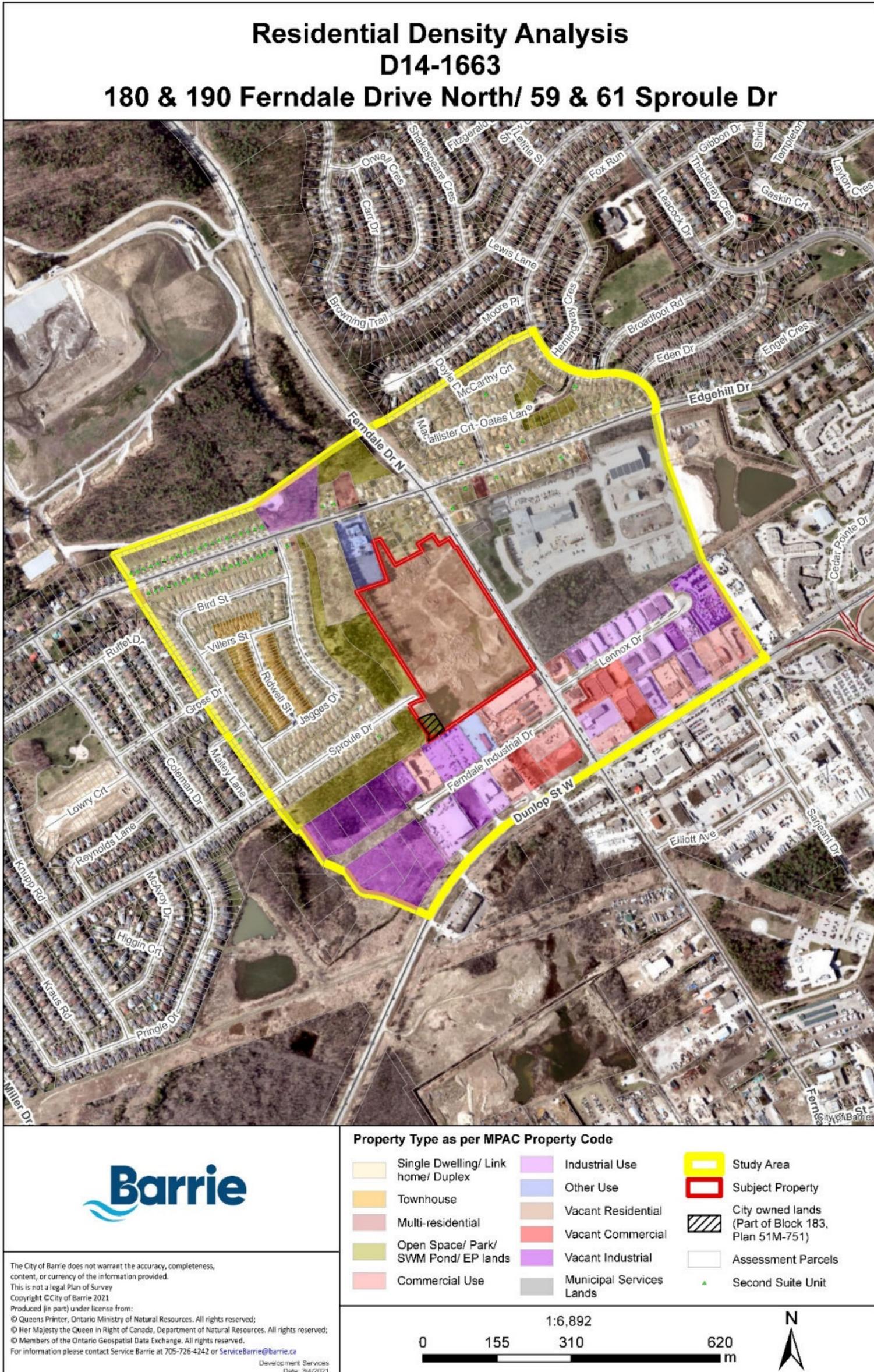
APPENDIX "H"

Current Conceptual Site Plan (336 Units)



APPENDIX "I"

Residential Density Analysis



RESIDENTIAL DENSITY ANALYSIS  
D14-1663  
180 & 190 Ferndale Drive North/ 59 & 61 Sproule Dr

PROPERTY USAGE	RESIDENTIAL UNITS	LAND AREA (ha)	DENSITY Units/ha
Single Dwelling Units*	378	21.93	17.24
Second Suite Units Registered	57		
Townhouse Units	66	1.83	36.06
Multiresidential Units	16	0.45	35.48
Mixed-use building (Office with residential units)	2	0.18	11.15
Non Residential Areas (Industrial, Commercial, Institutional)		11.92	
Municipal Services Lands (Operation Centre)		14.70	
Vacant Lands		9.35	
<b>Subject Property**</b> <i>Development Proposal includes 336 residential apartment units and a commercial area of 5596.71 m<sup>2</sup> with grocery store and 3 additional commercial units.</i> <i>Residential Block 3.65ha</i> <i>Commercial Block 2.08ha</i> <i>Neighbourhood Park 1ha</i> <i>Storm Water Management Pond 0.53ha</i> <i>Street and road widening 0.70 ha</i> <i>Total site area 7.9 ha</i>	336	3.66	91.88
<b>Current Residential Density</b>	<b>519</b>	<b>64.02</b>	<b>8.11</b>
<b>Projected Residential Density Including only Proposal for Subject Lands</b>	<b>855</b>	<b>64.02</b>	<b>13.36</b>
<b>Total Study Area</b>		<b>89.90 ha</b>	
<b>Total Developable Ares (Private Properties)</b>		<b>64.02 ha</b>	
<b>Total Area Parks/ Open Space/ Environmental Areas/ SWM Pond</b>		<b>7.59 ha</b>	
<b>City owned lands (Part of Block 183, Plan 51M-751)</b>		<b>0.17 ha</b>	
<b>Total Area Roads (right of way)</b>		<b>18.12 ha</b>	

Prepared by: Development Services  
Date: February 2, 2021

Note:

This Density Analysis is based on the Assessment Database; the MPAC property Code was used to identify the number of residential units in the Area.

\*Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.

Parks/ Open Space/ SWM Ponds and Road areas were not included in the density calculations.

\*\*The total land area used for the residential density calculation on the subject property corresponds only to the residential block area described in the proposal.